

Agenda

TAB Technical Advisory Committee



Meeting Date: September 7, 2022

Time: 9:00 AM

Location: Virtual

Public participation:

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAB Technical Advisory Committee by emailing us at public.info@metc.state.mn.us.

Call to Order

- 1) Approval of the Agenda (Agenda is approved without vote unless amended)
- 2) Approval of August 3, 2022, TAB Technical Advisory Committee Minutes - roll call

Public Comment on Committee Business

TAB Report

Committee Reports

- 1) Executive Committee (Jon Solberg, Chair)
 - a) 2022-34: TAC Bylaws (Joe Barbeau) - roll call
 - b) 2022-35: Streamlined 2023-2026 TIP Amendment – Hennepin Avenue BRT Platforms (Joe Barbeau) - roll call
 - c) 2022-36: Streamlined 2023-2026 TIP Amendment – Bruce Vento Trail Extension (Joe Barbeau) - roll call
 - d) 2022-37: Streamlined 2023-2026 TIP Amendment – Coon Rapids Boulevard Signal System (Joe Barbeau) - roll call
 - e) 2022-38: Streamlined 2023-2026 TIP Amendment – MN Highway 36 Ramp Reconstruction (Joe Barbeau) - roll call
 - f) 2022-39: Streamlined 2023-2026 TIP Amendment – Southwest Transit Mobility Hub (Joe Barbeau) - roll call
- 2) Planning Committee/TPP Technical Working Group (Scott Mareck, Chair)
 - a) 2022-31: 2023 Unified Planning Work Program – roll call
- 3) Funding & Programming Committee (Michael Thompson, Chair)
 - a) 2022-32: HSIP Program Year Extension: I-35W Continuous Lighting – roll call

Information

- 1) Regional Solicitation Public Input Tool Results (Bethany Brandt-Sargent, Met Council)
- 2) Regional Solicitation Project Ranking and Funding Scenarios (Steve Peterson, Met Council)

Other Business

Adjournment

Minutes

TAB Technical Advisory Committee



Meeting Date: August 3, 2022

Time: 9:00 AM

Location: Virtual

Members Present:

- Jon Solberg, Chair, MnDOT
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Erin Laberee, Dakota Co
- Brian Isaacson, Vice Chair, Ramsey Co
- Chad Ellos, Hennepin Co
- Lisa Freese, Scott Co
- Lyssa Leitner, Washington Co
- Andrew Witter, 7W

- Karl Keel, Bloomington
- Charlie Howley, Chanhassen
- Robert Ellis, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Ken Ashfeld, Maple Grove
- Marcus Culver, Roseville
- Michael Thompson, Plymouth
- Jenifer Hager, Minneapolis
- Jim Voll, Minneapolis
- Paul Kurtz, Saint Paul
- Bill Dermody, Saint Paul

- Steve Peterson, Council MTS
- Patrick Boylan, Council CD
- Elaine Koutsoukos, TAB
- Innocent Eyoh, MPCA
- Bridget Rief, MAC
- Matt Fyten, STA
- Cyndi Harper, Metro Transit
- Praveena Pidaparathi, MnDOT
- Colleen Eddy, DEED
- Vacant, MN DNR
- Danny McCullough, Bicycle
- Vacant, Pedestrian
- Andrew Emanuele (ex-officio)

= present

Call to Order

A quorum being present, Committee Chair Solberg called the regular meeting of the TAB Technical Advisory Committee to order at 9:02 a.m.

Approval of Agenda

The committee approved the agenda with no changes. Therefore, no vote was needed. Clarification was made that the first agenda item title changed from Sustainable Transportation Advisory Council Recommendations to Statewide Multimodal Transportation Plan.

Approval of Minutes

It was moved by Koutsoukos and seconded by Leitner to approve the minutes of the July 7, 2022, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported that the July 20, 2022, Transportation Advisory Board meeting was cancelled.

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: September 7, 2022

Date: August 31, 2022

Action Transmittal: 2022-34

Revision of TAC Bylaws.

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

TAC Executive Committee requests adoption of the revised TAC bylaws.

Recommended Motion

That the Technical Advisory Committee adopt the revised TAC bylaws

Summary

Council legal staff has suggested updates to TAC's bylaws to clarify the committee's ability to meet remotely.

Background and Purpose

In February 2022, TAC agreed to changes to its bylaws, adding two members, changing the length of chairperson terms, and establishing standing committee vice chairs. Following that change, the Council's Office of General Counsel (OGC) reviewed the bylaws and has suggested several additional changes, the primary purpose of which is to clarify TAC's ability to conduct remote meetings in relation to the State of Minnesota's open meeting laws (OML). Proposed changes include:

- Removing the phrases "regular meetings and "special meetings" in favor of "meetings."
- Removing "While regular attendance is expected, remote attendance will be accommodated in certain circumstances."
- The addition of several procedures related to conducting a remote meeting (pages 4-5)

Other clarifying changes are suggested, including:

- The use of "organization(s)" in lieu of the interchangeable use of "agencies," "appointing body," "organizations," and "appointing agency."
- Use of "chairperson" to eliminate inconsistent use of "chair" and "chairperson."
- Clarification on members and alternates missing four out of six meetings. The proposed change says that if "an organization" is not participating, the member shall be considered resigned. Pinning this responsibility to the organization is suggested because some organizations are frequently represented by alternates.

Following the discussion of this topic as an informational item at the August 3, 2022, TAC meeting, changes have been made under C. Standing Committees and Subcommittees (page 7). They are:

- Specification that TAC alternates can be chairs of the Funding & Programming and Planning standing committees and that chairs must attend TAC meetings.
- Three clarifications of the term “committee” to “standing committee.”
- Clarification that subcommittee chairs can be standing committee alternates.

Relationship to Regional Policy

Article VI of the Technical Advisory Committee Bylaws prescribes the process for amendment. A motion must pass with a two-thirds majority to be approved. The TAB bylaws explain the TAC’s purpose, membership composition, election of officers, structure, and schedule of meetings, conduct of business, and standing committee responsibilities and structure.

Staff Analysis

Suggested changes help clarify TAC’s ability to meet remotely and address some inconsistent terminology.

Committee Comments and Actions

The Technical Advisory Committee reviewed the proposed changes as an information item at its August 3, 2022, meeting.

Routing

To	Action Requested	Date Scheduled / Completed
Technical Advisory Committee	Review & Adopt	September 7, 2022



METROPOLITAN COUNCIL

BYLAWS

of

The Technical Advisory Committee (TAC) of the Transportation Advisory Board

Adopted February 2, 2022

These bylaws explain the TAC's purpose, membership composition, election of officers, structure and schedule of meetings, conduct of business, and standing committee responsibilities and structure. These bylaws were adopted by the TAC on February 2, 2022.

ARTICLE I: NAME AND PURPOSE

A. Name

The name of this body shall be the Technical Advisory Committee (hereinafter called the TAC).

B. Purpose

The Transportation Advisory Board (TAB) has established the TAC, for which the primary function is to provide technical advice to the TAB. The ~~TAC committee~~ shall include the following purposes and objectives:

1. Provide the technical evaluation, advice, and recommendations necessary for the Transportation Advisory Board (hereinafter called the TAB) to carry out its duties and responsibilities;
2. Assure state, regional, county and municipal involvement and coordination in transportation decisions of metropolitan significance;
3. Provide a forum for professional staff from planning and implementing agencies to address metropolitan transportation issues facing the region; and
4. Review MPO planning studies and programs, provided by the standing committees, for TAB.

ARTICLE II: MEMBERSHIP OF THE TAC

A. Composition

The TAC shall be composed of the following professional staff:

Designated representatives or their designated alternates of:

- Association of Metropolitan Municipalities (8)
- Metropolitan Airports Commission (MAC) (1)
- Mn Dept of Employment and Economic Development (DEED) (1)
- Minnesota Department of Transportation (MnDOT) (1)
- Minnesota Pollution Control Agency (MPCA) (1)
- USDOT (FHWA) (non-voting) (1)
- Suburban Transit Provider (designated by Suburban Transit Association) (1)
- Bicycle Transportation (designated by TAC Executive Committee) (1)
- Pedestrian Transportation (designated by TAC Executive Committee) (1)
- Freight (designated by MnDOT Freight Office) (1)
- Minnesota Department of Natural Resources (1)
- Metropolitan Council (3)
 - Exec. Div. Dir. ~~Of~~ Metropolitan Transportation Services (MTS)
 - Exec. Div. Dir. ~~Of~~ Community Development
 - General Manager of Metro Transit
- County Engineer of each of the Seven Metropolitan Counties (7)
- Region 7W (represent the areas of Sherburne and Wright Counties in the Twin Cities)

Urbanized Area)	(1)
Minneapolis City Engineer and Planning Director	(2)
St. Paul City Engineer and Planning Director	(2)
Transportation Advisory Board Coordinator	(1)
	34

B. Appointment and Changes of Representatives to the TAC

The organization ~~agencies~~ listed in Article II A. shall notify the TAC Chair person in writing of any changes to its designated representative and alternate representative.

The change shall take effect upon the Chairperson’s receipt of such notification. When a vacancy occurs, the Chairperson shall immediately notify the organization ~~appointing body~~ and request that a new representative be appointed.

C. Qualifications of Members and Alternates

The representative should be able to speak for the organization or mode they represent and be a participant in TAC’s ~~its~~ decision-making process.

D. Terms of Office

All designated representatives shall serve at the pleasure of their respective organizations.

E. Responsibilities

It is the responsibility of each member or alternate to attend TAC meetings on a regular basis to be informed on matters coming before the TAC and to participate in the standing committees.

F. Attendance.

Attendance is an essential component of TAC’s ~~Committee~~ work. All members are recommended to have an assigned alternate that is kept up to date on TAC issues. Should any organization not be represented at any four meetings of TAC or a standing committee in a six-month period, the member shall be considered to have resigned from the applicable committee. ~~Should a TAC or standing committee member or alternate miss attending any four regular meetings in a six-month period without reasonable excuse for such absences, that member shall be considered to have resigned from the Committee.~~ The TAC ~~Committee~~ Chair person will notify the appointing agency ~~organization~~, and that agency ~~organization~~ must reappoint a member to the Committee. The same attendance criteria as stipulated above shall also apply to ~~regularly scheduled~~ standing committee meetings. Regular attendance is expected. However, at times when TAC has chosen to meet in-person, remote attendance will be accommodated in certain circumstances. ~~While regular attendance is expected, remote attendance will be accommodated in certain circumstances.~~

ARTICLE III: OFFICERS OF THE TAC

A. Chairperson

The Chairperson shall be a member of the TAC. The Chairperson shall serve for a term of

two years beginning January 1 of odd-numbered years. The Chairperson cannot serve more than one consecutive term. The Chairperson must be able to devote the time that is necessary to work effectively and cooperatively with the members of the TAC and TAB. The Chairperson shall preside at all meetings of the TAC and shall have duties and responsibilities as are normally attendant upon that office and as are prescribed by these bylaws and as are specifically delegated or assigned by the TAC. The Chairperson shall appoint the vice-chairperson of the TAC and the chairpersons of the standing committees. The Chairperson shall represent the TAC at meetings of the TAB and other meetings as authorized by the TAC and shall act as liaison with the TAB. In such capacity, the Chairperson shall express the collective views of the TAC.

B. Vice-Chairperson

The Vice-Chairperson shall be a member of the TAC. The Vice-Chairperson shall be appointed by the Chairperson. The Vice-Chairperson shall act for the Chairperson during temporary absence and shall perform such duties as may be delegated by the Chairperson. The term shall be concurrent with that of the Chairperson.

C. Secretary

The Metropolitan Council's Executive Division Director of Metropolitan Transportation Services, after consultation with the TAC Chairperson, shall designate one of his/her professional staff as Secretary of the TAC. The Secretary shall maintain a current copy of these bylaws and shall provide a copy to each newly appointed TAC member. Upon revision, the Secretary shall promptly update these bylaws and furnish each TAC member with an updated copy. The Secretary shall keep all TAC minutes; shall oversee the production and distribution of materials for upcoming TAC meetings as directed by the Chairperson and with the TAB Coordinator shall oversee the production of TAC materials for presentation to the TAB. The Secretary shall keep a record of the attendance of TAC members and shall report to the Executive Committee on a regular basis. The TAC Secretary shall also serve as Secretary to the Executive Committee.

ARTICLE IV: MEETINGS OF THE TAC

A. Regular Meetings

~~Regular meetings of the TAC shall be held on the first Wednesday of every month at a time and location determined by the members. Members of the TAC shall be sent notification of the specific time and place and tentative agenda, together with appropriate material pertaining to agenda items at least five days prior to the meeting. These materials will also be available to the public on the Council's website.~~

Meetings

TAC meetings will be held on the first Wednesday of every month at times determined by the TAC members. If the TAC conducts in-person meetings, the TAC also will establish an accessible location for its in-person meetings. As determined by the TAC Chairperson in consultation with TAC members, the TAC may conduct remote meetings by any device, software program, or other application that allows TAC members in different physical

locations to see and hear one another. Any votes on business items at a remote meeting must be conducted by roll call vote. At least five calendar days prior to a meeting, TAC members shall be sent notification of the specific time and tentative agenda for each meeting, together with appropriate materials pertaining to agenda items. Materials pertaining to agenda items also shall be available to the public on the Council's website. The agenda for each meeting shall identify whether the meeting will be in-person or will be conducted remotely. To the extent practical, members of the public will be allowed to: (1) electronically monitor meetings from a remote location and (2) participate by electronic means when public participation is permitted by the Chairperson under Section E, Item 4 (Public Comment on Committee Business). If the Council Chairperson or the Regional Administrator determine, in their discretion, that TAC meetings should be conducted in person for technology, resource availability, staffing, or policy considerations, TAC meetings must be conducted in person.

B. Cancellation

~~Regular m~~Meetings of the TAC may be cancelled by a majority vote of the members or by the Chairperson. The TAC Chairperson may not cancel two successive ~~regular~~ meetings without the approval of the Executive Committee.

~~C. Special Meetings~~

~~Special meetings of the TAC may be held upon the call of the Chairperson or a majority of the members of the TAC. Notice of a special meeting shall include the date, time, place and agenda for that meeting and shall be sent to the TAC members three days prior to the meeting. Business at special meetings shall be limited to the subject(s) stated in the call.~~

~~D.~~ **C. Quorum**

A simple majority of TAC members shall constitute a quorum for the conduct of business at any meeting of the TAC. If a quorum exists at any time during the meeting, a quorum is then determined to exist for the remainder of the meeting.

