

Agenda

TAB Technical Advisory Committee



Meeting date: December 4, 2024

Time: 9:00 AM

Location: Virtual

Public participation:

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

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

- Approval of the Agenda (Agenda is approved without vote unless amended)
- Approval of November 6, 2024, TAB Technical Advisory Committee Minutes

Public Comment on Committee Business

TAB Report

Committee Reports and Business

Executive Committee (Jeni Hager, Chair)

1. TAC Chair Nominating Committee Report
2. 2024-49: 2025-2028 Streamlined TIP Amendment: Sherburne County Government Center Electric Vehicles and Charging Stations (Robbie King, MTS) – Roll Call
3. 2024-53: 2025-2028 Streamlined TIP Amendment Ramsey County and Saint Louis Park Projects Cost Increases (Robbie King, MTS) – Roll Call
4. 2024-54: 2025-2028 Streamlined TIP Amendment: New Hennepin County Charging Ports and NEVI Program Charging Stations (Robbie King, MTS) – Roll Call

Planning Committee (Gina Mitteco, Chair)

1. 2024-51: Review of Metropolitan Airports Commission (MAC) 2025-2031 Capital Improvement Program (CIP) – Roll Call
2. 2024-52: Adoption of 2024 Safety Performance Targets – Roll Call

Funding & Programming Committee (Michael Thompson, Chair)

1. 2024-50: Scope Change and Program Year Extension Request – CSAH 153 Reconstruction Project – Roll Call

Information

1. Regional Solicitation Evaluation Update (Steve Peterson, MTS and Moly Stewart, SRF)

Other Business

Adjournment

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: December 4, 2024

Date: November 27, 2024

Action Transmittal: 2024-49

Streamlined TIP Amendments – Sherburne County Government Center Electric Vehicles and Charging Stations

To: Technical Advisory Committee

Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

Sherburne County requests an amendment to the 2025-2028 Transportation Improvement Program (TIP) to add two new projects:

- Construct charging stations at the Sherburne County Government Center in Elk River (SP# 071-596-015)
- Purchase five electric vehicles for Sherburne County Government Center in Elk River (SP# 071-596-016)

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend amendment of the 2025-2028 TIP to add two new projects:

- Construct charging stations at the Sherburne County Government Center in Elk River (SP# 071-596-015)
- Purchase five electric vehicles for Sherburne County Government Center in Elk River (SP# 071-596-016)

Background and Purpose

The purpose of these two projects is to purchase five electric vehicles and construct charging stations. The total cost to purchase five electric vehicles is \$250,000 funded with \$200,000 in Carbon Reduction Program (CRP) funding and \$50,000 in local funding. The total cost to construct charging stations is \$385,000 funded with \$280,000 of Carbon Reduction Program (CRP) funding and \$105,000 in local funding.

New electric vehicles will be for the Sherburne County Government Center and the charging stations will be constructed at the Sherburne County Government Center.

Relationship to Regional Policy

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

Staff Analysis

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

Routing

To	Action Requested	Date Completed (Date Scheduled)
Technical Advisory Committee	Review & Recommend	<i>December 4, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>December 18, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>January 13, 2025</i>
Metropolitan Council	Review & Adopt	<i>January 22, 2025</i>



2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to add the below project.

Project Identification

Fiscal Year (State)	2025
ATP and District	3
Route System	NONE
Project Number (S.P. #)	071-596-015
Agency	Sherburne County
Description	**CRP** GOVERNMENT CENTER PARKING LOT IN ELK RIVER - CONSTRUCT CHARGING STATION
Miles	0.0
Program	Misc Agreements
Type of work	Electronic Vehicle and Charging Station Infrastructure
Proposed Funds	CRP
Total \$	385,000
FHWA \$	280,000
State \$	0
Other \$	105,000

Background and TIP Amendment Need

This formal amendment is to add a new 2025 project into the 2025-2028 TIP. The project is construction of an electric charging station at the Sherburne County Government Center in Elk River.

Fiscal Constraint (as Required by 23 CFR 450.216)

This project was awarded Carbon Reduction Program (CRP) funding, matched with local funds. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to add the below project.

Project Identification

Fiscal Year (State)	2025
ATP and District	3
Route System	NONE
Project Number (S.P. #)	071-596-016
Agency	Sherburne County
Description	**CRP** PURCHASE 5 ELECTRIC VEHICLES
Miles	0.0
Program	Misc Agreements
Type of work	Electronic Vehicle and Charging Station Infrastructure
Proposed Funds	CRP
Total \$	250,000
FHWA \$	200,000
State \$	0
Other \$	50,000

Background and TIP Amendment Need

This formal amendment is to add a new 2025 project into the 2025-2028 TIP. The project is five electric vehicles for the Sherburne County Government Center in Elk River.

Fiscal Constraint (as Required by 23 CFR 450.216)

This project was awarded Carbon Reduction Program (CRP) funding, matched with local funds. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: December 4, 2024

Date: November 27, 2024

Action Transmittal: 2024-53

Streamlined 2025-2028 TIP Amendment Request – Ramsey County and Saint Louis Park Project Cost Increases

To: Technical Advisory Committee

Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

Project sponsors request two amendments to the 2025-2028 Transportation Improvement Program (TIP) to increase the total cost of their projects.

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend amendment to the 2025-2028 TIP to increase the cost of the following projects:

- Roadway reconstruction on Cedar Lake Road S from Rhode Island Avenue to Kentucky Avenue, and Louisiana Avenue from West 23rd Street to Interstate 394 in Saint Louis Park (SP# 163-296-007)
- Four to three lane conversion on Dale Street from Grand Avenue to Iglehart Avenue in Saint Paul (SP# 062-653-017).

Background and Purpose

The following projects are proposed for amendment in the 2025-2028 TIP:

- Saint Louis Park requests a cost increase for its roadway reconstruction on Cedar Lake Road S from Rhode Island Avenue to Kentucky Avenue, and Louisiana Avenue from West 23rd Street to Interstate 394 (SP# 163-296-007). The total project cost is increasing from \$11,070,000 to \$13,400,000 and the cost difference is covered with local funds. This project was funded through the Regional Solicitation.
- Ramsey County requests a cost increase for its four to three lane conversion on Dale Street from Grand Avenue to Iglehart Avenue in Saint Paul (SP# 062-653-017). The total project cost is increasing from \$1,060,000 to \$2,466,014 and the cost difference is covered with local funds. This project was funded through MnDOT HSIP and was not funded through the Regional Solicitation.

Relationship to Regional Policy

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

Staff Analysis

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

Routing

To	Action Requested	Date Completed (Date Scheduled)
Technical Advisory Committee	Review & Recommend	<i>December 4, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>December 18, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>January 13, 2025</i>
Metropolitan Council	Review & Adopt	<i>January 22, 2025</i>



2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to adjust the below project

Project Identification

Seq #	TBD
Fiscal Year (State)	2025
ATP and District	METRO
Route System	MSAS 296
Project Number (S.P. #)	163-296-007
Agency	ST LOUIS PARK
Description	**AC**: MSAS 296 (CEDAR LAKE RD S) FROM RHODE ISLAND AVE TO KENTUCKY AVE AND MSAS 276 (LOUISIANA AVE) FROM 0.1 MI S OF W 23RD ST TO I394 IN ST LOUIS PARK - RECONSTRUCT, ADA, BIKEWAY. SIDEWALK, SIGNAL, ROUNDABOUT (AC PROJECT, PAYBACK IN FY26)
Miles	1.4
Program	RECONSTRUCTION
Type of work	GRADE AND SURFACE
Proposed Funds	STBGP
Total \$	11,070,000-13,400,000
FHWA \$	4,543,426
State \$	
Other \$	6,334,000 8,664,000

Background and TIP Amendment Need

This amendment is needed to update project total cost. Project scope remains the same.