~~E.~~ **D. Non-Member Participation**

~~All meetings of the TAC and its standing committees shall be open to public input related to committee business.~~ In agenda item 4 (Section ~~F~~ E, below), Public Comment on Committee Business, when a non-member has a comment on a specific agenda item, the chairperson will have discretion on whether to take comment at that time or ask the non-member to comment when the item is discussed later in the meeting. Time limits on non-member participation shall also be at the discretion of the Chairperson.

~~F.~~ **E. Order of Business**

The business of the TAC shall contain the following elements:

- 1) Call to Order
- 2) Approval of the Agenda
- 3) Approval of the Minutes of Previous Meetings
- 4) Public Comment on Committee Business
- 5) TAB Report

- 6) Consent Items
- 7) Committee Reports
- 8) Information Items
- 9) Agency Reports
- 10) Other Business
- 11) Adjournment

G-F. Conduct of Business

1) Roberts Rules of Order

The rules contained in the current edition of the Roberts Rules of Order shall govern the TAC to the extent that they are not inconsistent with these bylaws.

2) Suspension of Rules

Roberts Rules of Order may be suspended by a two-thirds vote of the TAC members present.

3) Voting, Motions, Recording

Only members of the TAC may vote on matters, introduce or second a motion before the group. There shall be no voting by proxy and each member shall be entitled to only one vote on any issue. The chairperson shall be a voting member of the TAC. Voting on any matter shall be by voice vote provided that a roll call vote shall be called and recorded on any issue if requested by the Chairperson or a majority of members present. Upon request of any member, the Secretary shall repeat the motion and the name of the mover and seconder immediately preceding a vote by the TAC.

In situations when the TAC meeting has been canceled but an item requires TAC action, the TAC Chairperson may offer the members the opportunity to vote electronically. The electronic votes must be received from a quorum of the members for the vote to be valid. The TAC Secretary will record the electronic vote and forward the action to the TAB, if necessary. The results of the electronic vote, the action transmittal and all appropriate materials pertaining to the item will be sent to the TAC members and posted on the website. The item will be on the TAC agenda the following month for information.

ARTICLE V: COMMITTEES

A. TAC Chairperson Nominating Committee

At the November TAC meeting, in the second year of the Chairperson's term, the members shall caucus within their respective groups representing the cities, the counties and the agencies. The caucuses shall select one person from their caucus to be a member of the TAC Chairperson Nominating Committee. At the December TAC meeting, the TAC Chairperson Nominating Committee shall nominate a candidate for TAC Chairperson.

B. Executive Committee

The Executive Committee shall be composed of the TAC Chairperson, the Vice-Chairperson and the chairpersons of the standing committees, the MnDOT TAC member, the Metropolitan Council's MTS TAC member, the TAB Coordinator, the immediate past TAC Chairperson and such other TAC members as the TAC Chairperson may appoint. The Executive Committee will be chaired by the TAC Chairperson and will meet at his/her discretion to coordinate TAC activities.

C. Standing Committees and Subcommittees

Standing committees are created or discharged only by action of the TAC. These committees are to perform as delineated within the purposes and objectives for each committee as adopted by the TAC. These committees shall make a report of activities at each ~~regular~~ TAC meeting. The committee chairperson shall be selected by the TAC chairperson from the members and alternates of the TAC. The standing committee chairperson is expected to attend TAC meetings. The standing committee vice-chairperson shall be recommended by the standing committee chairperson and approved by the TAC Executive Committee. The term of the standing committee chairperson and vice chairperson shall be concurrent with that of the TAC Chairperson. Each standing committee chairperson shall propose the membership for their standing committee to the Executive Committee, which shall consider each proposal and propose the membership of each standing committee to the TAC. The membership of the standing committees shall be approved by the TAC annually at its January meeting. When new members are added to TAC during the year, the TAC Executive Committee will assign them to the appropriate standing committee, if necessary. The standing committees of the TAC are the Funding and Programming Committee and the Planning Committee. Standing committee chairpersons may establish appropriate subcommittees and appoint the subcommittee chairperson from among the members and alternates of the parent standing committee. The purpose, objective and membership of the subcommittee shall be approved by the parent standing committee.

1) Funding and Programming Committee

The TAC shall establish a TAC Funding and Programming Committee. The primary function of the committee shall be to advise on the use of and to manage federal transportation funds available to the region. The committee shall commit to the following purposes and objectives:

- Prepare and make recommendations on the regional Transportation Improvement Program (TIP) and TIP amendments
- Carry out the application development, scoring, qualifying review, and appeal process for the Regional Solicitation for Federal Funds
- Evaluate the Regional Solicitation process and implemented projects and make recommendations for improvements to the process
- Make recommendations for Highway Safety Improvement Program (HSIP) funding
- Assist in the development and review of investment programs carried out in a regional or statewide planning process (e.g. Transportation Policy Plan, MnDOT plans such as MnSHIP)
- Review scope change and program year extension requests

- Review the status of the programmed Regional Solicitation projects

The membership of the committee shall include (1) representative (or alternate) from:

- At least five counties
- At least five cities
- MnDOT Metro District
- MnDOT Metro District State Aid Office
- Metropolitan Council staff – MTS
- MPCA
- Department of Natural Resources (DNR)
- Suburban Transit Association
- Metro Transit
- MnDOT Metro District Multimodal Planning
- TAB Coordinator
- FHWA (non-voting)

2) Planning Committee

The TAC shall establish a TAC Planning Committee. The primary function of the committee shall be to address transportation planning and policy issues. The committee shall include the following purposes and objectives:

- Interpret new or revised changes in federal law or guidance, and their impact on TAC/TAB/metropolitan planning organization (MPO) roles.
- Give direction to the TAC, TAB, MPO in carrying out new or revised roles due to changes in federal law or guidance
- Manage the Functional Classification system and make recommendations on change requests
- Assist in the development and review of the TPP, Unified Planning Work Program (UPWP), and MnDOT's State Multimodal Transportation Plan (SMTP), Metro Capital Highway Investment Plan, modal plans, and other planning documents of regional or statewide significance
- Assist in the development, review, and recommendation of performance measures for federal requirements and the TPP
- Review and provide input on planning studies that will inform the Transportation Policy Plan or other planning processes in the MPO role
- Review and make recommendations on Airport Comprehensive Plans, Airport Land Use Compatibility Guidelines/Procedures, the design and application of airport noise mitigation plans, and the MAC Annual Capital Improvements Plan (CIP) and Environmental Review
- Review and comment on highway traffic forecast models, transit ridership forecasts, aviation forecasts

The membership of the committee shall include (1) representative (or alternate) from:

- At least four counties
- At least four cities
- MnDOT Metro District
- Metropolitan Council staff – MTS
- Metropolitan Council staff – Community Development
- MPCA
- MAC
- Metro Transit
- Suburban Transit Association
- TAB Coordinator
- FHWA (non-voting)

D. Technical Working Groups

The TAC may establish standing technical working groups and develop their charge subject to approval by the Executive Committee. Activities shall be reported to the TAC or its standing committees at ~~regular~~ [TAC or standing committee](#) meetings and the results are subject to approval by the TAC membership. The membership, purpose statement, and any specific advisory roles (e.g., input on action items) of each technical working group shall be approved by the TAC executive committee. The primary function of the technical working groups shall be to provide recommendations to the TAC or TAC standing committees when they consider matters that require specialized technical expertise that is requested by TAC and/or not adequately or comprehensively represented on TAC or its standing committees. These working groups are not expected to take formal actions or votes; rather they shall provide qualitative advisory feedback to the TAC or its standing committees at their discretion. These working groups do not necessarily replace the role of project- or study-specific technical groups that have a narrow scope and time-limited focus.

The following are specific technical working groups:

- Bicycle and Pedestrian Planning
- Transit Planning

The membership of the technical working groups will be specific to the expertise needed, but should at least include county and city governments, Met Council, TAB Coordinator, and agency-specific staff (e.g., MnDOT or transit providers). TAC will approve a membership list when any group is formed. The technical working groups shall self-select a [chairperson](#) and vice [chairperson](#), subject to approval from the TAC Executive Committee, to report activities to TAC and its standing committees. Additional technical working groups may be formed in the future but should follow the requirements listed in here.

E. TAC Membership on MnDOT’s Capital Improvements Committee (CIC)

Eight representatives from the TAC or its standing committees, a Metropolitan Council representative, and the TAB Coordinator, shall be appointed by the TAC [Chairperson](#) to the MnDOT Metro District Capital Improvements Committee. TAC’s CIC membership should include the TAC [Chairperson](#), the Funding and Programming Committee

Chair~~person~~, and the Planning Committee chair~~person~~. TAC's CIC membership should strive to achieve geographic balance through the appointment of city and county representatives. CIC ~~M~~meetings are open to agencies and regional partners.

F. Voting

Only established members, or alternates, of a given committee may vote on matters or introduce or second a motion before that group. Technical working groups are not ~~expected~~~~able~~ to vote on items but may consider providing options as advisory comments to TAC or its standing committees, if consensus is not reached.

In situations when a TAC Standing Committee meeting has been canceled but an item requires TAC ~~Committee~~action, the Committee Chair~~person~~ may offer the members the opportunity to vote electronically. The electronic votes must be received from a quorum of the members for the vote to be valid. The TAC Standing Committee Secretary will record the electronic vote and forward the action to the TAC, if necessary. The results of the electronic vote, the action transmittal and all appropriate materials pertaining to the item will be sent to the TAC Standing Committee members and posted on the website. The item will be on the TAC Standing Committee agenda the following month for information.

ARTICLE VI: AMENDMENT

These bylaws may be amended by a two-thirds vote of the TAC members ~~participating in a meeting~~~~present~~, provided that written notice setting forth in detail the content of the proposed amendment(s) has been given to the TAC at the preceding ~~regular~~ TAC meeting. Upon adoption by the TAC, these bylaws and any amendments thereto shall be forwarded to the TAB for its information.

Action Transmittal

Transportation Advisory Board



Meeting Date: September 7, 2022

Date: August 31, 2022

Action Transmittal: 2022-35

Streamlined 2023-2026 TIP Amendment: Hennepin Avenue BRT Platforms

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

Hennepin County requests an amendment to the 2023-2026 TIP to remove bus rapid transit (BRT) platforms from the description of its bikeway project (SP # 027-652-042).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to remove bus rapid transit stations from the description of Hennepin County's bikeway project.

Summary

The requested action involves the removing bus rapid transit (BRT) platforms from a bikeway project.

Background and Purpose

Hennepin County was awarded this project in the 2018 Regional Solicitation. The bus rapid transit (BRT) platforms currently included in the description were not a part of that project. They were added via an administrative modification, with all local funding, due to their location within the project limits. The BRT platforms now need to be removed from the description due to environmental documentation timing between the project and the METRO E Line. This will return the TIP description to that of the original project award.

The funding source is the Surface Transportation Block Grant (STBG) program, awarded through the Regional Solicitation.

This TIP amendment request is to be reflected in the 2023-2026 TIP, which is yet to be approved. The Council will consider the amendment request following federal approval of the 2023-2026 TIP.

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these four requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the 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 local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the projects are exempt from air quality conformity analysis.

Routing

To	Action Requested	Date Completed / Scheduled
Technical Advisory Committee	Review & Recommend	September 7, 2022
Transportation Advisory Board	Review & Recommend	September 21, 2022
Metropolitan Council Transportation Committee	Review & Recommend	TBD*
Metropolitan Council	Review & Adopt	TBD*

*The request will be provided to the Transportation Committee following United States Department of Transportation (USDOT) approval of the 2023-2026 TIP.



Please amend the 2023-2026 Transportation Improvement Program (TIP) to amend this project. 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	Miles
TBD	2023	M	CSAH 52	027-652-042	Hennepin County	CSAH 52 (Hennepin Ave and 1st Ave) from Main St SE (CSAH 23) to 8th St SE (MSAS 231) in MPLS-Bikeway, ADA, traffic signals, intersection crossing improvements, trail, mill and overlay, BRT platforms , lighting (Associate to 2710-57)	0.53

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
BT	Bike/Ped	STBG-TAP	\$10,985,000 \$10,685,000	\$5,500,000	\$5,485,000 \$5,185,000

PROJECT BACKGROUND:

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

This amendment is needed to remove BRT Platforms from the project description and adjust total cost accordingly.

- 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

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

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

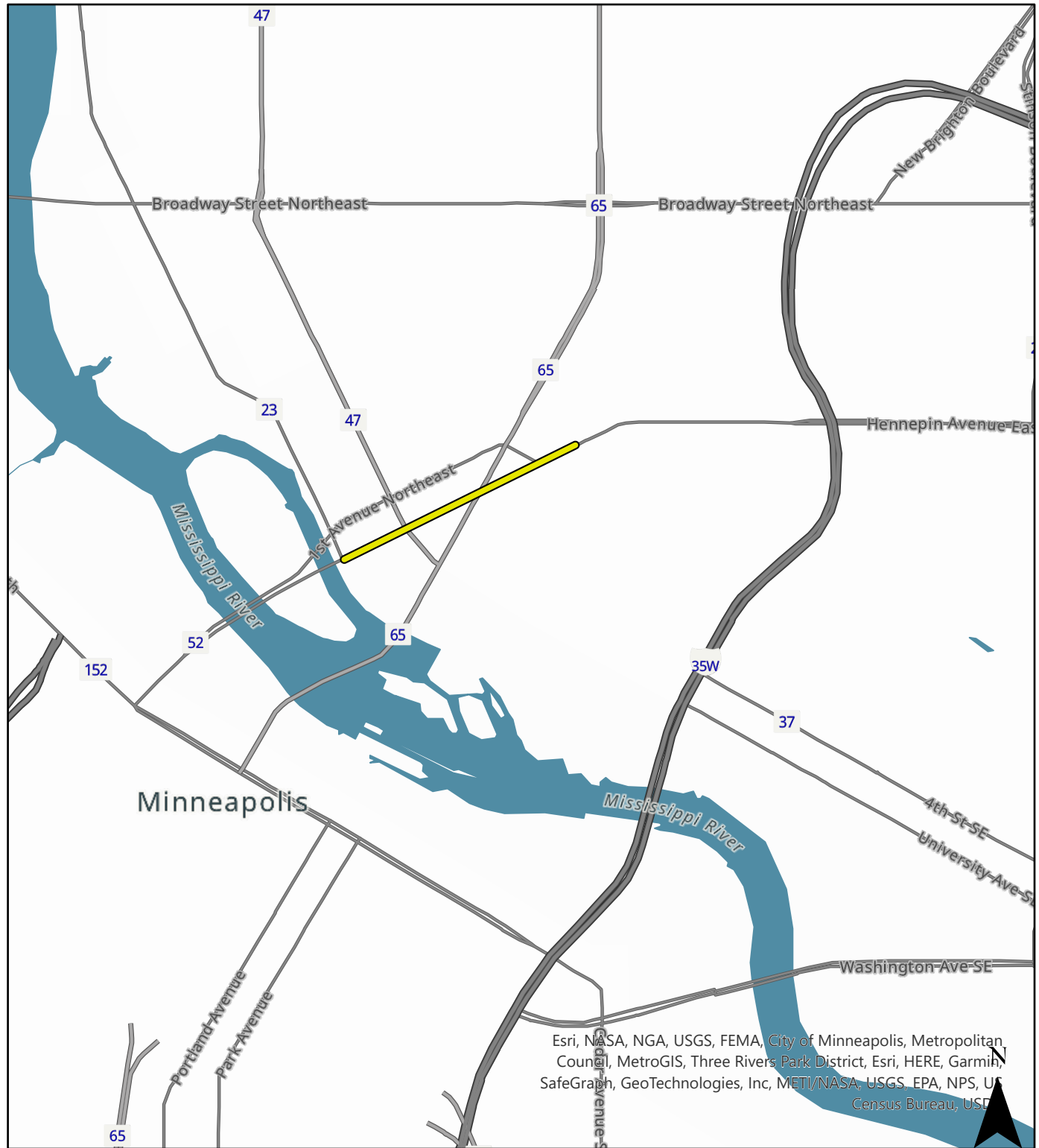
AIR QUALITY CONFORMITY:

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

*Exempt Project Category S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules

Highway CSAH 52 TIP Amendment

- Project Location
- Hennepin Ave & 1st Ave
from Main St SE to 8th St SE



Action Transmittal

Transportation Advisory Board



Meeting Date: September 7, 2022

Date: August 31, 2022

Action Transmittal: 2022-36

Streamlined 2023-2026 TIP Amendment: Bruce Vento Trail Extension

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

Ramsey County requests an amendment to the 2023-2026 TIP to add preliminary engineering for its Bruce Vento Trail Extension.

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to add preliminary engineering for an extension of the Bruce Vento Trail.

Summary

The requested action involves the removing adding preliminary engineering for an extension of the Bruce Vento Trail.

Background and Purpose

Ramsey County received federal congressionally directed funding to complete preliminary engineering for a 6.4-mile extension of the Bruce Vento Trail. This funding is not part of the Regional Solicitation Process.

This TIP amendment request is to be reflected in the 2023-2026 TIP, which is yet to be approved. The Council will consider the amendment request following federal approval of the 2023-2026 TIP.

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these four requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the 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 local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

Routing

To	Action Requested	Date Completed / Scheduled
Technical Advisory Committee	Review & Recommend	September 7, 2022
Transportation Advisory Board	Review & Recommend	September 21, 2022
Metropolitan Council Transportation Committee	Review & Recommend	TBD*
Metropolitan Council	Review & Adopt	TBD*

*The request will be provided to the Transportation Committee following United States Department of Transportation (USDOT) approval of the 2023-2026 TIP.



Please amend the 2023-2026 Transportation Improvement Program (TIP) to include this project in program year 2023. 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	Miles
TBD	2023	M	Local	062-090-004	Ramsey County	Bruce Vento Trail Extension – Buerkle Rd. to Co. Rd. J	6.4

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
BT	Preliminary Engineering	FFM	\$1,625,000	\$1,300,000	325,000

PROJECT BACKGROUND:

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

This amendment is needed to add a new project that received federal congressionally directed funds to the 2023-2026 TIP.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money X
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

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:

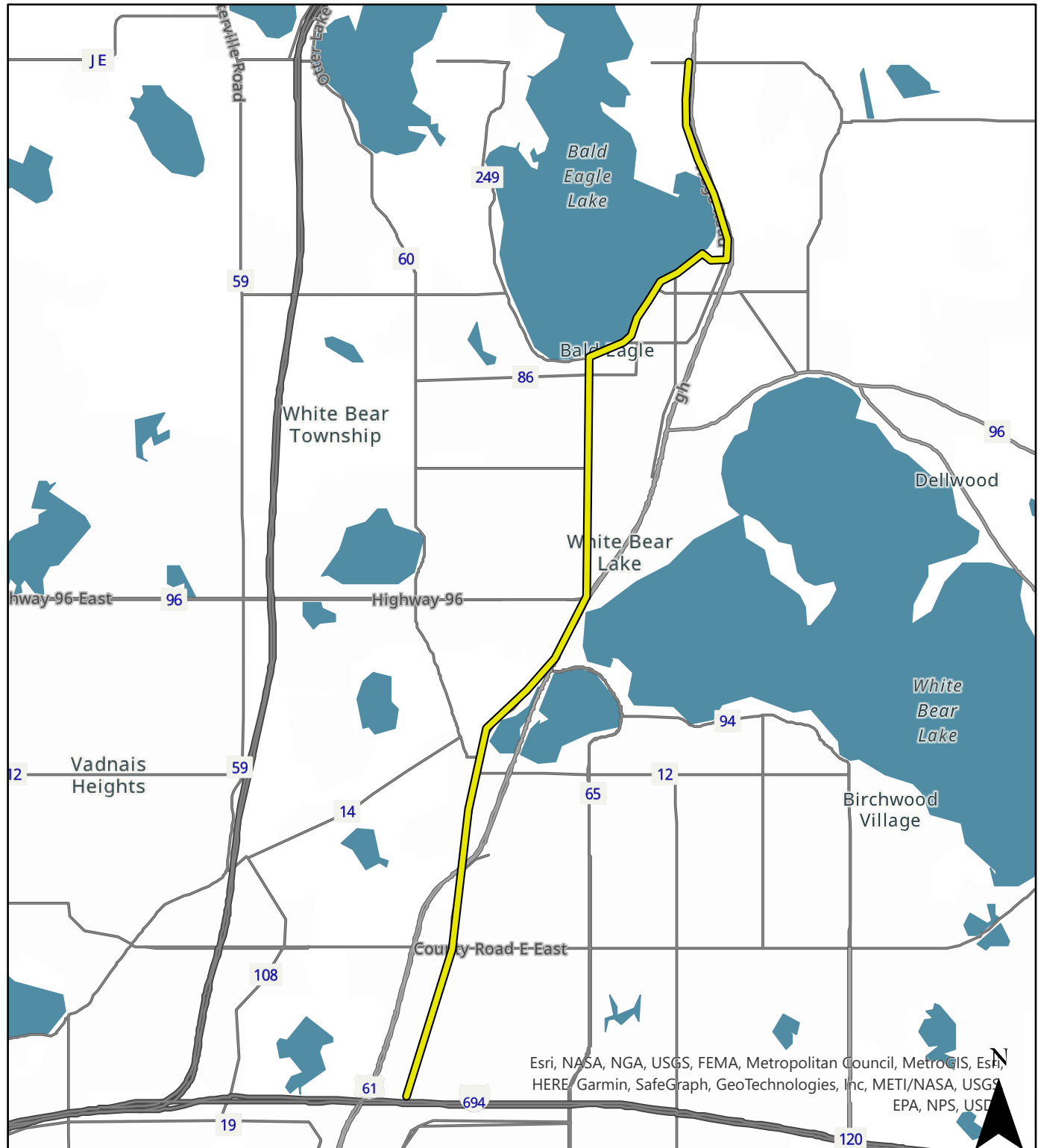
- Subject to conformity determination
- Exempt from regional level analysis X
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category AQ-2—Bicycle and pedestrian facilities per Section 93.126 of the Conformity Rules

Local Trail TIP Amendment

 Project Location

Bruce Vento Trail Extension
- Buerkle Road to County Road J



Action Transmittal

Transportation Advisory Board



Meeting Date: September 7, 2022

Date: August 31, 2022

Action Transmittal: 2022-37

Streamlined 2023-2026 TIP Amendment: Coon Rapids Boulevard Signal System

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

Anoka County requests an amendment to the 2023-2026 TIP to add mill and overlay and a turn lane to its CSAH 1 (Coon Rapids Boulevard) signal system project (SP# 002-601-057).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to add mill and overlay and a turn lane to Anoka County's CSAH 1 (Coon Rapids Boulevard) signal system project (SP# 002-601-057).

Summary

The requested action involves adding mill and overlay and a turn lane to an intersection signal system project in Coon Rapids.

Background and Purpose

Anoka County was awarded a project to improve the signals at the intersection of Coon Rapids Boulevard (CSAH 1) and Mississippi River Boulevard in the 2018 Highway Safety Improvement Program (HSIP) Solicitation. An administrative modification to add a turn lane and mill and overlay to the project was completed, resulting in a change to the cost and description that needs to be reflected in the TIP.

This TIP amendment request is to be reflected in the 2023-2026 TIP, which is yet to be approved. The Council will consider the amendment request following federal approval of the 2023-2026 TIP.

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these four requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the 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, state, and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

Routing

To	Action Requested	Date Completed / Scheduled
Technical Advisory Committee	Review & Recommend	September 7, 2022
Transportation Advisory Board	Review & Recommend	September 21, 2022
Metropolitan Council Transportation Committee	Review & Recommend	TBD*
Metropolitan Council	Review & Adopt	TBD*

*The request will be provided to the Transportation Committee following United States Department of Transportation (USDOT) approval of the 2023-2026 TIP.



Please amend the 2023-2026 Transportation Improvement Program (TIP) to amend this project. 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	Miles
TBD	2023	M	Highway CSAH 1	002-601-057	Anoka County	CSAH 1 (Coon Rapids Blvd) at Mississippi Blvd in Coon Rapids – Reconstruct signal system, <u>mill and overlay, turn lane</u>	0.0 <u>0.4</u>

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
SH	Traffic Control Devices	HSIP	550,000 <u>1,033,000</u>	450,000	100,000 <u>583,000</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).

An Administrative Scope Change was approved on 8/15/2022 to add mill and overlay and turn lane construction. This amendment is needed to change project description and update total cost. All additional costs are being funded with Anoka County Local funds.

- How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

X

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

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

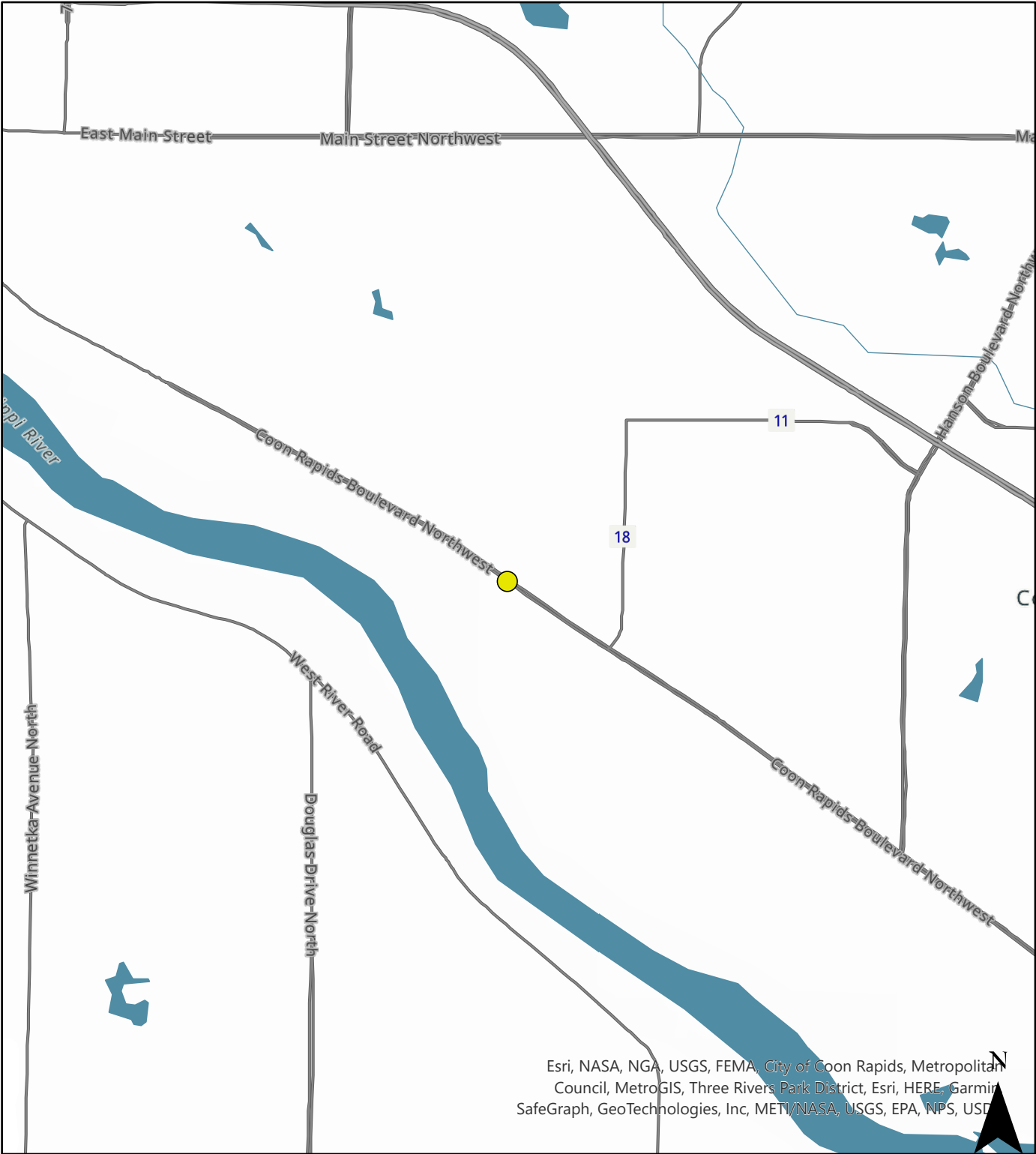
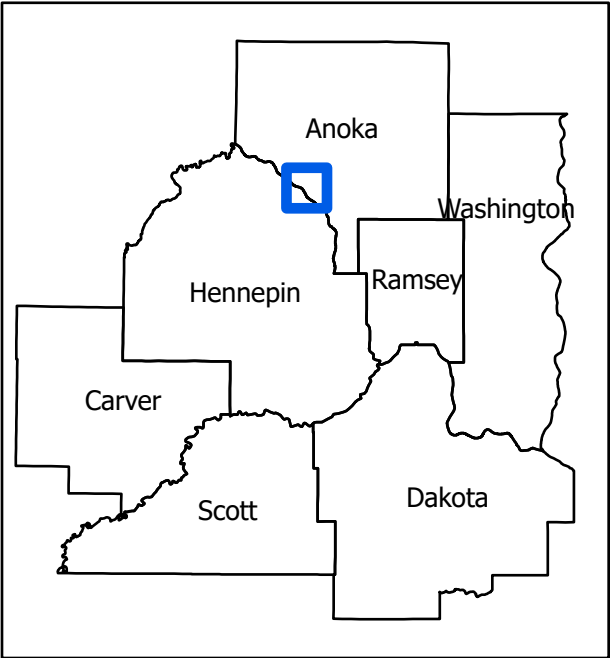
AIR QUALITY CONFORMITY:

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

*Exempt Project Category E-2. Intersection signalization projects at individual intersections (no additional travel lanes) per Section 93.126 of the Conformity Rules

Highway CSAH 1 TIP Amendment

- Project Location
- Coon Rapids Blvd at Mississippi Blvd



Esri, NASA, NGA, USGS, FEMA, City of Coon Rapids, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USD



Action Transmittal

Transportation Advisory Board



Meeting Date: September 7, 2022

Date: August 31, 2022

Action Transmittal: 2022-38

Streamlined 2023-2026 TIP Amendment: MN Highway 36 Ramp Reconstruction

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

Ramsey County requests an amendment to the 2023-2026 TIP to change the termini, add a retaining wall, and increase the cost for its Highway 36 ramp reconstruction project (SP# 6212-181).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to change the termini, add a retaining wall, and increase the cost for Ramsey County's Highway 36 ramp reconstruction project (SP# 6212-181).