Fiscal Constraint (as Required by 23 CFR 450.216)

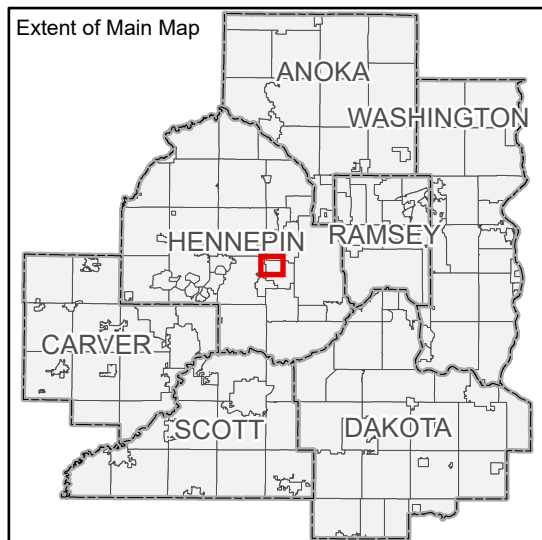
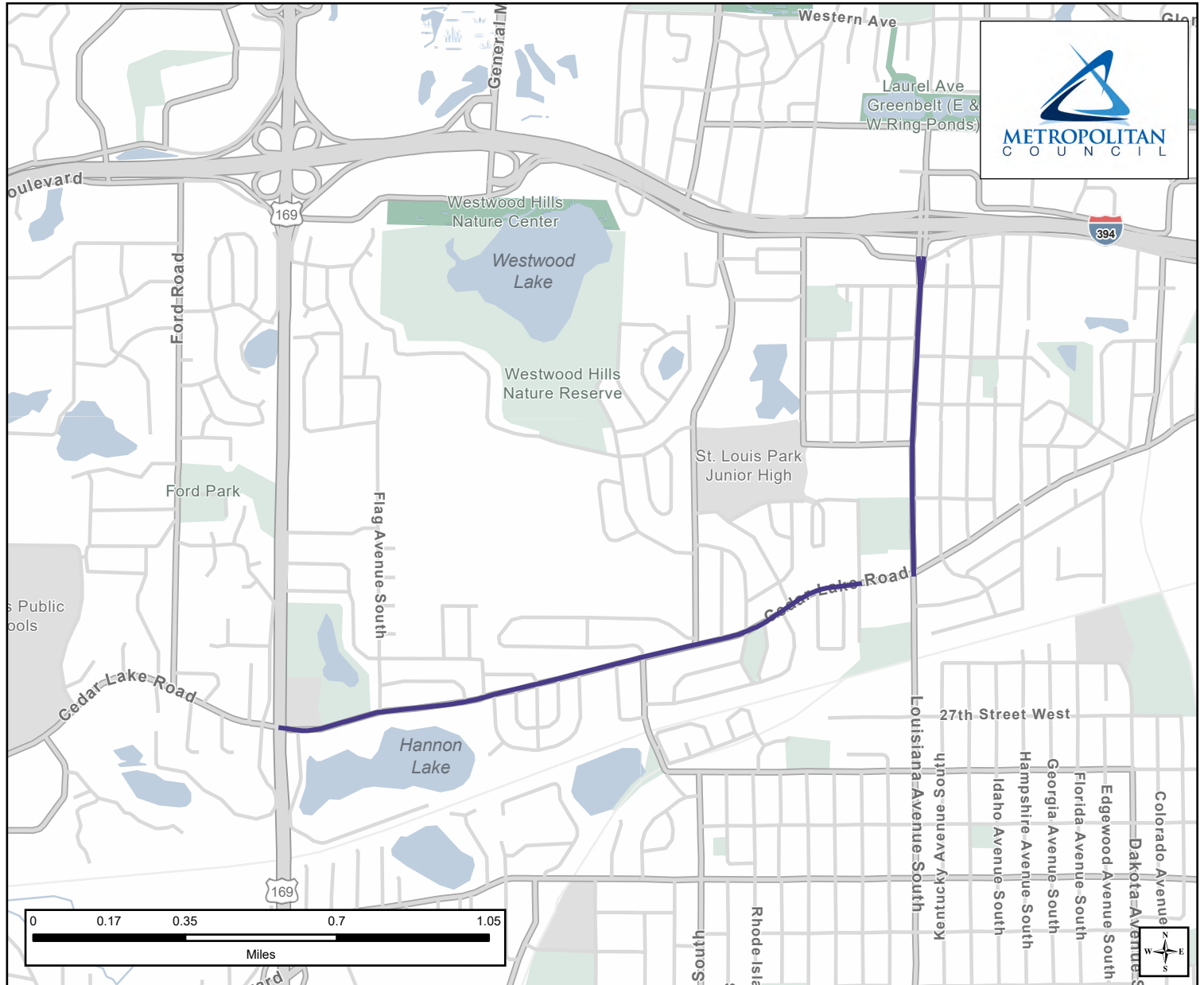
The additional costs are being covered by City of St. Louis local funding. Federal funds remain as programmed; therefore, fiscal constraint is maintained.

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.

TAB AT: 2024-53

Streamlined 2025-2028 TIP Amendment Request – Ramsey County and Saint Louis Park Project Cost Increases



— Project Area

State Project Number: 163-296-007

TIP Description: ****AC****: MSAS 296 (CEDAR LAKE RD S) FROM RHODE ISLAND AVE TO KENTUCKY AVE AND MSAS 276 (LOUISIANA AVE) FROM 0.1 MI S OF W 23RD ST TO I394 IN ST LOUIS PARK - RECONSTRUCT, ADA, BIKEWAY. SIDEWALK, SIGNAL, ROUNDABOUT (AC PROJECT, PAYBACK IN FY26)

2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to adjust the below project

Project identification

	(SP #)
Seq #	TBD
State Fiscal Year (State)	2025
ATP and District	METRO
Route System	CSAH 53
Project Number (S.P. #)	062-653-017
Agency	RAMSEY COUNTY
Description	**PRS**: CSAH 53 (DALE ST) FROM MSAS 141 (GRAND AVE) TO IGLEHART AVE IN ST PAUL - 4 TO 3 LANE CONVERSION (ASSOCIATE TO 062-653-018)
Miles	0.7
Program	HSIP
Type of Work	TRAFFIC CONTROL DEVICES/SAFETY
Proposed Funds	HSIP
Total \$	1,060,000 <u>2,466,014</u>
FHWA \$	900,000
State \$	
Other \$	160,000 <u>1,566,014</u>

Background and TIP Amendment Need

This amendment is needed to adjust the project total cost. Original project scope remains the same.

Fiscal Constraint (as required by 23 CFR 450.216)

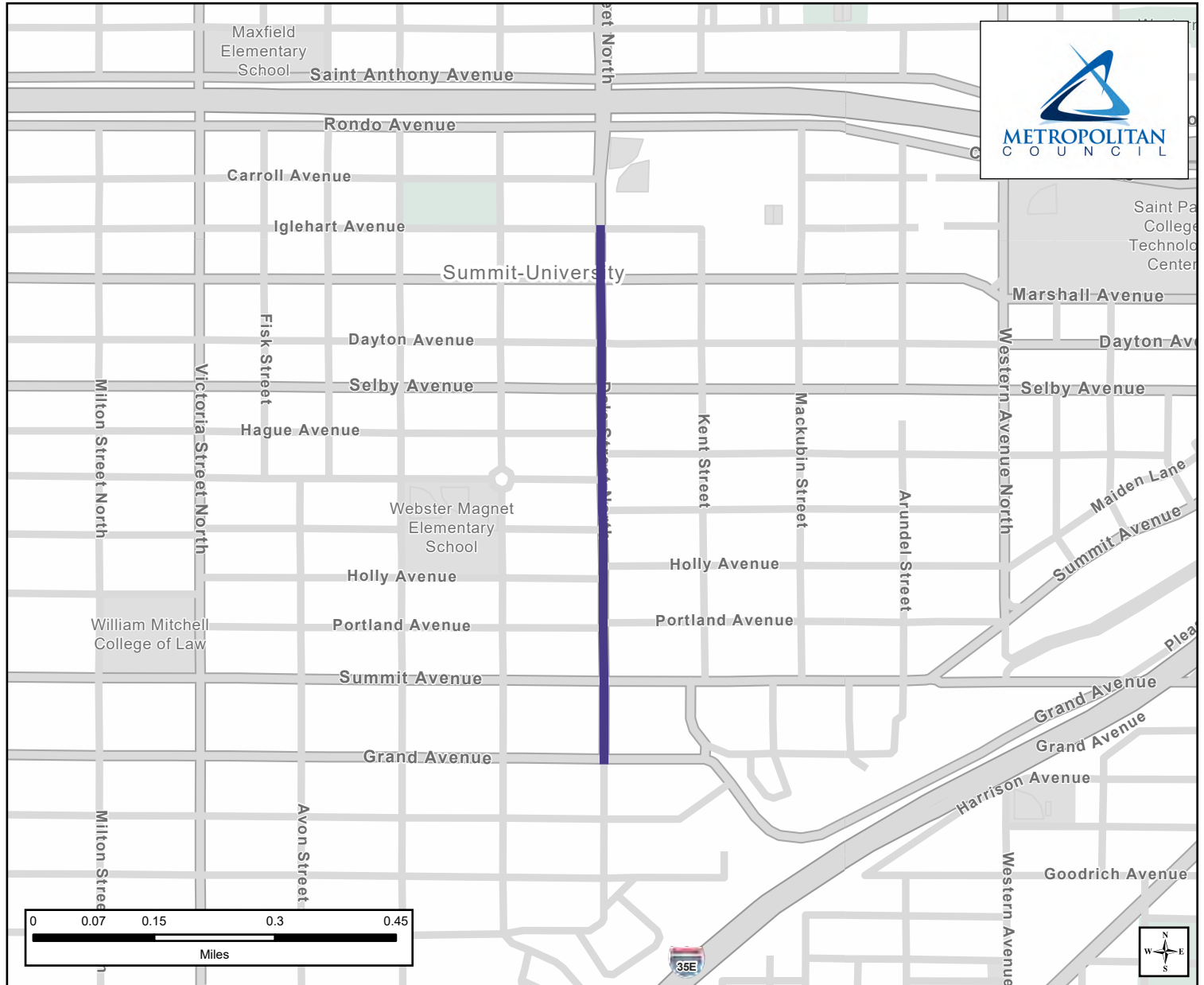
The additional cost will be paid with local funds. Federal funding will remain the same as programmed. Therefore, fiscal constraint is maintained.