Summary

The requested action involves expanding Ramsey County's Highway 36 ramp reconstruction project in scope, length, and cost.

Background and Purpose

This request is to increase the total project cost of Ramsey County's MN Highway 36 ramp reconstruction project at Fairview Avenue from \$3,372,000 to \$4,367,000, add a retaining wall, and increase the length from 0.2 miles to 1.25 miles.

The project is funded through the National Highway Performance Program, which is not connected to the Regional Solicitation.

This TIP amendment request is to be reflected in the 2023-2026 TIP, which is yet to be approved. The Council will consider the amendment request following federal approval of the 2023-2026 TIP.

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these four requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the 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, state, and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

Routing

To	Action Requested	Date Completed / Scheduled
Technical Advisory Committee	Review & Recommend	September 7, 2022
Transportation Advisory Board	Review & Recommend	September 21, 2022
Metropolitan Council Transportation Committee	Review & Recommend	TBD*
Metropolitan Council	Review & Adopt	TBD*

*The request will be provided to the Transportation Committee following United States Department of Transportation (USDOT) approval of the 2023-2026 TIP.



Please amend the 2023-2026 Transportation Improvement Program (TIP) to amend this project. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP / Dist	Route Sytem	Project Number (S.P. #)	Agency	Description
TBD	2023	M	MN 36	6212-181	Ramsey County	MN36, from I35 to Snelling Ave and on CSAH 48 (Fairview Ave) from Gluek Ln to W entrance of Rosedale Mall (interchange) in Roseville – Reconstruct ramps (BR 62029 & 62030), in place retaining wall, drainage, pavement, concrete median, ADA improvements and signals

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	TH \$	Other \$
0.2	SC	Traffic Control Devices	NHPP	3,372,000	2,286,400	571,600	874,000
1.25				4,367,000	2,749,600	687,400	930,000

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 to increase the total project cost from \$3,372,000 to \$4,367,000 and increase the length from 0.2 miles to 1.25 miles.

- How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other X

Additional federal NHPP funding of \$463,200 is available from SP 1909-106, which had a decrease of \$1,473,200 in STIP/TIP mod approved 8/10/2022. Therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

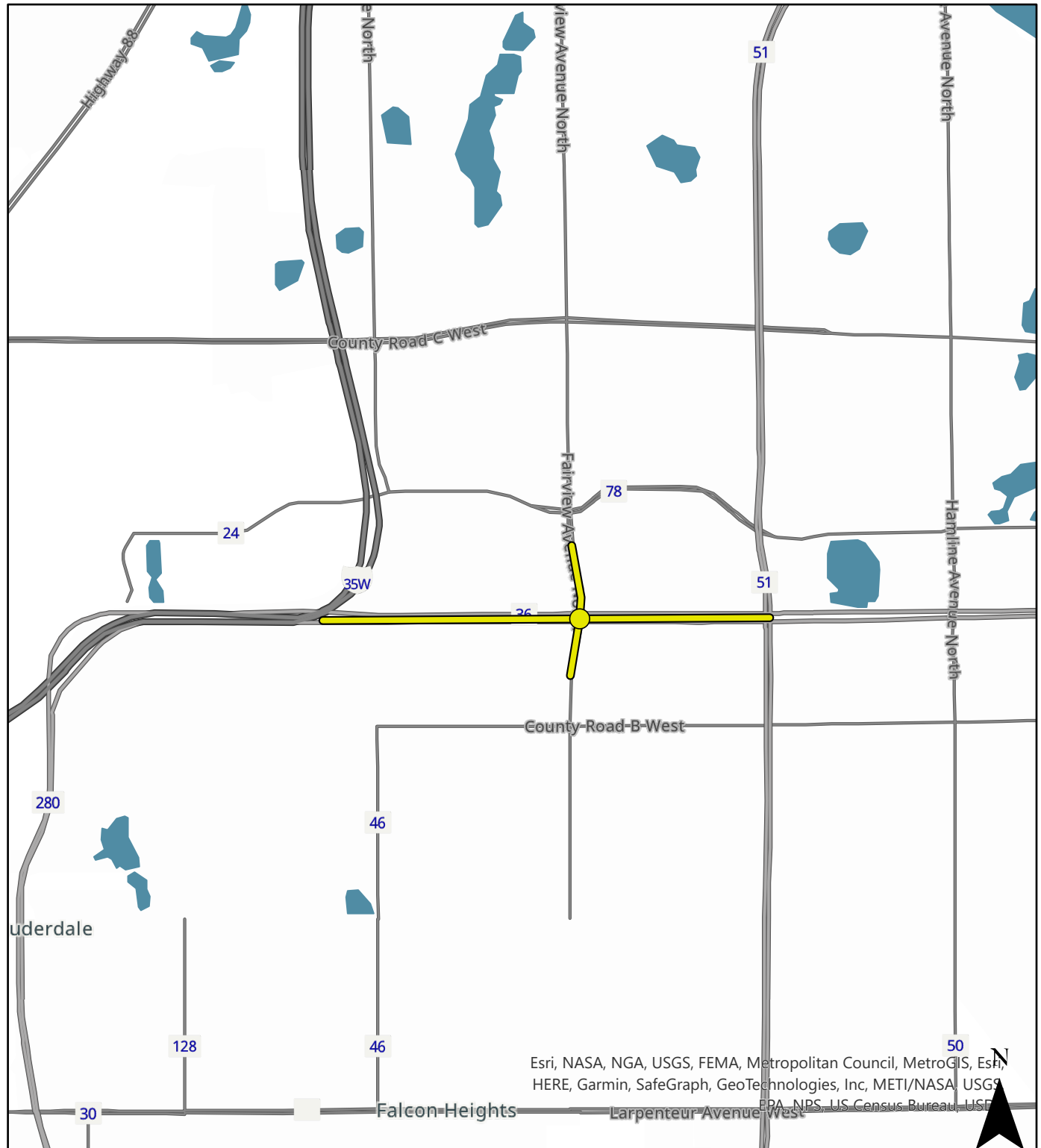
- Subject to conformity determination
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category S-10—Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules

MN 36 TIP Amendment

● I35 to Snelling Ave & on CSAH 48 (Fairview Ave) from Gluek LN to W Entrance of Rosedale Mall

— Project Location



Esri, NASA, NGA, USGS, FEMA, Metropolitan Council, MetroGIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Action Transmittal

Transportation Advisory Board



Meeting Date: September 7, 2022

Date: August 31, 2022

Action Transmittal: 2022-39

Streamlined 2023-2026 TIP Amendment: Southwest Transit Mobility Hub

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

Southwest Transit requests an amendment to the 2023-2026 TIP to add its transit mobility hub (TRS-TCMT-22F).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to add Southwest Transit's transit mobility hub (TRS-TCMT-22F).

Summary

The requested action involves adding the Regional Solicitation-funded Southwest Transit mobility hub to the 2023-2026 TIP.

Background and Purpose

SouthWest Transit's Mobility Hub project was funded in the 2018 Regional Solicitation. The project will address first- and last-mile travel within the SouthWest Transit service area using on-demand service as well as shared-use mobility options. This requested action is to add the project to the 2023-2026 TIP as an FTA project. It was originally programmed as an FHWA project in 2022 in the 2022-2025 TIP and needs to be added to the new TIP for the project to be completed.

This TIP amendment request is to be reflected in the 2023-2026 TIP, which is yet to be approved. The Council will consider the amendment request following federal approval of the 2023-2026 TIP.

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these four requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the 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 local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

Routing

To	Action Requested	Date Completed / Scheduled
Technical Advisory Committee	Review & Recommend	September 7, 2022
Transportation Advisory Board	Review & Recommend	September 21, 2022
Metropolitan Council Transportation Committee	Review & Recommend	TBD*
Metropolitan Council	Review & Adopt	TBD*

*The request will be provided to the Transportation Committee following United States Department of Transportation (USDOT) approval of the 2023-2026 TIP.



Please amend the 2023-2026 Transportation Improvement Program (TIP) to include this project in program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
TBD	2022 2023	M	Transit	TRS-TCMT-22F	METC-MT	Southwest Transit Mobility Hub in Eden Prairie	0.00

Prog	Type of Work	Prop funds	Total \$	FHWA \$	FTA \$	Other \$
Transit	Transit	CMAQ	4,958,280	3,672,800	3,672,800	1,285,480

PROJECT BACKGROUND:

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

This action is to add this FTA transit project into the 2023-2026 TIP. It was originally programmed with FHWA CMAQ funds in 2022 in the 2022-2025 TIP. The MNDOT-to-FTA transfer was completed on 4/5/2022 and TIP modification was completed 8/19/2022 for this same action in the 2022-2025 TIP. The scope remains the same.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other X

Now that these funds are FTA-CMAQ, they have the budget authority for this fiscal-year shift. 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:

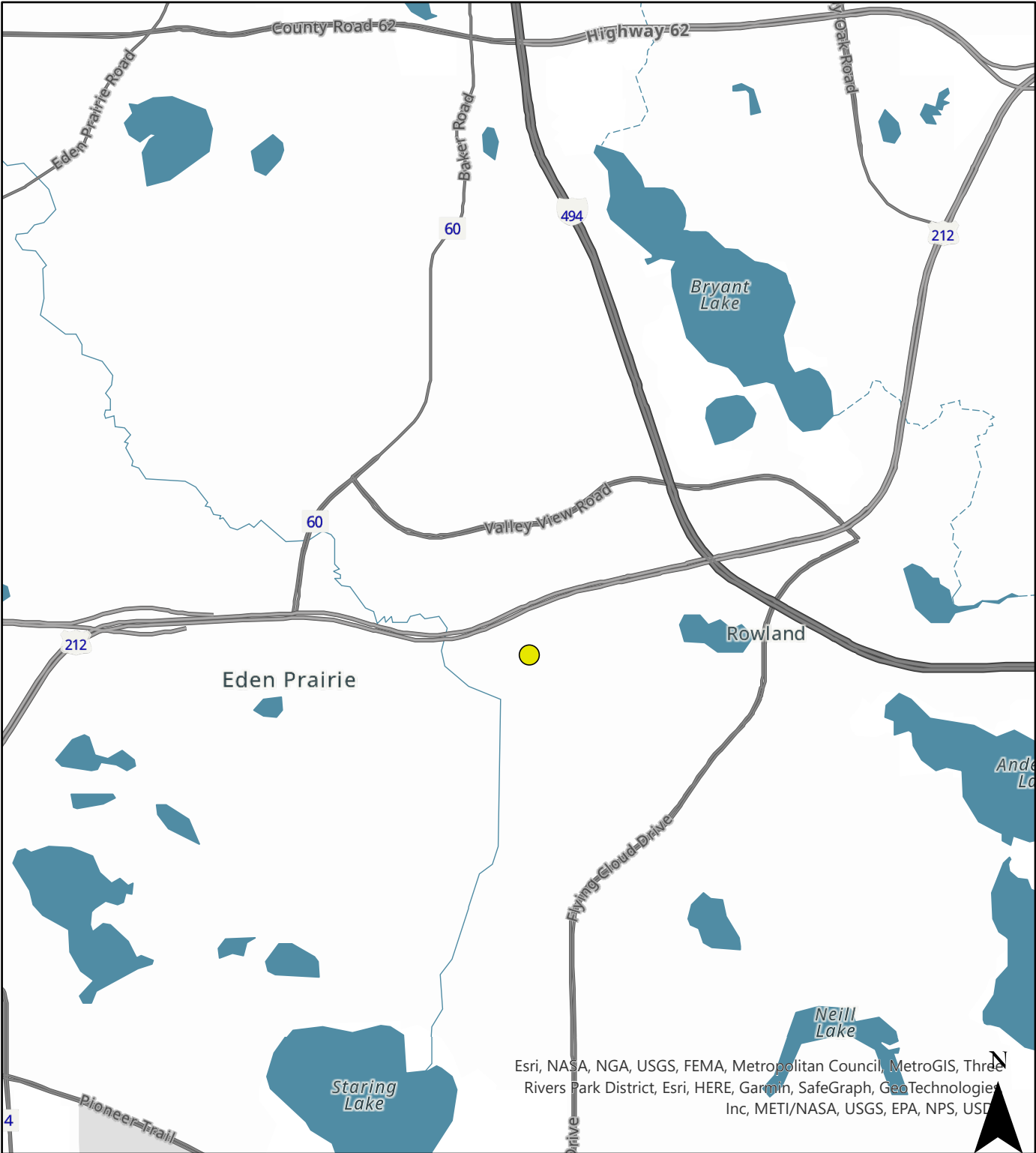
- Subject to conformity determination
- Exempt from regional level analysis X
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category T-8. Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures) per Section 93.126 of the Conformity Rules

Transit TIP Amendment

 Project Location

-Southwest transit Mobility Hub in Eden Prairie



Esri, NASA, NGA, USGS, FEMA, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, HERE, Garmin, SafeGraph, GeoTechnologies Inc, METI/NASA, USGS, EPA, NPS, USGS



Business – Committee Reports

Executive Committee (Jon Solberg, Chair)

Chair Solberg reported that the TAC Executive Committee met prior to the TAC meeting. Scott Mareck will be the chair of the Planning Committee and Angie Stenson from Carver County will be vice-chair. The Committee discussed clarification of membership in the Bylaws item on the agenda as well as distribution of Infrastructure Investment and Jobs Act (IIJA) funds, an overview of upcoming committee items, and a discussion of the Corridors of Commerce program.

1. [2022-28: Streamlined 2022-2025 TIP Amendment: Electric Bus Purchase](#) (Joe Barbeau, MTS)

Joe Barbeau, MTS, said that this amendment request is to add the purchase of eight electric buses for Metro Transit. The funding was obtained through FTA's Low- or No- Emissions Vehicle Program, which is not connected to the Regional Solicitation.

It was moved by Harrington and seconded by Isaacson to recommend that that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to add the purchase of eight electric buses. **Motion carried** unanimously.

Planning Committee/TPP Technical Working Group (Scott Mareck, Chair)

Chair Mareck reported that the TAC Planning Committee did not meet in July. In August the Committee will make a recommendation on the Unified Planning Work Program. In July, the TPP Technical Working Group heard presentations on the June meeting and structure and terminology for the 2050 TPP and the Statewide Multimodal Plan. In August three items will be discussed: the Minnesota State Highway Investment Plan, the E-commerce Freight Distribution Study, and an overview of existing 2040 TPP policies.

Funding & Programming (Michael Thompson, Chair)

Chair Thompson reported that the Funding & Programming Committee met in July but did not have any action items.

Information

1. [Statewide Multimodal Transportation Plan](#) (Hally Turner, MnDOT)

Hally Turner, MnDOT, provided an update on MnDOT's Statewide Multimodal Transportation Plan.

Barbeau relayed a question that Harrington placed in the chat: "What are some examples of MNDOT transportation equity projects? Or is it still in development?" Turner replied that most of the effort has been policy related, though MnDOT is exploring ways to connect policy and project delivery.

Turner shared the [website](#) on which comments can be made. She then read a question from the chat asking for expansion on the topic of equity in walking and bicycling measures. She stated that walking and biking data are in their infancy, particularly regarding accessibility. She then read a question, posted by Robjent in the chat, on whether there should be a goal or target to increase teleworking and high-speed internet connections, to which she replied that there isn't clarity on whether MnDOT's role should be to prevent people from driving with strategies such as telework.

Keel asked whether Streetlight data is being used and where demographic data comes from. Turner said that Metro District has worked with the Streetlight data and that demographic data comes from the Census.

Turner added that a vehicle miles traveled target will be established. Ellos suggested that the target will likely be higher in the Metro area than the rest of Minnesota, adding that he is curious about how that gets tracked. Turner said that while the per capita target might not vary, the

strategies likely will. Peterson said that MPOs will be able to set their own targets. He added that Streetlight data is used in Regional Solicitation scoring.

2. [TAC Bylaws](#) (Joe Barbeau, Met Council)

Barbeau said that the TAC bylaws were updated in February of 2022 to add members and standing committee vice chairs. Following that, the Council's Office of General Council provided recommended changes to clarify the difference between meeting remotely and in person. Potential changes to address this, along with correcting inconsistencies are shown in the document. He added that the recent appointment of a TAC Planning chair and vice chair that are TAC alternates prompted the TAC Executive Committee to discuss allowing alternates to serve as chairs, as the language currently mentions members. Solberg added that there has been difficulty finding chairs for the TAC Planning Committee and that allowing for alternate members to serve as chairs could open the role up to others. Freese said that the change is a good idea because the chair position has been difficult to fill.

Keel asked whether alternates would be expected to fully participate in TAC. Barbeau replied that they would not be provided an extra vote for their agencies and alternates would have to attend as presenters. Keel suggested that the chair and vice chair would need to be aware of what is happening at TAC.

3. [Regional Solicitation Outreach tool, Draft Scores, and Schedule](#) (Bethany Brandt and Steve Peterson, Met Council)

Brandt shared a Regional Solicitation [outreach survey tool](#), which was created so the public can have input into project selection. Thus far 112 responses have been provided. The survey closes on August 17.

Brandt said that the draft scores have been posted and that today is the last day for applicants to appeal scores, which will be finalized by the Funding & Programming Committee on August 18.

Chair Solberg asked how the survey might influence Regional Solicitation funding scenarios. Peterson replied that a funding scenario could be created based on survey feedback. Another option is to consider using the feedback with overprogramming. Finally, spending the \$41 million of carbon reduction funding over five years could be informed by the feedback. Mareck provided a comment in the chat: "Good survey, but best practice would be to lean primarily into the regional investment direction of the 2040 TPP. I think a similar survey as part of our public outreach for the 2050 TPP would be helpful. Robjont pointed out that committee members did not have input. He also suggested that bigger-picture language would be better for the public and that some language is misleading. Leitner said that the survey would have been more impactful prior to sending out the Regional Solicitation, particularly since agency members might let the project rankings influence their responses. Leitner also suggested expressing that the survey is only a small part of the contribution to the final product. Chair Solberg said that how this is presented could influence TAB and the comments should be balanced with current policy. Ellos said that the survey looks too much like the scenarios and may not capture priorities at a high level, adding that it is difficult to obtain unbiased replies when the draft scores are out.

4. 2023-2026 Draft Transportation Improvement Public Comments (Joe Barbeau, Met Council)

Barbeau said that the TIP public comment report is being created. He stated that 17 commenters made a total of 30 comments, 11 of which were at a public open house in June. There were no themes, and most comments were neither for nor against the TIP or its elements. There were some comments opposed to specific projects as well as three comments from one commenter opposed to funding non-highway projects. Most comments were general in nature. Barbeau said that local contributions to some Hennepin County projects are being updated in response to the county's comment.

Other Business

Eyoh said that MPCA has a grant program meant to help schools, school districts, and school bus companies make up some the difference between EPA grant awards and the cost of buses and



charging stations.

Harrington said that several routes will have a schedule change on August 20, directly related to bus- and rail-operator shortage. The Blue Line will stop at the Terminal 2 and be served by buses to the Mall of America while track maintenance occurs. Metro Transit is testing the effectiveness of using two cars rather than three cars to help with maintenance, cleaning, and enforcement.

Solberg said that the Corridors of Commerce program opened on August 1 and that the program has changed. The closing date is November 30

Adjournment

The meeting adjourned.

Committee Contact:

Joe Barbeau, Senior Planner

Joseph.Barbeau@metc.state.mn.us

651-602-1705



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: September 7, 2022

Date: August 31, 2022

Action Transmittal: 2022-31

2023 Unified Planning Work Program (UPWP)

To: Technical Advisory Committee
From: TAC Planning Committee
Prepared By: David Burns, Planning Analyst, 651-602-1887
Amy Vennewitz, MTS Deputy Director, 651-602-1058

Requested Action

Recommend that the Metropolitan Council adopt the 2023 Unified Planning Work Program.

Recommended Motion

That the Technical Advisory Committee recommend that TAB recommend adoption of the 2023 Unified Planning Work Program.

Background and Purpose

The Unified Planning Work Program (UPWP) serves as the Council's application for USDOT transportation planning funds. It is required that every metropolitan planning organization (MPO) submit the UPWP for consideration by the USDOT. The UPWP is prepared annually and describes the transportation planning activities that the Council will conduct for the coming year. Participants in the UPWP include the Metropolitan Council, the Minnesota Department of Transportation, the Minnesota Pollution Control Agency, the Metropolitan Airports Commission, and local cities, counties, and other stakeholders.

The UPWP includes activities required by federal regulation that address planning priorities of the metropolitan area. The document identifies budgeted expenditures, funding sources, and allocation of staff resources for transportation planning activities of the MPO. Projects with Metropolitan Council participation include staff hours and consultant costs that detail how the estimated \$5.4 million of federal planning money will be spent, along with a required 20 percent local match to the federal funds. In 2023, the Council is committing the use of the federal funds and local match to support the transportation planning program and continue the 2024 update to the 2050 Regional Development Guide and 2050 Transportation Policy Plan.

Many of the tasks described are required by state or federal law and are ongoing activities. Examples include staff support of the TAC/TAB committee process, the preparation of the Transportation Improvement Program (TIP) and support of the Regional Solicitation. Other tasks are focused studies that help to move forward the region's transportation planning process and fulfill the vision as outlined in the Transportation Policy Plan. The 2023 UPWP includes slightly over \$2 million in policy and planning studies that will utilize consultants as detailed in Appendix C.

The draft 2023 UPWP was provided to the Minnesota Department of Transportation and Federal Highway Administration on July 26. This draft does not yet incorporate the feedback from these agencies. In addition, the 2023 budget as currently shown has a remaining \$477,511 yet to be allocated. Council staff are in discussion with MnDOT to identify additional eligible activities or to allow these funds to be carried forward for future expenditure. The budget will be finalized prior to the TAB recommendation. The draft UPWP will be available for public comment from August 15 to September 2.

Staff Analysis

The UPWP is a federally required description and documentation of proposed transportation and transportation-related planning activities in the metropolitan area. The activities include both activities required for the MPO to operate as well as projects that reflect the regional transportation vision.

Committee Comments and Action

At its August 11, 2022, meeting, the TAC Planning Committee recommended adoption of the 2023 Unified Planning Work Program.

Routing

To	Action Requested	Date Scheduled / Completed
TAC Planning	Review & Recommend	August 11, 2022
Technical Advisory Committee	Review & Recommend	September 7, 2022
Transportation Advisory Board	Review & Recommend	September 21, 2022
Metropolitan Council Transportation Committee	Review & Recommend	September 26, 2022
Metropolitan Council	Review & Adopt	October 10, 2022



Action Transmittal

Transportation Advisory Board



Meeting Date: September 7, 2022

Date: August 31, 2022

Action Transmittal: 2022-32

Program Year Extension Request: MnDOT I-35W Continuous Street Lighting

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared By: Joe Barbeau, Senior Planner, phone 651-602-1705

Requested Action

MnDOT requests a program year extension for its I-35 W continuous street lighting project (SP# 1981-147) from fiscal year 2024 to fiscal year 2025.

Recommended Motion

That the Technical Advisory Committee recommend that TAB approve MnDOT's I-35 W continuous street lighting project (SP# 1981-147) from fiscal year 2024 to fiscal year 2025.

Summary

MnDOT was awarded \$720,000 in the 2020 Highway Safety Improvement Program (HSIP) solicitation to install continuous lighting on I-35W in Burnsville. MnDOT requests that the project be extended from 2024 to 2025 to line up with another project in the corridor programmed for that year.

Background and Purpose

MnDOT received \$720,000 from the 2020 Highway Safety Improvement Program (HSIP) solicitation to install continuous lighting on I-35W from TH 13 to I-35E in Burnsville. The project was, and remains, programmed for fiscal year 2024. MnDOT is requesting that the project be extended to fiscal year 2025 to align with a pavement project being programmed for the same length of I-35W in 2025.

Relationship to Regional Policy

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

Staff Analysis

Per the Program Year Policy's progress assessment (attached) a minimum score of 7 is needed to be eligible for an extension. MnDOT only scores 2 for this request. However, the reason for that score is because this is more than a year ahead of the typical schedule for a program year extension request. Typically, projects requesting an extension have fallen behind schedule and this

assessment is meant to determine whether the extra year is likely to enable the project to be completed with the granting of an extra year. In this case, MnDOT is aligning two projects in the same year and given the timing, the assessment score is not meaningful. The alignment enables the two projects to occur simultaneously, whereas keeping the project in 2024 could result in some work having to be re-done in 2025, thereby increasing costs.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2026 reimbursement of federal funds, though a 2025 may occur if funding becomes available due to the recent increase in federal funds or if other projects withdraw.

Committee Comments and Action

At its August 18, 2022, meeting the TAC Funding & Programming Committee voted unanimously to recommend approval of MnDOT’s I-35 W continuous street lighting project from fiscal year 2024 to fiscal year 2025.

Routing

To	Action Requested	Date Completed
TAC Funding & Programming Committee	Review & Recommend	August 18, 2022
Technical Advisory Committee	Review & Recommend	September 7, 2022
Transportation Advisory Board	Review & Approve	September 21, 2022



July 25, 2022

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

RE: PROGRAM YEAR EXTENSION REQUEST FOR S.P. 1981-147
I-35W - CONTINUOUS LIGHTING FROM T.H. 13 TO I-35E

In 2021, the Minnesota Department of Transportation was awarded federal funding as part of the Metropolitan Council Regional Solicitation to install continuous lighting on I-35W from T.H. 13 to I-35E in Burnsville. The funding was awarded for FY 2024, and a proposed letting date was later set for August 25, 2023.

At this time, the Minnesota Department of Transportation requests that the TAC Funding and Programming Committee consider a program year extension to 2025 which will allow for the work to better align with another project commencing in 2025 along the same corridor segment. The extension will also facilitate project coordination between the two project teams, avoid rework with the later project, and minimize impacts to the traveling public.

Please refer to the enclosed documentation and attachments for additional information regarding this request and please contact me with any questions at (651) 234-7877, or by email at gregory.kern@state.mn.us.

Sincerely,

Gregory Kern Digitally signed by Gregory Kern
Date: 2022.07.25 11:32:57 -05'00'

Gregory Kern, PE
Metro District Signal Design and Lighting Engineer
Minnesota Department of Transportation

CC: Colleen Brown, MnDOT
Lars Impola, MnDOT
Steve Misgen, MnDOT

1. Project Progress

a. Progress Schedule

See Attachment 1.

b. Right of Way

There should not be any need for permanent or temporary easements to be acquired for this project as it will occur within MnDOT Right of Way.

c. Plans

Please refer to Attachment 2 for the project limits.

d. Permits

There are no anticipated permits needed for this project.

e. Approvals

The only approval need for this project will be the standard signatures for all MnDOT plans.

f. Funding/ Expenditures

The HSIP funding will be used construction of the continuous lighting system.

2. Justification for Extension Request

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

Since the original HSIP solicitation application was awarded HSIP funding, a pavement project on I-35W was moved to FY 2025 within the same project limits on I-35W as this Lighting project.

This pavement project includes Mill Bituminous pavement, Concrete Overlay, Reconstruct Concrete Pavement, Construct Auxiliary Lanes, Signal System Rebuild, and ADA Improvements. Since these projects are on the same roadway segment, we believe it to be in the best interest of the two projects to consolidate project development and construction activities to avoid rework and minimize the overall duration of impacts to the traveling public.

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

If this HSIP project is constructed in FY 2024, a lot of or most of it will need to be removed or create do-over work when the pavement project is constructed in FY 2025, increasing the cost of that project.

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

If the project does not obtain the requested extension, unknowns related to the previously mentioned nearby and concurrent project may lead to unnecessary do-over work if project elements aren't properly coordinated, resulting in unnecessary impacts to users and administration inefficiencies. If construction work was to commence in accordance with the current program year, the traveling public would experience traffic impacts along I-35W in 2024, 2025 and 2026. If the extension were approved, this could be reduced to 2025 and 2026.

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

Coordination with the pavement project team for SP 1981-140 would continue on work consolidation for design and construction if approved.