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.

TAB AT: 2024-53

Streamlined 2025-2028 TIP Amendment Request – Ramsey County and Saint Louis Park Project Cost Increases



— Project Area

State Project Number: 062-653-017

TIP Description: ****PRS****: CSAH 53 (DALE ST) FROM MSAS 141 (GRAND AVE) TO IGLEHART AVE IN ST PAUL - 4 TO 3 LANE CONVERSION (ASSOCIATE TO 062-653-018)

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: December 4, 2024

Date: November 27, 2024

Action Transmittal: 2024-54

Streamlined 2025-2028 TIP Amendment Request – New Hennepin County Charging Ports and Districtwide NEVI Program Charging Stations

To: Technical Advisory Committee
Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

Project sponsors request three amendments to the 2025-2028 Transportation Improvement Program (TIP) to add new projects.

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend amendment of the 2025-2028 TIP to add the following projects:

- Installation of 19 electric vehicle charging ports for public use at four stations located at county-owned buildings in Hennepin County (SP# 027-596-015).
- Installation of charging stations within one mile from selected exits on Interstate 94 (SP# 8825-1276 and SP# 8825-1277)

Background and Purpose

The following projects are proposed for addition to the 2025-2028 TIP:

- Hennepin County requests the addition of a new project to the 2025-2028 TIP to install 19 charging ports at four stations at county-owned buildings. The total project cost is \$1,019,700 funded with \$815,760 of Charging and Fuel Infrastructure (CFI) grant program funding and \$203,940 in local funding. The charging stations are to be installed at the following locations:
 - Brookdale Regional Center, four level 3 DCFC ports
 - NorthPoint Health & Wellness Center (1256 Parking Ramp), five level 2 ports
 - Southdale Library, six level 2 ports
 - Oxboro Library, four level 2 ports
- MnDOT requests the addition of two new projects to the 2025-2028 TIP to install electric vehicle charging stations. For each of the two projects, the total project cost is \$820,000 with \$656,000 of National Electric Vehicle Infrastructure (NEVI) program funding, \$82,000 of state funds and \$82,000 of local funds.
 - Within one mile from exits 17C, 234C, 235 A/B, 237, 238, 239B, 240, or 241A on Interstate 94 (SP# 8825-1276)
 - Within one mile from exits 241C, 242A, 242D, 243, 244, 245, 246B, 246C, 247, 249, 250, 251, 253 OR 258 on Interstate 94 in city of St. Paul, Oakdale, Woodbury, Lake Elmo or Lakeland

Relationship to Regional Policy

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

Staff Analysis

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

Routing

To	Action Requested	Date Completed (Date Scheduled)
Technical Advisory Committee	Review & Recommend	<i>December 4, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>December 18, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>January 13, 2025</i>
Metropolitan Council	Review & Adopt	<i>January 22, 2025</i>



2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to add the below project.

Project Identification

Fiscal Year (State)	2025
ATP and District	M
Route System	N/A
Project Number (S.P. #)	027-596-015
Agency	Hennepin County
Description	Installation of 19 electric vehicle ports for public use at four stations located at county-owned buildings in Hennepin County: Brookdale Regional Center, North Point Health and Wellness Center, Southdale Library, and Oxboro Library
Miles	NA
Program	MA
Type of work	Other – Electronic Vehicle and Charging Infrastructure
Proposed Funds	CFI
Total \$	1,019,700
FHWA \$	815,760
State \$	NA
Other \$	203,940

Background and TIP Amendment Need

This formal amendment is to add a new 2025 project into the 2025-2028 TIP. The project was awarded through the federal Charging and Fueling Infrastructure (CFI) grant program. Vehicle charging ports will be installed at the following locations:

- Brookdale Regional Center, four level 3 DCFC ports
- NorthPoint Health & Wellness Center (1256 Parking Ramp), five level 2 ports
- Southdale Library, six level 2 ports
- Oxboro Library, four level 2 ports

Fiscal Constraint (as Required by 23 CFR 450.216)

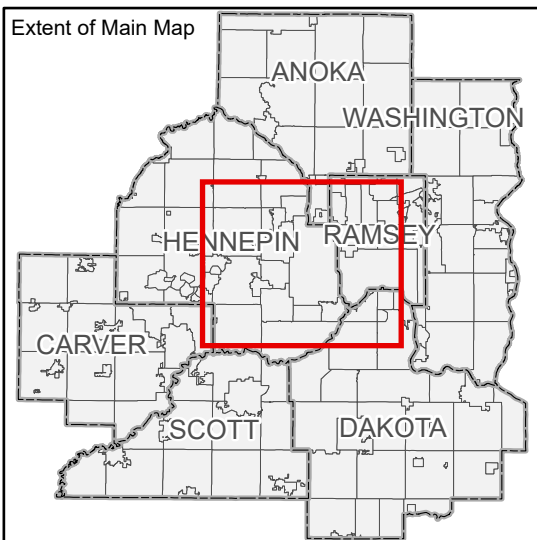
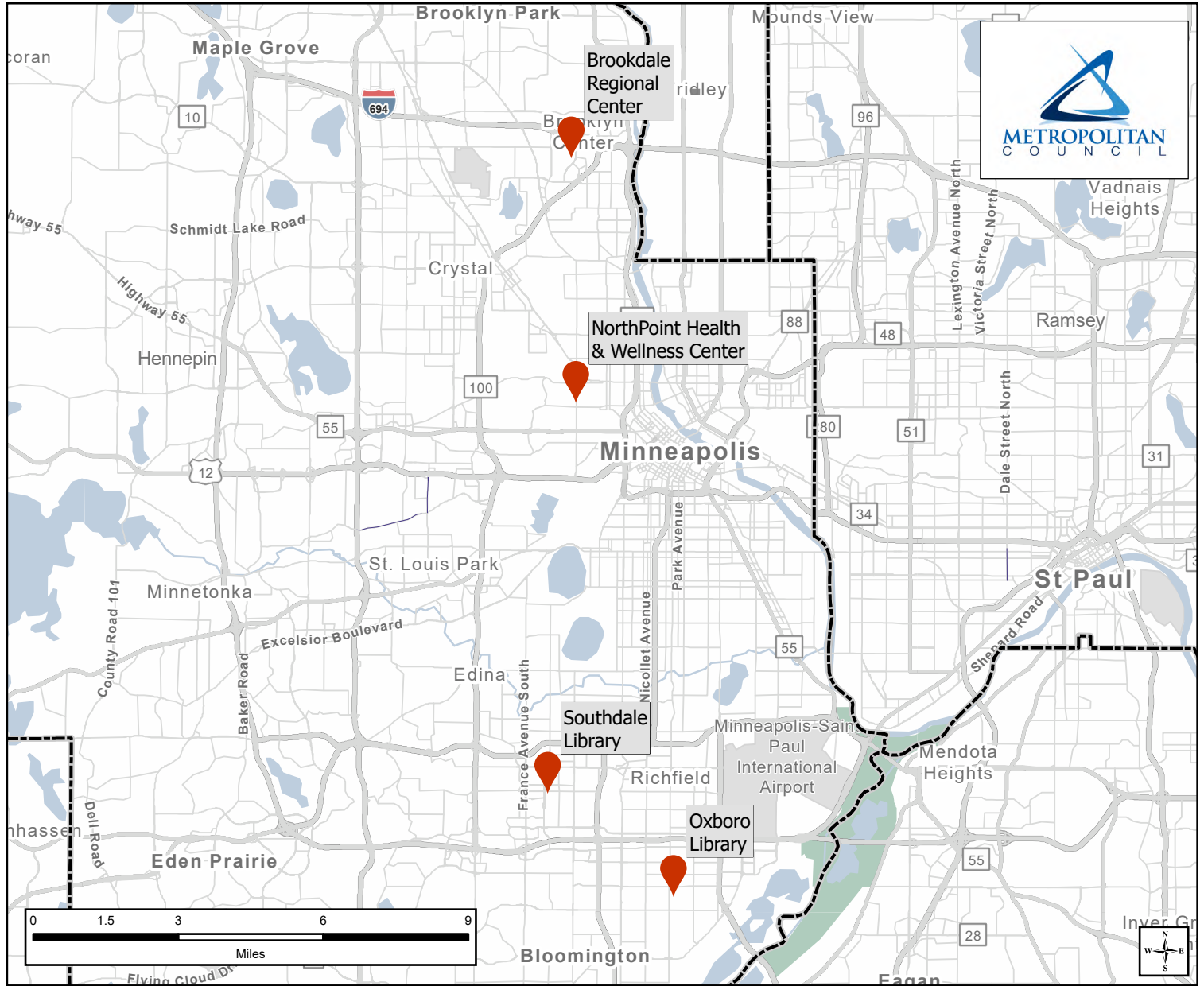
The 80% federal amount of CFI funds is coming from set aside 880c-NEVI-24. There are sufficient funds in 880c-NEVI-24 to fund this project. Therefore, fiscal constraint is maintained.

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.

TAB AT: 2024-54

Streamlined 2025-2028 TIP Amendment Request – New Hennepin County Charging Ports and Districtwide NEVI Program Charging Stations



 Charging Station Locations

State Project Number: 027-596-015

TIP Description: Installation of 19 electric vehicle ports for public use at four stations located at county-owned buildings in Hennepin County: Brookdale Regional Center, North Point Health and Wellness Center, Southdale Library, and Oxboro Library

2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to add a new project.

Project Identification

Seq #	NA
Fiscal Year (State)	2025
ATP and District	M
Route System	DISTRICTWIDE
Project Number (S.P. #)	8825-1276
Agency	MNDOT
Description	**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 17C, 234C, 235A/B, 237, 238, 239B, 240 OR 241A ON I94 IN CITY OF MINNEAPOLIS OR ST. PAUL
Miles	0.0
Program	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Type of work	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Proposed Funds	NEVI
Total \$	820,000
FHWA \$	656,000
State \$	82,000
Other \$	82,000

Background and TIP Amendment Need

This formal amendment is to add a new 2025 project into the 2025-2028 TIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

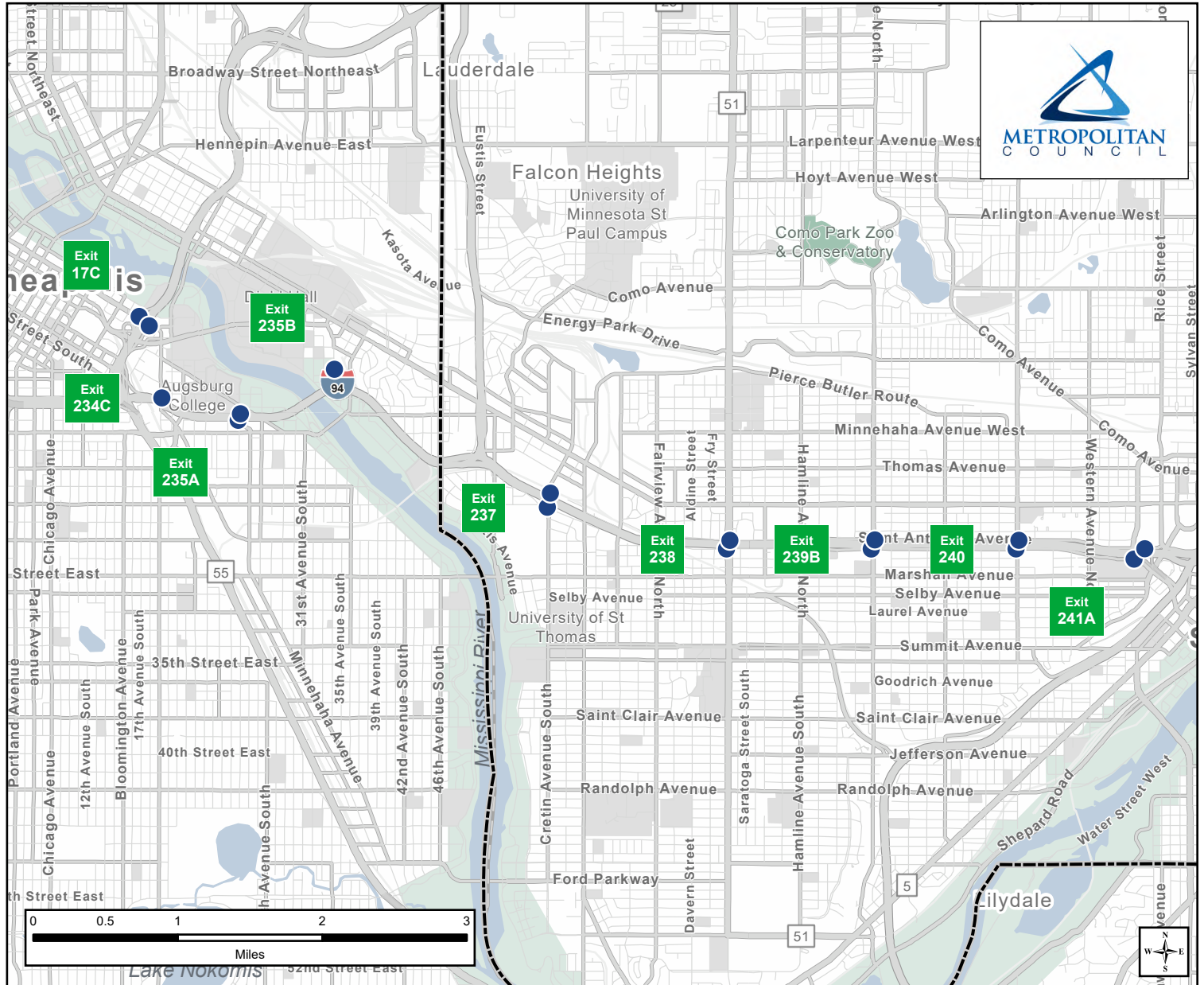
This formal amendment is to include SP# 8825-1276 in program year 2025 of the 2025-2028 TIP. The federal number of National Electric Vehicle Infrastructure (NEVI) funds is coming from setaside 880c-NEVI-25. There are sufficient funds in 880c-NEVI-25 to fund SP# 8825-1276. Therefore, fiscal constraint 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.

TAB AT: 2024-54

Streamlined 2025-2028 TIP Amendment Request – New Hennepin County Charging Ports and Districtwide NEVI Program Charging Stations



● NEVI Charging Cluster Locations

State Project Number: 8825-1276 and 8825-1277

TIP Description:

****NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 17C, 234C, 235A/B, 237, 238, 239B, 240 OR 241A ON I94 IN CITY OF MINNEAPOLIS OR ST. PAUL**

****NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 241C, 242A, 242D, 243, 244, 245, 246B, 246C, 247, 249, 250, 251, 253 OR 258 ON I94 IN CITY OF ST. PAUL, OAKDALE, WOODBURY, LAKE ELMO OR LAKELAND**

Source: Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to add the below project.