ATTACHMENT 1

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

STUDY REPORT (required for Environmental Assessment Only)

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

CONSTRUCTION PLANS

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

RIGHT OF WAY ACQUISITION

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

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. 2
Date **9/10/2021**
 Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

AUTHORIZED

Anticipated Letting Date **10/25/2024**
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS 2

ATTACHMENT 2

PROJECT LIMITS



Scoping Map



FISCAL YEAR: 2024
 STATE PROJECT: 1981-147
 METRO SCOPING ID: 2181

DESCRIPTION: Install continuous roadway lighting.

LOCATION: I-35W from TH 13 to I-35E

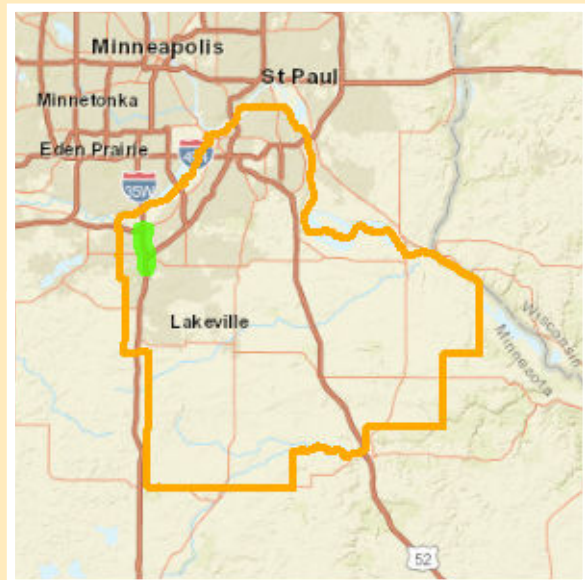
COUNTY: Dakota CITY: Burnsville

PROJECT MANAGER: Gerbensky, Michael FUNCTIONAL AREA: Traffic Engineering

PURPOSE STATEMENT: The purpose of this project is to improve nighttime visibility which increases safety and comfort for the vehicular traffic. This is a proactive safety project and is part of the TZD Program.

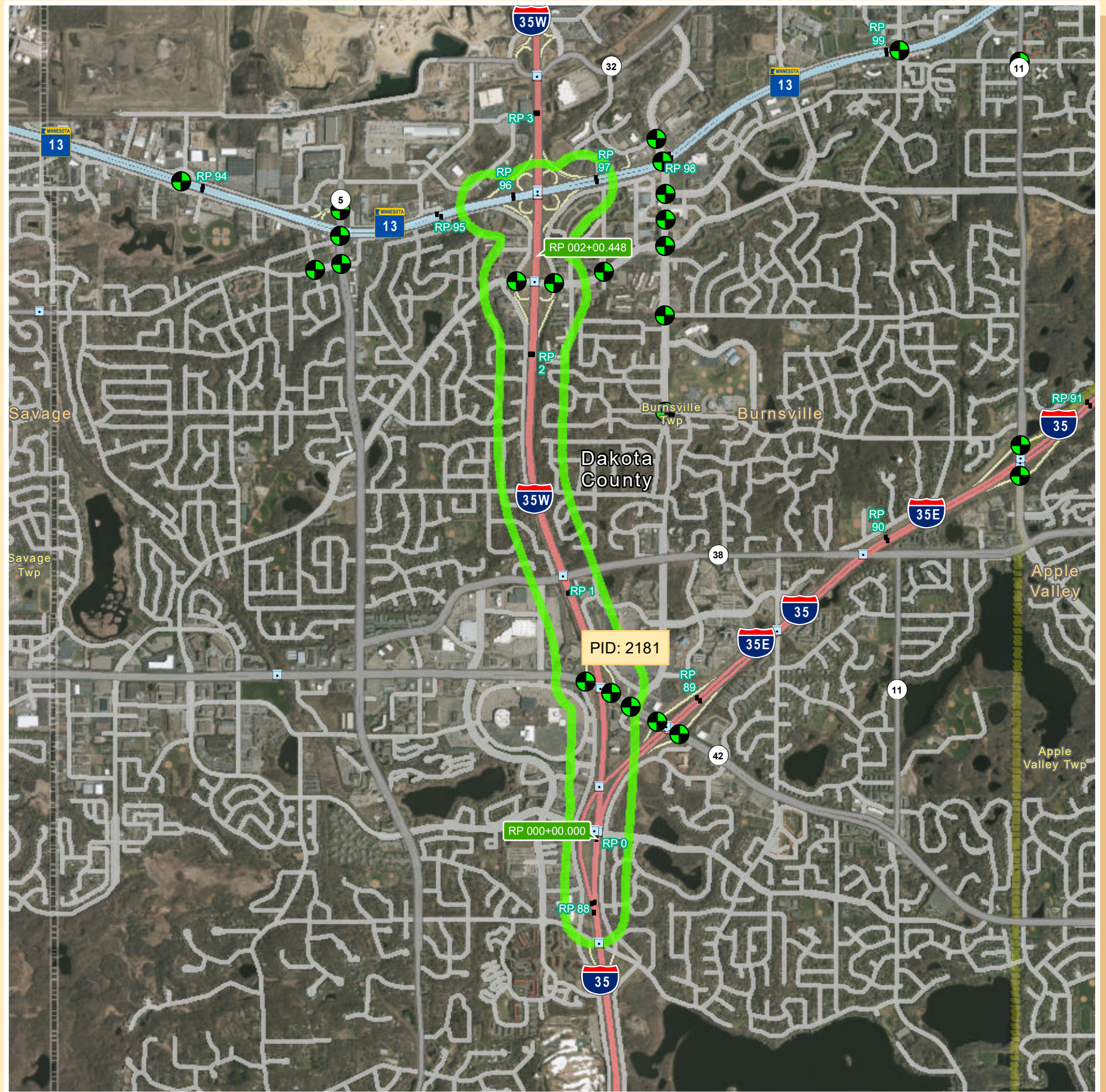
NEED STATEMENT: This project consists of upgrading the road lighting from partial to continuous. The in place partial interchange lighting illuminates the conflict areas of the interchange while the rest of the roadway remains dark. Additional lighting to the roadway improves visibility, increasing safety and comfort for the vehicular traffic.

* See project documentation for more information.



Legend

- █ Project Area
- MnDOT Right of Way*



DRAFT FUNDING SCENARIO

Total Funding \$278M-\$6M for Unique + \$22M Overprogramming \$294
 Range 46%-65% \$135.24
 Midpoint 55.6% \$163
 On-System Bridge Funding \$13

ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS

Traffic Management Technologies

Rank	ID	Applicant	County	City	Project Name	Funct Class	Midpoint	Bike/Ped Heavy	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17633	CARVER COUNTY (Safety High Score)	Carver	Chanhassen, Chaska, Waconia	Traffic Signal Technologies and ITS Corridor Enhancements	Varies	\$2,000,000	\$2,000,000	\$2,000,000	\$500,000	\$2,500,000	\$2,000,000	921
2	17654	MINNEAPOLIS (Resubmittal)	Hennepin	Minneapolis	ITS Upgrades and Enhancements	Augmentor	\$2,400,000	\$2,400,000	\$2,400,000	\$600,000	\$3,000,000	\$6,722,400	886
3	17491	ST PAUL (Equity Bonus Project)	Ramsey	St Paul	Maryland Avenue Traffic Signal Enhancements	Augmentor	\$2,322,400	\$2,322,400	\$2,322,400	\$580,600	\$2,903,000	\$4,322,400	867
4	17609	STATE OF MN	Multiple	Metrowide	Cabinet Upgrade with Signal Optimization	Varies			\$2,400,000	\$600,000	\$3,000,000	\$9,122,400	663
							\$6,722,400	\$6,722,400	\$9,122,400	\$2,280,600	\$11,403,000		

Spot Mobility and Safety

Rank	ID	Applicant	County	City	Project Name	Funct Class	Midpoint	Bike/Ped Heavy	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17577	MINNEAPOLIS (Safety High Score)	Hennepin	Minneapolis	26th and Hiawatha Safety Improvements	Principal Arterial	\$1,329,600	\$1,329,600	\$1,329,600	\$332,500	\$1,662,100	\$1,329,600	772
2	17672	BROOKLYN PARK	Hennepin	Brooklyn Park, Champlin	Hwy 169 at 109th Ave Improvements	Principal Arterial	\$2,494,800	\$2,494,800	\$2,494,800	\$623,700	\$3,118,500	\$3,824,400	661
3	17634	CARVER COUNTY	Carver	Laketown Township	Highway 11 Intersection Improvements	Connector	\$3,040,000	\$3,040,000	\$3,040,000	\$760,000	\$3,800,000	\$6,864,400	594
4	17517	ANOKA COUNTY	Anoka, Ramsey	Lino Lakes, Shoreview	Hodgson Rd and Ash St Roundabout	Expander	\$3,239,106	\$3,239,106	\$3,239,106	\$809,777	\$4,048,883	\$10,103,506	518
5	17636	CARVER COUNTY	Carver	Victoria	Highway 5/11 Safety Improvements	Expander	\$2,400,000	\$2,400,000	\$2,400,000	\$600,000	\$3,000,000	\$12,503,506	486
6	17572	HENNEPIN COUNTY	Hennepin	Maple Grove	Hemlock Ln Project	Relievers and			\$1,856,000	\$464,000	\$2,320,000	\$14,359,506	458
7	17571	HENNEPIN COUNTY	Hennepin	Plymouth	Rockford Rd Project	Augmenter and Reliever			\$1,624,000	\$406,000	\$2,030,000	\$15,983,506	436
8	17674	BROOKLYN PARK	Hennepin	Brooklyn Park, Champlin	CSAH 103 at 109th Ave Improvements	Reliever			\$2,917,520	\$729,380	\$3,646,900	\$18,901,026	355
9	17727	DAKOTA COUNTY	Dakota	Nininger, Vermillion	CSAH 46/CSAH 85 Roundabout	Connector			\$1,756,000	\$439,000	\$2,195,000	\$20,657,026	292
10	17524	ANOKA COUNTY	Anoka	Lino Lakes	Centerville Rd at Ash St Roundabout	Expander			\$1,110,400	\$277,600	\$1,388,000	\$21,767,426	250
							\$12,503,506	\$12,503,506	\$21,767,426	\$5,441,957	\$27,209,383		

Strategic Capacity

Rank	ID	Applicant	County	City	Project Name	Funct Class	Midpoint	Bike/Ped Heavy	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17515	Anoka Co (Safety High Score)	Anoka	Blaine	TH 65 Intersections at 109th/105th Aves	Principal Arterial	\$10,000,000	\$10,000,000	\$10,000,000	\$31,963,662	\$41,963,662	\$10,000,000	891
2	17578	Burnsville (Equity Bonus)	Dakota	Burnsville	TH 13 & Nicollet Ave Intersection Project	Principal Arterial	\$10,000,000	\$10,000,000	\$10,000,000	\$22,185,000	\$32,185,000	\$20,000,000	756
3	17495	Ramsey Co (Resubmittal)	Ramsey	North Oaks, Lino Lakes, White Bear Township	I-35E/CR J Addition of Missing Interchange Ramps and CR J Roundabouts	Expander	\$10,000,000	\$10,000,000	\$10,000,000	\$4,549,729	\$14,549,729	\$30,000,000	557
4	17597	Brooklyn Park	Hennepin	Brooklyn Park	CSAH 30 Expansion and Multimodal Project	Reliever	\$2,521,600	\$2,521,600	\$2,521,600	\$630,400	\$3,152,000	\$32,521,600	548
5	17637	Carver Co	Carver	Chanhassen	Highway 5 Lake Minnewashta and Arboretum Access and Mobility Improvement	Expander	\$10,000,000		\$10,000,000	\$18,715,000	\$28,715,000	\$62,521,600	536
6	17564	Coon Rapids (Equity Bonus and Resubmittal)	Anoka	Coon Rapids	TH 610 and East River Road Addition of Missing Interchange Ramps	Expander	\$10,000,000		\$10,000,000	\$20,053,000	\$30,053,000	\$42,521,600	535
7	17638	Carver Co	Carver	Victoria	Highway 5 Victoria Mobility Expansion and Safety Project	Expander			\$10,000,000	\$2,587,000	\$12,587,000	\$52,521,600	493
8	17616	Dakota Co	Dakota	Coates, Rosemount, Empire Township	CSAH 46 Expansion Project	Expander/ Connector			\$10,000,000	\$30,000,000	\$40,000,000	\$72,521,600	480
9	17639	Carver Co	Carver	Chaska, Laketown Township	Highway 10 Mobility and Access Corridor Improvement	Expander			\$7,416,000	\$1,854,000	\$9,270,000	\$79,937,600	471
10	17617	Dakota Co (Resubmittal)	Dakota	Lakeville	185th Street Expansion Project	Expander			\$6,880,000	\$1,720,000	\$8,600,000	\$86,817,600	449
11	17523	Anoka Co (Resubmittal)	Anoka	Blaine	109th Avenue Expansion Project	Expander			\$10,000,000	\$5,260,000	\$15,260,000	\$96,817,600	393
							\$52,521,600	\$32,521,600	\$96,817,600	\$139,517,791	\$236,335,391		

Partially Funded Projects from 2020 Cycle (Both Projects Received \$7M, but not their Full Request)

	14345	Carver Co	Carver	Chaska	Highway 41 and CSAH 10 Mobility and Access Improvement	Principal Arterial, Expander			\$9,049,600	\$2,262,400	\$11,312,000	\$7,000,000	
	14015	Scott Co	Scott	Jordan	TH 169, TH 282 and CSAH 9 Interchange	Principal Arterial, Connector			\$10,000,000	\$14,000,000	\$24,000,000	\$7,000,000	