Project Identification

Seq #	NA
Fiscal Year (State)	2025
ATP and District	M
Route System	DISTRICTWIDE
Project Number (S.P. #)	8825-1277
Agency	MNDOT
Description	**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 241C, 242A, 242D, 243, 244, 245, 246B, 246C, 247, 249, 250, 251, 253 OR 258 ON I94 IN CITY OF ST. PAUL, OAKDALE, WOODBURY, LAKE ELMO OR LAKELAND
Miles	0.0
Program	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Type of work	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Proposed Funds	NEVI
Total \$	820,000
FHWA \$	656,000
State \$	82,000
Other \$	82,000

Background and TIP Amendment Need

This formal amendment is to add a new 2025 project into the 2025-2028 TIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

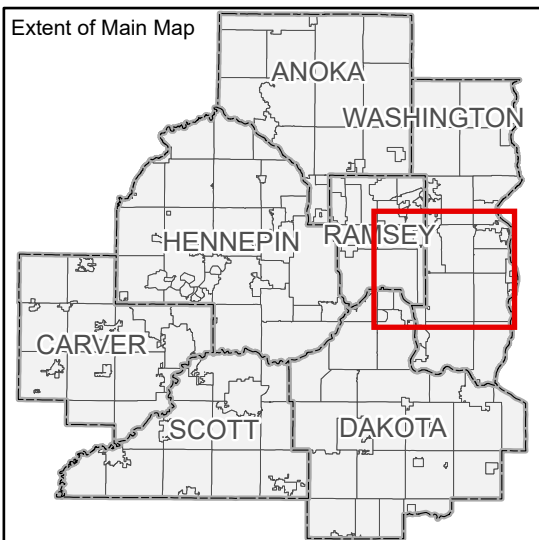
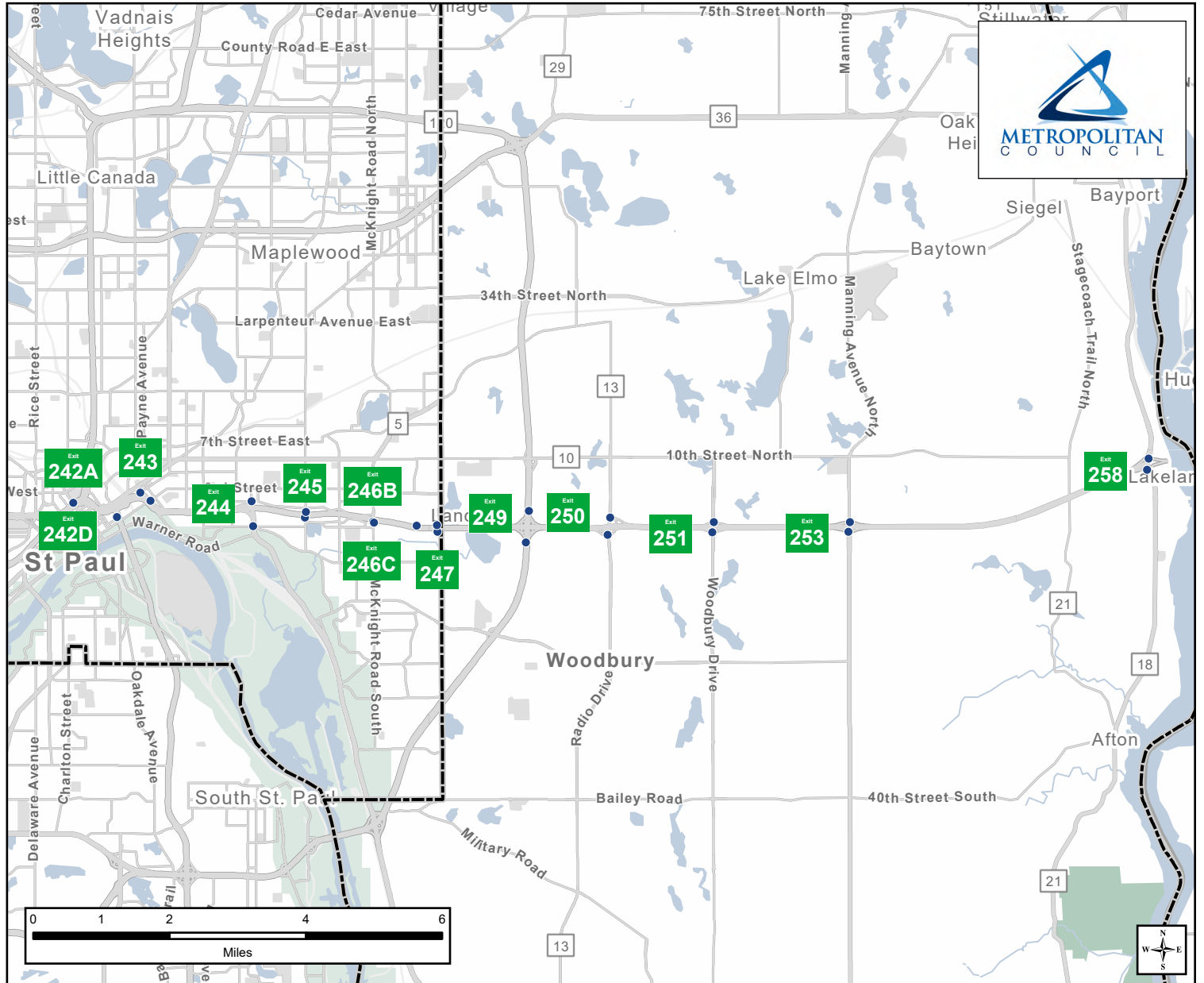
This formal amendment is to include SP# 8825-1277 in PY 2025 of the 2025-2028 TIP. The federal amount of NEVI funds is coming from setaside 880c-NEVI-25. There are sufficient funds in 880c-NEVI-25 to fund SP# 8825-1277, therefore fiscal constraint is maintained.

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.

TAB AT: 2024-54

Streamlined 2025-2028 TIP Amendment Request – New Hennepin County Charging Ports and Districtwide NEVI Program Charging Stations



- NEVI Charging Cluster Locations

State Project Number: 8825-1276 and 8825-1277

TIP Description:

****NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 17C, 234C, 235A/B, 237, 238, 239B, 240 OR 241A ON I94 IN CITY OF MINNEAPOLIS OR ST. PAUL**

****NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 241C, 242A, 242D, 243, 244, 245, 246B, 246C, 247, 249, 250, 251, 253 OR 258 ON I94 IN CITY OF ST. PAUL, OAKDALE, WOODBURY, LAKE ELMO OR LAKELAND**

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: December 4, 2024

Date: November 27, 2024

Action Transmittal: 2024-51

Review of Metropolitan Airports Commission (MAC) 2025-2031 Capital Improvement Program (CIP)

To: Technical Advisory Committee
From: TAC Planning Committee
Prepared By: Joe Widing, Senior Transportation Planner, 651-602-1822

Requested Action

MAC requests that the Metropolitan Council review the MAC's 2025-2031 Capital Improvement Program as required by MN Statutes 473.181 and 473.621.

Recommended Motion

That the Technical Advisory Committee recommend that the Metropolitan Council:

- find that the Metropolitan Airport Commission's CIP process included adequate public participation;
- approve the proposed 2025 CIP runway rehabilitation and extension project at Lake Elmo Airport which meets the dollar threshold and significant effects criteria for Council approval; and
- find the remaining CIP projects to be consistent with the Transportation Policy Plan and forward any additional project comments to the Metropolitan Council for its consideration.

Background and Purpose

The Metropolitan Airports Commission (MAC) annually prepares a Capital Improvement Program (CIP) for projects at Minneapolis-St. Paul International Airport (MSP) and their six General Aviation reliever airports. Under state statutes 473.181 and 473.621 the Council must:

- Determine adequacy of public participation in the CIP process,
- Approve CIP projects meeting certain dollar thresholds, \$5 Million at MSP and \$2 Million at all reliever airports and "significant effects" criteria (referenced in Attachment 2, A-H),
- Review and comment on all projects for consistency with the Transportation Policy Plan (TPP), including planning and environmental concerns.

In order to allow the letting of projects early enough for construction to start in the spring, the Council has agreed to utilize the draft CIP document released in September to expedite the review. The MAC will take action on December 16th to adopt the final 2025-2031 CIP and any changes from the draft will be incorporated into the report that goes forward to the Met Council in January 2025. Any changes identified after the MAC Commission action will be reported to the Council. Any comments provided by TAC/TAB will also be included for consideration with the final review report submitted by staff for Council action.

Relationship to Regional Policy

The Metropolitan Council is required by state law to annually review MAC's CIP to ensure consistency of proposed projects with regional plans and to approve any projects which meet state statute identified criteria. Although state law doesn't require TAC/TAB to review the CIP, staff traditionally has sought TAC/TAB comments in the review process to provide additional feedback for Council review.