Roadway Reconstruction/Modernization

Rank	ID	Applicant	County	City	Project Name	Funct Class	Midpoint	Bike/Ped Heavy	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17444	HENNEPIN COUNTY (Equity Bonus)	Hennepin	Minneapolis	Franklin Ave Reconstruction Project	Reliever	\$3,088,000	\$3,088,000	\$3,088,000	\$772,000	\$3,860,000	\$3,088,000	718
2	17666	RAMSEY COUNTY (Equity Bonus and Safety High Score)	Ramsey	St. Paul	Rice Street Reconstruction	Reliever	\$7,000,000	\$7,000,000	\$7,000,000	\$29,700,000	\$36,700,000	\$10,088,000	709
3	17445	HENNEPIN COUNTY (Equity Bonus)	Hennepin	Minneapolis	Lyndale Ave Reconstruction Project	Reliever	\$7,000,000	\$7,000,000	\$7,000,000	\$6,550,000	\$13,550,000	\$17,088,000	695
4	17725	MINNEAPOLIS (Equity Bonus)	Hennepin	Minneapolis	7th Street North Reconstruction	Reliever	\$7,000,000	\$7,000,000	\$7,000,000	\$1,821,250	\$8,821,250	\$24,088,000	646
5	17446	HENNEPIN COUNTY (Equity Bonus)	Hennepin	Minneapolis	Cedar Ave Reconstruction Project	Augmentor	\$5,536,000	\$5,536,000	\$5,536,000	\$1,384,000	\$6,920,000	\$29,624,000	593
6	17728	WASHINGTON COUNTY	Washington	White Bear Lake, Mahtomedi	Century Avenue Reconstruction	Expander	\$7,000,000	\$7,000,000	\$7,000,000	\$1,972,429	\$8,972,429	\$36,624,000	588
7	17492	DAKOTA COUNTY	Dakota	Eagan	Lone Oak Rd Reconstruction	Reliever	\$4,740,000	\$4,740,000	\$4,740,000	\$1,200,000	\$5,940,000	\$41,364,000	588
8	17580	ROGERS	Hennepin	Rogers	TH 101/I-94 Interchange Upgrade	Principal Arterial	\$6,780,000	\$6,780,000	\$6,780,000	\$1,695,000	\$8,475,000	\$48,144,000	574
9	17576	MAPLE GROVE (Resubmittal)	Hennepin	Maple Grove	TH 169/CR 130 Interchange Reconstruction	Reliever	\$7,000,000	\$7,000,000	\$7,000,000	\$7,635,000	\$14,635,000	\$71,694,800	547
10	17480	EDINA	Hennepin	Edina	TH 100/Vernon Ave Interchange Recon.	Reliever	\$4,213,200	\$4,213,200	\$4,213,200	\$1,053,300	\$5,266,500	\$52,357,200	542
11	17586	ST LOUIS PARK	Hennepin	St. Louis Park	Cedar Lake Rd Improvements	Reliever	\$7,000,000	\$7,000,000	\$7,000,000	\$4,985,000	\$11,985,000	\$59,357,200	541
12	17622	ST PAUL (Equity Bonus)	Ramsey	St. Paul	Wabasha Street Reconstruction	Reliever	\$5,337,600	\$5,337,600	\$5,337,600	\$1,334,400	\$6,672,000	\$64,694,800	539
13	17655	CITY OF ANOKA (Resubmittal)	Anoka	Anoka	St Francis Blvd Corridor Improvements	Connector	\$4,951,600	\$4,951,600	\$4,951,600	\$1,305,400	\$6,257,000	\$76,646,400	517
14	17677	MINNEAPOLIS (Equity Bonus)	Hennepin	Minneapolis	E 35th and 36th Streets Reconstruction	Augmentor	\$7,000,000	\$7,000,000	\$7,000,000	\$20,218,820	\$27,218,820	\$83,646,400	517
15	17623	ST PAUL (Equity Bonus)	Ramsey	St. Paul	Minnehaha Avenue Reconstruction	Reliever	\$5,224,640	\$5,224,640	\$5,224,640	\$1,306,160	\$6,530,800	\$88,871,040	513
16	17710	SHAKOPEE (Resubmittal)*	Scott	Shakopee	Marystown Road Corridor	Expander	\$1,723,172	\$1,723,172	\$3,723,172	\$930,793	\$4,653,965	\$92,594,212	510
17	17682	WACONIA	Carver	Waconia	TH 5 Phase 2 Reconstruction	Connector		\$7,000,000	\$7,000,000	\$4,275,900	\$11,275,900	\$99,594,212	504
18	17598	DAKOTA COUNTY	Dakota	Apple Valley	CSAH 42 Roadway Modernization	Principal Arterial			\$6,540,000	\$1,639,345	\$8,179,345	\$106,134,212	502
19	17718	WASHINGTON COUNTY	Washington	Cottage Grove	CR 19A/100th St Realignment	Expander			\$7,000,000	\$12,125,000	\$19,125,000	\$113,134,212	492
20	17640	CARVER COUNTY	Carver	Chaska	Highway 10 Chaska Corridor Reconstruction Improvement	Expander			\$5,448,000	\$1,362,000	\$6,810,000	\$118,582,212	479
21	17618	ST PAUL	Ramsey	St. Paul	Cretin Avenue Reconstruction	Augmentor			\$7,000,000	\$2,027,605	\$9,027,605	\$125,582,212	469
22	17590	RICHFIELD (Equity Bonus)	Hennepin	Richfield	W 76th St Modernization	Reliever	\$2,230,000		\$690,000	\$2,920,000	\$127,812,212	467	
23	17706	CRYSTAL	Hennepin	Crystal	W. Broadway Ave Modernization	Augmentor			\$3,250,536	\$812,634	\$4,063,170	\$131,062,748	455
24	17508	HENNEPIN COUNTY	Hennepin	Richfield	Penn Ave Reconstruction Project	Reliever			\$7,000,000	\$9,420,000	\$16,420,000	\$138,062,748	438
25	17715	DAKOTA COUNTY	Dakota	Hastings, Nininger, Marshan	CSAH 46 Modernization Project	Connector			\$7,000,000	\$3,450,000	\$10,450,000	\$145,062,748	427
26	17504	EDINA	Hennepin	Edina	Vernon Avenue Roadway Modernization	Reliever			\$2,812,379	\$703,095	\$3,515,474	\$147,875,127	423
27	17514	ANOKA COUNTY	Anoka	Coon Rapids	Northdale Blvd Reconstruction Project	Expander			\$6,193,600	\$1,548,400	\$7,742,000	\$154,068,727	408
28	17519	ANOKA COUNTY	Anoka	Oak Grove	Lake George Blvd Reconstruction Project	Connector			\$4,790,400	\$1,197,600	\$5,988,000	\$158,859,127	405
29	17624	ST PAUL	Ramsey	St. Paul	Fairview Avenue Reconstruction	Augmentor			\$6,500,042	\$1,625,010	\$8,125,052	\$165,359,169	380
30	17521	ANOKA COUNTY	Anoka	Ham Lake	Lexington Ave Reconstruction Project	Expander			\$7,000,000	\$6,273,600	\$13,273,600	\$172,359,169	352
31	17509	HENNEPIN COUNTY	Hennepin	Champlin, Dayton	Dayton River Rd Rehabilitation Project	Connector			\$7,000,000	\$5,310,000	\$12,310,000	\$179,359,169	348

*Shown as partially funded. This draft \$1.7 Regional Solicitation award combined with the City's HSIP request of \$2M would result in the the full \$3.7M request being awarded \$90,594,212 \$97,594,212 \$179,359,169 \$136,323,741 \$315,682,910

Bridges

Rank	ID	Applicant	County	City	Project Name	Funct Class	Midpoint	Bike/Ped Heavy	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17496	RAMSEY COUNTY	Ramsey	New Brighton	Old Highway 8 Bridge Replacement	Reliever	\$1,937,365	\$1,937,365	\$1,937,365	\$484,341	\$2,421,706	\$1,937,365	842
2	17451	HENNEPIN COUNTY	Hennepin	Brooklyn Center, Crystal	Bass Lake Rd Bridge Replacement	Augmenter	\$1,040,000	\$1,040,000	\$1,040,000	\$260,000	\$1,300,000	\$2,977,365	745
3	17650	MINNEAPOLIS	Hennepin	Minneapolis	Nicollet Ave Bridge Rehab	Reliever	\$7,000,000	\$7,000,000	\$7,000,000	\$14,500,000	\$21,500,000	\$9,977,365	616
4	17450	HENNEPIN COUNTY	Hennepin	Eden Prairie	Pioneer Trl Bridge Replacement	Reliever	\$4,760,000	\$4,760,000	\$4,760,000	\$1,190,000	\$5,950,000	\$14,737,365	596
5	17452	HENNEPIN COUNTY	Hennepin	Eden Prairie	Eden Prairie Rd Bridge Replacement	Expander			\$5,552,000	\$1,388,000	\$6,940,000	\$20,289,365	457
						On-System Bridge Proj	\$14,737,365	\$14,737,365	\$20,289,365	\$17,822,341	\$38,111,706		
						On-System Bridge Avail	\$13,439,700	\$13,439,700					
						Modal Splits Project Tc	\$162,341,718	\$149,341,718					
						Modal Splits Available	\$163,333,346	\$152,826,358					
						Yet to Program	\$991,628	\$3,484,640					

DRAFT FUNDING SCENARIO
TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

Total Funding \$294
 Range 25%-35% \$ 73.5 \$ 102.9
 Midpoint 30.0% \$ 88.2

Transit Expansion

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	All Scenarios	Midpoint	Bike/Ped Heavy	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17625	Metro Transit	Hennepin, Ramsey	Minneapolis, St. Paul			Route 3 Service Improvement		\$6,720,011	\$6,720,011	\$6,720,011	\$1,680,003	\$8,400,014	\$6,720,011	925
2	17692	Washington County	Washington	Woodbury	✓	✓	I-494 Park & Ride Structure		\$7,000,000	\$7,000,000	\$7,000,000	\$14,679,457	\$21,679,457	\$13,720,011	622
3	17605	MVTA	Hennepin, Scott	Shakopee, Prior Lake, Brooklyn Center		✓	Shakopee to Brooklyn Center Express		\$4,297,912	\$4,297,912	\$4,297,912	\$1,074,478	\$5,372,391	\$18,017,923	550
4	17606	MVTA	Dakota, Ramsey	Bursville, Eagan, St. Paul		✓	Express to Rice/University		\$2,812,780	\$2,812,780	\$2,812,780	\$703,195	\$3,515,975	\$20,830,703	511
5	17722	Metro Transit (Equity Bonus Project)	Hennepin	Minneapolis, St. Louis Park, Hopkins, Minnetonka, Eden Prairie		✓	METRO Green Line LRT Extension		\$7,000,000	\$7,000,000	\$7,000,000	\$125,971,399	\$132,971,399	\$27,830,703	442
6	17694	SouthWest Transit	Carver, Hennepin	Victoria, Carver, Chaska, Chanhassen, Eden, Prairie, Minnetonka, Hopkins, Edina, Excelsior, St. Louis Park		✓	SW Prime North Expansion		\$5,600,000		\$5,600,000	\$1,400,000	\$7,000,000	\$33,430,703	385
7	17693	SouthWest Transit (Resubmittal)	Carver, Hennepin	Eden Prairie, Chaska, Chanhassen, Carver, Victoria		✓	Golden Triangle Mobility Hubs				\$4,800,000	\$1,200,000	\$6,000,000	\$38,230,703	260
									\$33,430,703	\$27,830,703	\$38,230,703	\$146,708,532	\$184,939,236		

Transit Modernization

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	All Scenarios	Midpoint	Bike/Ped Heavy	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17655	Minneapolis	Hennepin	Minneapolis			5th Street Transit Center		\$1,989,439	\$1,989,439	\$1,989,439	\$497,360	\$2,486,799	\$1,989,439	818
2	17497	Metro Transit (Equity Bonus)	Hennepin	Minneapolis			Blue Line Lake St Station Renovation		\$7,000,000	\$7,000,000	\$7,000,000	\$1,750,000	\$8,750,000	\$8,989,439	669
3	17615	Metro Transit	Hennepin	Minneapolis			38th Street Station Modernization		\$5,136,000	\$5,136,000	\$5,136,000	\$1,284,000	\$6,420,000	\$14,125,439	641
4	17603	MVTA	Dakota, Scott	Apple Valley, Burnsville, Eagan, Lakeville, Rosemount, Savage, Shakopee		✓	Technology, ADA Enhancements		\$500,000	\$500,000	\$500,000	\$125,000	\$625,000	\$14,625,439	522
5	17701	Apple Valley (Resubmittal)	Dakota	Apple Valley	✓	✓	Red Line BRT 147th St. Station Skyway				\$4,206,400	\$1,051,600	\$5,258,000	\$18,831,839	462
6	17604	MVTA	Dakota	Apple Valley	✓	✓	Apple Valley Transit Station Modernization (Phase II)				\$4,000,000	\$1,000,000	\$5,000,000	\$22,831,839	401
									\$14,625,439	\$14,625,439	\$22,831,839	\$5,707,960	\$28,539,799		

Arterial Bus Rapid Transit Program

		Metro Transit					Arterial Bus Rapid Transit Program		\$25,000,000	\$25,000,000					
--	--	---------------	--	--	--	--	------------------------------------	--	--------------	--------------	--	--	--	--	--

TMO/TDM

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	All Scenarios	Midpoint	Bike/Ped Heavy	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
	-	-					TMO Set-aside for 2026-2027		\$3,000,000	\$3,000,000	\$5,800,000	\$1,450,000	\$7,250,000	\$5,800,000	-
	-	-					TDM Set-aside for 2026-2027*		\$1,200,000	\$1,200,000	\$1,200,000	\$300,000	\$1,500,000	\$7,000,000	-

TDM Set-aside for 2024-2025 (Same for all Funding Scenarios) \$2,051,798

1	17707	HOURCAR	Hennepin	Richfield, Bloomington, St. Louis Park, Minneapolis, Little Canada			Multifamily EV Carshare Pilot Project		\$499,244		\$499,244	\$124,811	\$624,055	\$499,244	818
2	17679	Metro Transit	Multiple	Multiple			Residential Pass Implementation Project		\$500,000		\$500,000	\$125,000	\$625,000	\$999,244	812
3	17724	Bicycle Alliance of Minnesota	Hennepin	Minneapolis, St. Paul			Learn to Ride Expansion		\$424,554		\$424,554	\$106,138	\$530,692	\$1,423,798	683
4	17602	MN Valley Transit Authority	Dakota, Scott	Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan, Rosemount			Transit Connection Specialist		\$228,000		\$228,000	\$57,000	\$285,000	\$1,651,798	656
5	17563	Metro Transit (Equity Bonus)	Hennepin, Ramsey	Bloomington, Maplewood, Minneapolis, Richfield, St. Paul			Metro Transit Wayfinding Project		\$400,000		\$400,000	\$100,000	\$500,000	\$2,051,798	644
6	17506	MOVE MINNESOTA	Ramsey	St. Paul			15 Minute Cities of Saint Paul				\$444,971	\$111,243	\$556,214	\$2,496,769	623
7	17705	Dakota County Regional Chamber of Commerce	Dakota	Eagan			Dakota County Transportation Management Organization				\$500,000	\$125,000	\$625,000	\$2,996,769	483

Modal Splits Project Total \$77,256,142 \$71,656,142 \$7,000,000 \$1,750,000 \$8,750,000
 Modal Splits Available \$88,200,000 \$82,472,781
 Yet to Program \$ 10,943,858 \$ 10,816,639

DRAFT FUNDING SCENARIO
BICYCLE AND PEDESTRIAN FACILITIES

Total Funding \$294
 Range 9%-20% \$26.5 \$59
 Midpoint 14.5% \$42.63

Multiuse Trails and Bicycle Facilities

Rank	ID	Applicant	County	City	Project Name	Midpoint	Bike/Ped Heavy	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17449	Hennepin Co (Equity Bonus Project)	Hennepin	Minneapolis	Park Ave & Portland Ave Bikeway	\$5,500,000	\$5,500,000	\$5,500,000	\$2,660,000	\$8,160,000	\$5,500,000	878
2	17721	Minneapolis	Hennepin	Minneapolis	Downtown 9th and 10th St Bikeways	\$4,511,942	\$4,511,942	\$4,511,942	\$1,127,985	\$5,639,927	\$10,011,942	868
3	17537	Three Rivers PD (Equity Bonus)	Hennepin	Minnetonka, Plymouth	Eagle Lake Regional Trail	\$3,060,333	\$3,060,333	\$3,060,333	\$765,083	\$3,825,416	\$13,072,275	832
4	17627	St Paul	Ramsey	St. Paul	Capital City Bikeway: Phase 3 Kellogg Blvd	\$5,500,000	\$5,500,000	\$5,500,000	\$3,935,913	\$9,435,913	\$18,572,275	819
5	17629	St Paul	Ramsey	St. Paul	Capital City Bikeway: Saint Peter St	\$5,500,000	\$5,500,000	\$5,500,000	\$2,864,855	\$8,364,855	\$24,072,275	809
6	17651	Minneapolis (Equity Bonus)	Hennepin	Minneapolis	Northside Greenway Phase 1	\$4,188,954	\$4,188,954	\$4,188,954	\$1,047,238	\$5,236,192	\$28,261,229	802
7	17614	Minneapolis	Hennepin	Minneapolis	2nd St North Bikeway	\$4,000,000	\$4,000,000	\$4,000,000	\$1,000,000	\$5,000,000	\$32,261,229	769
8	17595	Anoka Co (Resubmittal)	Anoka	Fridley	44th Ave Bridge Bike/Ped Trail Project	\$2,015,200	\$2,015,200	\$2,015,200	\$503,800	\$2,519,000	\$34,276,429	765
9	17579	Mpls Park & Rec (Equity Bonus)	Hennepin	Minneapolis	East Bank Trail Gap Improvements	\$2,560,000	\$2,560,000	\$2,560,000	\$640,000	\$3,200,000	\$36,836,429	750
10	17473	Three Rivers PD	Hennepin	Hopkins	Nine Mile Creek Regional Trail - 11th Ave	\$760,000	\$760,000	\$760,000	\$190,000	\$950,000	\$37,596,429	745
11	17539	Three Rivers PD (Equity Bonus)	Hennepin	Brooklyn Center	Shingle Creek Regional Trail Realignment		\$2,462,240	\$2,462,240	\$615,560	\$3,077,800	\$40,058,669	737
12	17680	Inver Grove Heights (Resubmittal)	Dakota	Inver Grove Heights	Inver Grove Heights Babcock Trail		\$419,040	\$419,040	\$104,760	\$523,800	\$40,477,709	730
13	17448	Hennepin Co	Hennepin	Minneapolis	Marshall St NE Bikeway Project		\$4,912,000	\$4,912,000	\$1,228,000	\$6,140,000	\$45,389,709	724
T-14	17582	Ramsey Co (Resubmittal)	Ramsey	Gem Lake, Vadnais Heights, White Bear Lake, WB Township	Phase 1 Bruce Vento Reg. Trail Extension			\$4,000,000	\$3,000,000	\$7,000,000	\$49,389,709	719
T-14	17573	St Paul (Equity Bonus and Resubmittal)	Ramsey	Newport, St. Paul	Point Douglas Regional Trail Phase 1			\$5,500,000	\$1,375,000	\$6,875,000	\$54,889,709	719
T-16	17556	Scott Co (Resubmittal)	Scott	Louisville Township	Merriam Junction Regional Trail			\$5,500,000	\$7,650,000	\$13,150,000	\$60,389,709	703
T-16	17575	Three Rivers PD	Hennepin	Eden Prairie, Minnetonka	Bryant Lake Regional Trail Construction			\$5,500,000	\$1,375,000	\$6,875,000	\$65,889,709	703
18	17663	City of Anoka	Anoka	Anoka	Rum River Trail 4th Ave Railroad Crossing			\$556,000	\$150,000	\$706,000	\$66,445,709	701
19	17532	Three Rivers PD	Hennepin	Brooklyn Park	Shingle Creek Regional Trail: Noble Pkwy			\$1,254,000	\$313,500	\$1,567,500	\$67,699,709	700
20	17541	Three Rivers PD (Equity Bonus)	Hennepin	Bloomington, Edina	CP Rail Regional Trail- Bloomington/Edina			\$4,665,840	\$1,166,460	\$5,832,300	\$72,365,549	696
21	17711	Dakota Co (Resubmittal)	Dakota	Eagan	Fort Snelling State Park UP Rail Overpass			\$3,777,940	\$944,485	\$4,722,425	\$76,143,489	689
22	17712	Dakota Co (Resubmittal)	Dakota	Mendota Heights	Valley Park Trail & Underpass			\$1,372,800	\$343,200	\$1,716,000	\$77,516,289	687
23	17526	Brooklyn Park	Hennepin	Brooklyn Park	Rush Creek Reg. Trail Grade Sep. at CSAH 103			\$1,057,600	\$264,400	\$1,322,000	\$78,573,889	683
24	17531	Three Rivers PD	Hennepin	Plymouth	Medicine Lake Reg. Trail Reconstruction			\$2,883,000	\$720,833	\$3,603,833	\$81,456,889	680
25	17687	Farmington	Dakota	Empire Township, Farmington	North Creek Greenway Reg. Trail - Farmington			\$1,305,600	\$326,400	\$1,632,000	\$82,762,489	679
26	17730	South St Paul	Dakota	South St. Paul	Bryant Avenue Pedestrian Bridge			\$4,145,600	\$1,036,400	\$5,182,000	\$86,908,089	675
27	17589	Richfield	Hennepin	Richfield	73rd St Trail and Bridge Modernization			\$5,500,000	\$3,700,000	\$9,200,000	\$92,408,089	671
28	17599	Plymouth	Hennepin	Plymouth	Station 73 Transit and Regional Trail Project			\$5,500,000	\$3,994,800	\$9,494,800	\$97,908,089	669
29	17713	Dakota Co	Dakota	Mendota Heights	Lebanon Greenway TH 149 Trail			\$817,380	\$204,345	\$1,021,725	\$98,725,469	666
30	17648	Bloomington	Hennepin	Bloomington	Normandale Boulevard Multiuse Trail			\$4,550,000	\$1,139,021	\$5,689,021	\$103,275,469	663
T-31	17736	Dakota Co	Dakota	Rosemount	Rosemount CSAH 42 Trail and Underpass			\$2,480,000	\$620,000	\$3,100,000	\$105,755,469	661
T-31	17719	Lakeville	Dakota	Lakeville	Dodd Blvd Trail Grade Separation Project			\$2,426,400	\$606,600	\$3,033,000	\$108,181,869	661
33	17652	Lakeville	Dakota	Lakeville	Lake Marion Greenway - Lakeville			\$2,852,110	\$713,028	\$3,565,138	\$111,033,979	649
34	17527	Brooklyn Park (Equity Bonus)	Hennepin	Brooklyn Park	Highway 252 and 81st Ave Pedestrian Bridge			\$3,144,000	\$786,000	\$3,930,000	\$114,177,979	646
35	17565	Three Rivers PD	Hennepin	Golden Valley	Bassett Creek Regional Trail - Golden Valley			\$2,604,640	\$651,169	\$3,255,809	\$116,782,619	634
36	17568	Dakota Co	Dakota	Mendota Heights, West St. Paul	Delaware Ave Trail and Sidewalk Connections			\$541,600	\$135,400	\$677,000	\$117,324,219	632
37	17689	Three Rivers PD	Hennepin	Champlin	West Miss. River Reg. Trail: South Segment			\$2,932,160	\$733,040	\$3,665,200	\$120,256,379	628
38	17631	Carver Co	Carver	Chanhassen, Eden Prairie	MN River Bluffs Regional Trail			\$1,688,320	\$422,080	\$2,110,400	\$121,944,699	625
39	17714	Dakota Co	Dakota	Eagan, Inver Grove Heights	Veterans Memorial Greenway Trail and Bridge			\$2,800,000	\$700,000	\$3,500,000	\$124,744,699	620
40	17566	Three Rivers PD	Hennepin	Orono, Wayzata	Dakota Rail - Luce Line Connector			\$2,741,333	\$685,333	\$3,426,666	\$127,486,032	614
41	17720	Woodbury	Washington	Woodbury	Woodbury Gold Line Station Trail Connection			\$963,920	\$240,980	\$1,204,900	\$128,449,952	608
T-42	17653	Burnsville	Dakota	Burnsville	Lake Marion Greenway Trail Gap - Sunset Pond Park			\$1,094,673	\$273,668	\$1,368,341	\$129,544,625	601
T-42	17688	Three Rivers PD	Hennepin	Champlin	West Miss. River Reg. Trail: North Segment			\$3,000,000	\$750,000	\$3,750,000	\$132,544,625	601
T-44	17732	Washington Co	Washington	Hugo	Hardwood Creek Regional Trail Extension			\$526,400	\$131,600	\$658,000	\$133,071,025	600
T-44	17632	Carver Co	Carver	Chaska	Ravine Trail			\$4,573,840	\$1,143,460	\$5,717,300	\$137,644,865	600
46	17658	Eden Prairie	Hennepin	Eden Prairie	Flying Cloud Drive Trail			\$3,271,000	\$820,000	\$4,091,000	\$140,915,865	585
47	17530	Three Rivers PD	Hennepin	Orono	Lake Independence Reg. Trail Reconstruction			\$2,070,000	\$517,500	\$2,587,500	\$142,985,865	576
48	17690	Three Rivers PD	Hennepin	Greenfield, Rockford	Crow River Reg. Trail			\$1,000,000	\$250,000	\$1,250,000	\$143,985,865	480
49	17646	Oakdale	Washington	Oakdale	Multiuse Trail Bridge over I-694			\$924,000	\$231,000	\$1,155,000	\$144,909,865	430

\$37,596,429

\$144,909,865

\$54,797,896

\$199,707,761

Pedestrian Facilities

Rank	ID	Applicant	County	City	Project Name	Midpoint	Bike/Ped Heavy	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17570	Hennepin Co	Hennepin	Minneapolis	Lake St Pedestrian Project	\$2,000,000	\$2,000,000	\$2,000,000	\$2,300,000	\$4,300,000	\$2,000,000	868
2	17733	Minneapolis	Hennepin	Minneapolis	1st Ave Pedestrian Improvements	\$2,000,000	\$2,000,000	\$2,000,000	\$10,683,100	\$12,683,100	\$4,000,000	784
3	17734	Minneapolis	Hennepin	Minneapolis	Elliot Park Pedestrian Improvements		\$2,000,000	\$2,000,000	\$564,770	\$2,564,770	\$6,000,000	750
4	17726	Washington Co	Washington	Stillwater	CSAH 5 Pedestrian Facility		\$400,000	\$400,000	\$100,000	\$500,000	\$6,400,000	641
5	17628	St Paul	Ramsey	St. Paul	Payne Ave Pedestrian Safety Improvements		\$1,200,000	\$1,200,000	\$300,000	\$1,500,000	\$7,600,000	611
6	17600	St Paul	Ramsey	St. Paul	Arlington Avenue Sidewalk Infill		\$920,000	\$920,000	\$230,000	\$1,150,000	\$8,520,000	575
7	17447	Hennepin Co	Hennepin	Minneapolis	Marshall St Pedestrian Project			\$1,528,000	\$382,000	\$1,910,000	\$10,048,000	575
8	17670	Dakota Co	Dakota	Apple Valley	Cedar Ave Pedestrian Bridge at 140th St			\$2,000,000	\$871,833	\$2,871,833	\$12,048,000	574
9	17503	Minneapolis	Hennepin	Minneapolis	42nd Street Pedestrian Improvements			\$1,623,480	\$405,870	\$2,029,350	\$13,671,480	539
10	17657	Victoria	Carver	Victoria	78th Street Pedestrian Overpass			\$2,000,000	\$1,204,000	\$3,204,000	\$15,671,480	486
						\$4,000,000		\$15,671,480	\$17,041,573	\$32,713,053		

Safe Routes to School

Rank	ID	Applicant	County	City	Project Name	Midpoint	Bike/Ped Heavy	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17729	South St Paul	Dakota	South St. Paul	Marie Avenue SRTS	\$1,000,000	\$1,000,000	\$1,000,000	\$1,246,000	\$2,246,000	\$1,000,000	858
2	17664	New Hope	Hennepin	New Hope, Brooklyn Park	Meadow Lake Elem. SRTS	\$363,617	\$363,617	\$363,617	\$90,904	\$454,521	\$1,363,617	820
3	17558	Minneapolis	Hennepin	Minneapolis	South & Folwell SRTS Improvements		\$1,000,000	\$1,000,000	\$378,850	\$1,378,850	\$2,363,617	765
4	17559	Minneapolis	Hennepin	Minneapolis	Whittier Safe Routes to School		\$1,000,000	\$1,000,000	\$317,030	\$1,317,030	\$3,363,617	754
5	17507	St Paul	Ramsey	St. Paul, Falcon Heights	Chelsea Hts Elem. Ped. Improvements		\$1,000,000	\$1,000,000	\$440,000	\$1,440,000	\$4,363,617	738
6	17647	Bloomington	Hennepin	Bloomington	Valley View Schools SRTS Improvements		\$398,000	\$398,000	\$100,040	\$498,040	\$4,761,617	705
7	17588	Richfield (Equity Bonus)	Hennepin	Richfield	73rd St SRTS Connection		\$635,000	\$635,000	\$175,000	\$810,000	\$5,396,617	704
8	17731	Chaska	Carver	Chaska	Engler Boulevard Trail Gap			\$825,520	\$206,380	\$1,031,900	\$6,222,137	698
9	17697	Dakota Co	Dakota	West St. Paul, Mendota Heights	Delaware Avenue Trail Gap			\$600,000	\$150,000	\$750,000	\$6,822,137	621
10	17494	Ramsey Co	Ramsey	Vadnais Heights	Koehler Rd/Edgerton St Trail			\$557,654	\$139,413	\$697,067	\$7,379,790	544
						\$1,363,617	\$5,396,617					
Modal Splits Project Total						\$42,960,046	\$59,306,326	\$7,379,790	\$3,243,618	\$10,623,408		
Modal Splits Available						\$ 42,630,000	\$ 58,800,000					
Yet to Program						\$ (330,046)	\$ (506,326)					