Staff Analysis

Analysis confirms that an Assessment of Environmental Effects (AOEE) has been prepared for 2025 projects with potential environmental effects, and MAC has in place an adequate public participation process for development and review of its AOEE and CIP. MAC held a public hearing on the AOEE on November 4th, at 10:30 AM at the Planning, Development and Environment Committee meeting at the MSP Conference Room.

The following 2025 projects meet the dollar threshold levels but do not meet the other "significant effects" criteria to trigger project approval:

Airport	Category	Project	Cost
MSP	End of Life/ Replacement Projects	Passenger Boarding Bridge Replacements	\$10,000,000
MSP	End of Life/ Replacement Projects	Concourse E and F Bridge Heating and Cooling System Replacement	\$6,800,000
MSP	End of Life/ Replacement Projects	30L Deicing Pad Reconstruction	\$12,000,000
MSP	End of Life/ Replacement Projects	30L EMAS Replacement	\$19,000,000
MSP	End of Life/ Replacement Projects	Concourse G Apron Pavement Reconstruction	\$13,500,000
MSP	End of Life/ Replacement Projects	Taxiway B Pavement Reconstruction	\$7,500,000
MSP	IT Projects	MAC Technology Upgrades	\$12,800,000
MSP	Long Term Comprehensive Plan Projects	Terminal 2 South Expansion Enabling Work	\$123,600,000
MSP	Long Term Comprehensive Plan Projects	Ground Service Equipment (GSE) Maintenance Facility	\$36,400,000
MSP	Maintenance/Facility Upgrade Projects	Concourse A Heating System Upgrade	\$7,000,000
MSP	Maintenance/Facility Upgrade Projects	Folded Plate Surface Reconstruction	\$45,000,000
MSP	Maintenance/Facility Upgrade Projects	Wayfinding Sign Replacement	\$6,500,000
MSP	Maintenance/Facility Upgrade Projects	West Mezzanine Improvements	\$16,700,000
MSP	Maintenance/Facility Upgrade Projects	MAC Automation Infrastructure Program	\$7,600,000
MSP	Maintenance/Facility Upgrade Projects	Victaulic Piping Replacement	\$19,000,000
MSP	Maintenance/Facility Upgrade Projects	Field Maintenance Building Efficiency Program	\$53,000,000
MSP	Maintenance/Facility Upgrade Projects	GBAS – SLS – 4000 Installation	\$7,000,000
MSP	Maintenance/Facility Upgrade Projects	Parking Guidance System	\$6,500,000
MSP	Maintenance/Facility Upgrade Projects	Perimeter Gate Security Improvements	\$6,500,000
MSP	Maintenance/Facility Upgrade Projects	Fire Protection Systems Upgrades	\$10,000,000
MSP	Maintenance/Facility Upgrade Projects	MSP Pond 3 / 494 Pond Sediment Removal and Repairs	\$5,900,000



MSP	Ongoing Maintenance Programs	Baggage System Upgrades	\$5,000,000
MSP	Ongoing Maintenance Programs	Electrical Substation Replacement	\$10,000,000
MSP	Ongoing Maintenance Programs	Ground Power Substation Replacement	\$10,000,000
MSP	Ongoing Maintenance Programs	MSP Campus Building Roof Replacement	\$17,100,000
MSP	Tenant Projects	Concourse and Gatehold Modernization	\$73,100,000
STP	Reliever Airports Maintenance/Facility Upgrade Projects	Customs and Border Protection General Aviation Facility	\$11,000,000
21D	Reliever Airports Maintenance/Facility Upgrade Projects	21D Equipment Storage Building	\$5,000,000

Federal, state and MAC funding has been identified by the MAC for most projects in the 2025-2031 CIP.

In addition to the above projects, there is a single project which meets both the dollar threshold and the “other significant effects” criteria which triggers the need for project approval by the Council. The runway rehabilitation project at Lake Elmo for the crosswind runway 04-22 includes a modest extension of 254 feet, to bring the runway to 2,750 feet in total length. This project is included in the Lake Elmo Airport LTCP approved in 2016 and EA/EAW approved in 2018. The crosswind runway extension has been in plans for the airport for many decades, carried over into the 2016 LTCP from previous LTCPs. The runway extension is needed for the crosswind runway to operate safely and provide the necessary operational flexibility for the minimum design aircraft most commonly found at Lake Elmo today. The proposed length of the runway meets design guidance from the FAA on crosswind runways while maintaining the existing footprint of the airport. The project will also add lighting and additional taxiway connections to runway 04-22. The EA/EAW done for this project received a finding of no significant impact by the FAA and was adopted by the MAC in October 2018.

In addition, the project received a \$1 million grant from the state through the MnDOT Aeronautics’ Airport Capital Grant Program. This project is consistent with previous planning and environmental approvals and is consistent with the Transportation Policy Plan.

Airport	Category	Project	Cost
21D	Reliever Airports Maintenance/Facility Upgrade Projects	21D Runway 04-22 Pavement Rehabilitation	\$4,000,000

All projects in the 2025 CIP appear consistent with the Transportation Policy Plan (TPP). Any significant MSP projects were evaluated in the 2020 EA for MSP that received a Finding of No Significant Impact (FONSI) in March of 2013 from the Federal Aviation Administration. Initial analysis of the future years (2026-2031) of the CIP shows that many projects will meet the dollar threshold of review but only one project will meet the significant effects criteria. The Airlake Airport Runway 12-30 Improvements is a runway reconstruction and extension project that is currently scheduled for 2027 implementation. This project is currently in the environmental review phase and is expected to be formally reviewed and approved during a future CIP review. After the approval of the MSP LTCP in 2024, new projects will likely begin to appear from this effort in subsequent CIPs. All potential projects will be re-evaluated on an annual basis.

There are three large dollar projects included in the 2025 CIP at MSP that do not meet the significant effects criteria but are notable.

- The Terminal 2 South Expansion Enabling Work project is \$123,600,000 in 2025 and will fund preliminary planning to better define a future expansion of Terminal 2 to the south and other preliminary work. The MAC determined that the project does not have the potential for significant environmental effects.



- The Concourse and Gatehold Modernization project is \$73,100,000 in 2025. This is the third phase of the Concourse and Gatehold Modernization program and will complete work in Concourses A, B, and G. Through a reimbursable agreement, Delta Airlines will complete MAC-funded work including ceiling and lighting improvements, window tint, wainscoting, column wraps (excluding branding), paint (excluding branding), wayfinding information displays, and flooring in the public area concourse corridors (including terrazzo, tile, and carpet where applicable).
- The Field Maintenance Building Efficiency Program project will be \$53,000,000 in 2025. This program will develop a consolidated field maintenance campus to ensure improvement to winter operations and vehicle fueling for MAC campus. The 2025 phase will provide a salt and sand storage building and fueling facility.

There is currently one other project for which an EAW is anticipated to be required for, the Runway 30R Parallel Taxiway project which will construct a new taxiway north of runway 30R. This project is anticipated to begin in 2028, if determined feasible. The MAC notes an EAW will need to be completed before any work commences. The MAC also notes another major project, the airport concourse and hub tram replacement project, may need to go through environmental review depending on the final scope of the project. The MAC will undertake a study to determine the preferred alternative for the airport tram system prior to the project which may recommend different alignments or major modifications to the existing system. The tram replacement project is scheduled to begin in 2027 and continue into 2028 with \$600,000,000 budgeted for the project.

Committee Comments and Actions

At its November 14, 2024, meeting, the TAC Planning Committee recommended acceptance of the staff analysis of MAC’s 2025-2031 CIP and to forward these comments to the Metropolitan Council for its consideration.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning Committee	Review & Recommend	November 14, 2024
Technical Advisory Committee	Review & Recommend	<i>December 4, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>December 18, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>January 13, 2025</i>
Metropolitan Council	Review & Adopt	<i>January 22, 2025</i>

MAC 2025 – 2031 Capital Improvement Program

The MAC 2025 – 2031 Capital Improvement Program material included in this memorandum reflects the actions of the Metropolitan Airports Commission’s Planning, Development and Environment (PD&E) Committee on Sep. 3, 2024. Final action by the Commission is expected at their December 16, 2024, meeting. Any changes made at the December 2nd PD&E Committee Meeting that may affect the CIP review would be reported at the December 18th Transportation Advisory Board meeting.

The overall review schedule for the CIP is listed below. Materials for the Met Council/TAB review are included in the following summaries:

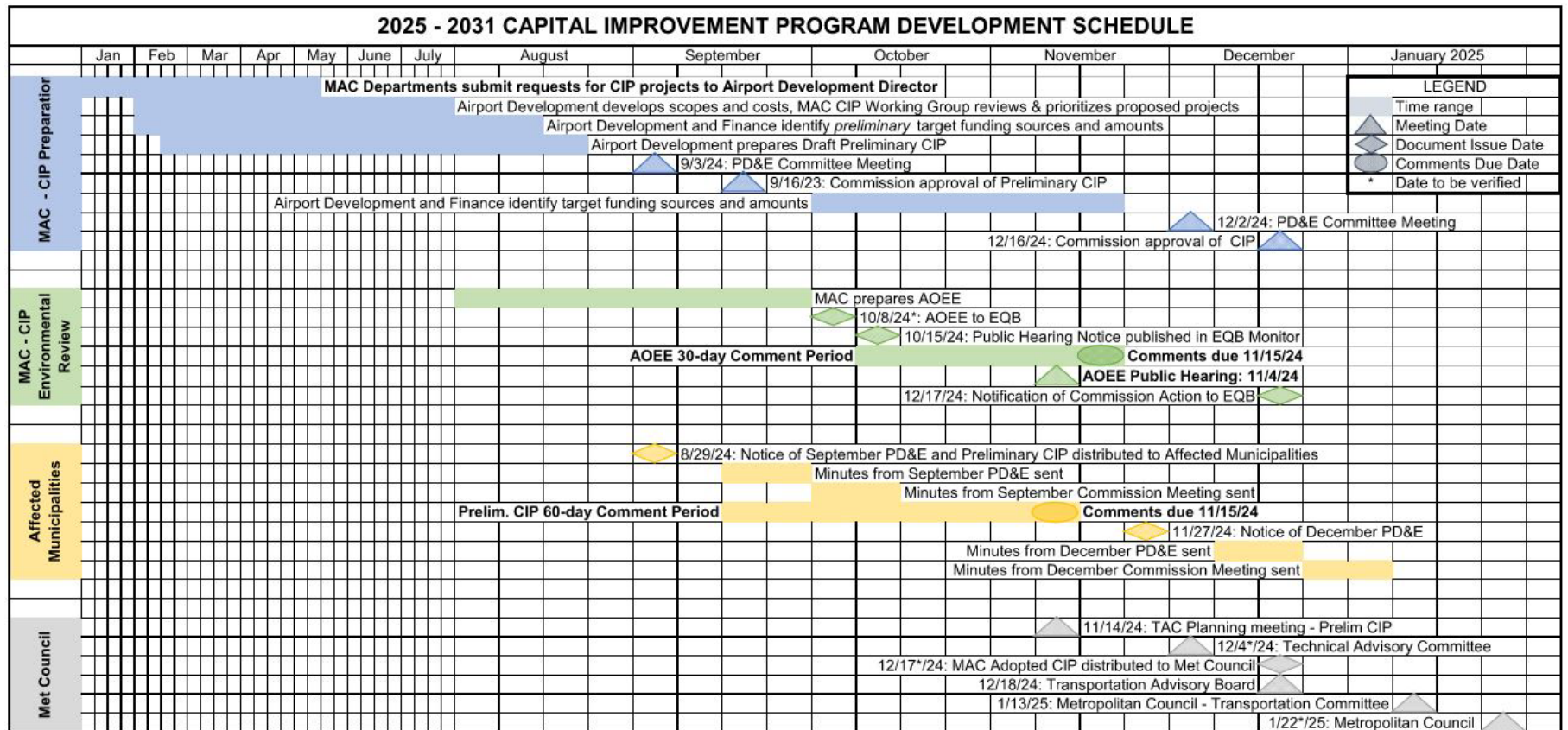
- Attachment 1 – MAC 2025-2031 CIP Development and Public Review Schedule



- Attachment 2 – Projects Meeting Statutory Review Criteria & Requiring Approval. There is one project which meets the statutory requirements in 2025, the Lake Elmo 04-22 runway rehabilitation and extension project.
- Attachment 3 – 2025 Projects Requiring an Assessment of Environmental Effects (AOEE). One 2025 CIP project meets the criteria for environmental review, all projects have been analyzed in environmental assessments.
- Attachment 4 – Projects Meeting \$5M at MSP and \$2M at relievers thresholds 2025-2031. A number of projects potentially meet the threshold dollar levels at both MSP and the MAC relievers.



Attachment 1 - Metropolitan Airports Commission (MAC) Public Participation Process:



Notes:

- All dates are tentative and subject to change.
- Affected Communities are defined in Minnesota Statutes § 473.621, Subd. 6, as amended.

Attachment 2 – 2025 Projects Meeting Statutory Review Criteria and Requiring Approval:

2025 CIP Projects, by Airport	Long-Term Comp Plan Reviews/ Actions	AOEE Actions	Capital Review Criteria (A)	Capital Review Criteria (B)	Capital Review Criteria (C)	Capital Review Criteria (D)	Capital Review Criteria (E)	Capital Review Criteria (F)	Capital Review Criteria (G)	Capital Review Criteria (H)
Details	Review Action	<ul style="list-style-type: none"> EA-EAW Prepared EIS Reviewed NPDES Approved Legislative Requirement Regulatory Requirement Legal Requirement 	Project meets Dollar threshold at: MSP = \$5M Relievers = \$2M	Location of a New Airport	New Runway at an Existing Airport	A Runway Extension at an Existing Airport	Runway Strengthening other than Routine Maintenance	New or Expanded Passenger Handling or Parking Facilities for 25% or more capacity Increase.	Land Acquisition associated with the other criteria, or that would cause relocation of residential or business activities	Project information made available by the MAC to affected cities for review
MSP International Airport 2025 Program	2040 LTCP Update Approved in May 2024		Several projects, see business item	N/A	N/A	N/A	N/A	N/A	N/A	N/A
St. Paul Downtown Airport	2025 LTCP Approved in 2010, update anticipated to begin in 2025		Customs and Border Protection GA Facility	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Flying Cloud Airport	2025 LTCP Approved in 2010, 2040 LTCP to be reviewed in 2025		None	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crystal Airport	2035 LTCP Approved in 2017		None	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Anoka County-Blaine Airport	2025 LTCP Approved in 2010, update anticipated to begin in 2025		None	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lake Elmo Airport	2035 LTCP Approved 2016	FAA Issued Finding of No Significant Impact for EA in Aug 2018	Runway 04-22 pavement rehabilitation and extension, Equipment Storage Building	N/A	N/A	Runway 04-22 will be extended by 254 ft to 2,750 ft	N/A	N/A	N/A	N/A
Airlake Airport	2035 LTCP Approval in 2018	EA/EAW for runway 12-30 improvements currently in progress.	None	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Attachment 3 – 2025 Projects Requiring an Assessment of Environmental Effects (AOEEs):

Environmental Categories Affected by the Project, MSP Airport

Project Description	Are the Effects of the project Addressed in an Approved EAW, EA or EIS?	Air Quality	Compatible Land Use	Fish Wildlife and Plants	Floodplains and Floodways	Hazardous Materials, Pollution Prevention and Solid Waste	Historical, Architectural, Archaeological and Cultural Resources	Light Emissions and Visual Effects	Parks & Rec. Areas and Trails	Noise	Water Quality (Storm, Waste and Ground Water)	Wetlands	Infra-structure and Public Services	Farmland	Erosion and Sedimentation
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Environmental Categories Affected by the Project, Reliever Airports

Project Description	Are the Effects of the project Addressed in an Approved EAW, EA or EIS?	Air Quality	Compatible Land Use	Fish Wildlife and Plants	Floodplains and Floodways	Hazardous Materials, Pollution Prevention and Solid Waste	Historical, Architectural, Archaeological and Cultural Resources	Light Emissions and Visual Effects	Parks & Rec. Areas and Trails	Noise	Water Quality (Storm, Waste and Ground Water)	Wetlands	Infra-structure and Public Services	Farmland	Erosion and Sedimentation
Lake Elmo Airport Runway 04-22 rehabilitation and extension	Lake Elmo Airport 2018 EA/EAW	None	None	None	None	None	None	None	None	None	None	None	None	None	None



Attachment 4 – MAC Projects Anticipated to Meet the \$5 million and \$2 million Thresholds from 2025 – 2031:

		=Projects that meet the \$5 million threshold at MSP or the \$2 million threshold at reliever airports but DO NOT meet “significant effects” criteria.						
		=Projects that meet the \$5 million threshold at MSP or the \$2 million threshold at reliever airports and meet the “significant effects” criteria requiring Council approval prior to implementation.						
NOTES	MSP End of Life/Replacement Projects	2025	2026	2027	2028	2029	2030	2031
	10 - Terminal 1							
2	Concourse and Hub Tram Replacement			\$300,000,000	\$300,000,000			
4	Concourse C Moving Walkway Upgrade/Replacement			\$3,000,000				
4	Passenger Boarding Bridge Replacements	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	
5	Recarpeting Program	\$2,000,000						
5	Terminal 1 Media Mesh Replacement			\$1,400,000				
5	Terminal 1 Outbound Baggage Handling System Replacement						\$250,000,000	
	13 - Energy Management Center							
5	Concourse E and F Bridge Heating and Cooling System Replacement	\$6,800,000						
3	GTC Dual-temperature Pump Improvements	\$2,600,000						
7	Terminal 1 Boiler and Chiller Replacement and EMC Expansion	\$250,000		\$420,000,000				
3	Variable Air Volume (VAV) Box Replacement		\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	
	21 - Field and Runway							
2	30L Deicing Pad Expansion					\$20,000,000		
2	30L Deicing Pad Reconstruction	\$12,000,000		\$15,000,000				
5	30L EMAS Replacement	\$19,000,000						
2	Airfield Snow Melter Replacement/Upgrades	\$1,800,000	\$1,800,000	\$2,000,000	\$2,000,000			
2	Bituminous Shoulder Reconstruction	\$1,000,000	\$1,000,000	\$1,000,000				
2	Concourse G Apron Pavement Reconstruction	\$13,500,000			\$15,000,000	\$14,000,000	\$16,000,000	
2	Runway 12L-30R Reconstruction						\$40,000,000	
2	Taxiway A Pavement Reconstruction		\$4,200,000					
2	Taxiway B Pavement Reconstruction	\$7,500,000			\$6,000,000	\$5,000,000	\$8,000,000	
2	Taxiway C Pavement Reconstruction					\$10,000,000		
2	Taxiway H Pavement Reconstruction			\$6,500,000				
2	Taxiway J Pavement Reconstruction			\$7,500,000				
2	Taxiway R Pavement Reconstruction		\$9,500,000					
2	Terminal 1 Apron Pavement Reconstruction		\$11,000,000	\$13,000,000	\$11,000,000			
2	Terminal 2 Apron Reconstruction			\$6,500,000	\$8,000,000	\$8,000,000		
	31 – Parking							
5	Parking Ramp Snow Melter Replacement/Upgrades	\$1,350,000	\$1,400,000	\$1,400,000	\$1,400,000			
3	Parking Revenue Control System		\$4,200,000					
	39 – Public Areas/Roads							
2	28th Avenue South Reconstruction					\$3,000,000		
2	East 62nd Street Reconstruction			\$4,100,000				
2	Post Road Reconstruction Project		\$5,000,000					
2	West Cell Phone Lot Reconstruction		\$500,000					
	70 – General Office/Administration							
3	GO Building Variable Air Volume (VAV) Replacement and Upgrade		\$2,000,000					
	MSP End of Life/Replacement Projects Subtotal	\$81,600,000	\$50,600,000	\$793,400,000	\$378,400,000	\$49,000,000	\$326,000,000	\$0

MAC Environmental Notes:

- 1) A project that has the potential for substantial environmental effects.
- 2) A reconstruction, rehabilitation, repair or replacement that does not physically alter the original size (an EAW or EIS is not required).
- 3) An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required).
- 4) An electrical, mechanical or structural device and/or modification of an existing structure that does not significantly increase size or passenger capacity (an EAW or EIS is not required).
- 5) A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required).
- 6) A new, replacement or expansion project that does not have substantial effect (an EAW or EIS is not required).
- 7) Consultant fees only for planning, design, or environmental work.
- 8) Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required).
- 9) Projects associated with the Airport Foundation art program (an EAW or EIS is not required).
- 10) Projects involving the demolition of existing buildings (an EAW or EIS is not required).

NOTES	MSP IT Projects	2025	2026	2027	2028	2029	2030	2031
	10 – Terminal 1							
4	Concourse C and G Digital Directory Replacement	\$800,000						
4	MAC Technology Upgrades	\$12,800,000	\$14,000,000	\$13,000,000	\$11,000,000	\$11,000,000	\$12,000,000	
5	Telecom Room Equipment Continuity (TREC)	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	
	12 – Federal Inspection Station (FIS)							
5	Customs and Border Protection Infrastructure	\$1,500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	36 - Terminal 2							
5	Common Use Passenger Boarding Bridges Cab Cameras	\$250,000						
3	Passenger Flow Tracking	\$2,000,000						
4	Upgrade and Modernize Terminal 2 Kiosks	\$1,000,000						
	46 - Hangers and Other Buildings							
5	Multiple Points of Entry Facility		\$5,000,000	\$5,000,000	\$5,000,000			
	63 - Police							
5	Badging and Door Access (SAACS/ProWatch) Modernization		\$2,100,000					
5	Card Access Modifications	\$2,500,000	\$2,800,000		\$2,500,000			
5	Public Safety Land Mobile Radio System Solutions	\$1,000,000						
5	Public Safety Video (IVISN) Modernization	\$1,100,000	\$1,100,000	\$1,000,000				
	MSP IT Projects Subtotal	\$24,700,000	\$27,650,000	\$21,750,000	\$21,250,000	\$13,750,000	\$14,750,000	\$1,000,000

MAC Environmental Notes:

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- 3) An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required).
- 4) An electrical, mechanical or structural device and/or modification of an existing structure that does not significantly increase size or passenger capacity (an EAW or EIS is not required).
- 5) A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required).
- 6) A new, replacement or expansion project that does not have substantial effect (an EAW or EIS is not required).
- 7) Consultant fees only for planning, design, or environmental work.
- 8) Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required).
- 9) Projects associated with the Airport Foundation art program (an EAW or EIS is not required).
- 10) Projects involving the demolition of existing buildings (an EAW or EIS is not required).

NOTES	MSP Long Term Comprehensive Plan Projects	2025	2026	2027	2028	2029	2030	2031
	10 - Terminal 1							
6	Checkpoint Expansion					\$11,000,000		
7	Concourse E and F Assessment	\$200,000						
1	D-Pod Outbound Baggage System			\$15,000,000				
7	MSP Airport Layout Plan		\$100,000	\$100,000				
7	MSP Environmental Review				\$2,000,000			
7	MSP Long Term Plan					\$3,000,000		
	21 - Field and Runway							
5	MSP Obstructions Removals			\$1,000,000		\$1,000,000		
5	NAVAID Relocation				\$2,000,000		\$30,000,000	
1	Runway 30R Parallel Taxiway				\$12,000,000	\$10,000,000	\$14,000,000	
	31 - Parking							
	Parking Capacity Assessment	\$200,000						
	36 - Terminal 2							
6	Terminal 2 South Expansion Enabling Work	\$123,600,000						
	46 - Hangars and Other Buildings							
6	Ground Service Equipment (GSE) Maintenance Facility	\$36,400,000						
	MSP Long Term Comprehensive Plan Projects Subtotal	\$160,400,000	\$100,000	\$16,100,000	\$16,000,000	\$25,000,000	\$44,000,000	\$0

MAC Environmental Notes:

- 1) A project that has the potential for substantial environmental effects.
- 2) A reconstruction, rehabilitation, repair or replacement that does not physically alter the original size (an EAW or EIS is not required).
- 3) An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required).
- 4) An electrical, mechanical or structural device and/or modification of an existing structure that does not significantly increase size or passenger capacity (an EAW or EIS is not required).
- 5) A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required).
- 6) A new, replacement or expansion project that does not have substantial effect (an EAW or EIS is not required).
- 7) Consultant fees only for planning, design, or environmental work.
- 8) Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required).
- 9) Projects associated with the Airport Foundation art program (an EAW or EIS is not required).
- 10) Projects involving the demolition of existing buildings (an EAW or EIS is not required).



NOTES	MSP Maintenance/Facility Upgrade Projects	2025	2026	2027	2028	2029	2030	2031
	10 - Terminal 1							
5	ADO Office Expansion	\$4,000,000						
9	Art Display Areas	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	
9	Arts Master Plan	\$610,000	\$1,610,000	\$610,000	\$610,000	\$600,000	\$600,000	
4	Commission Chambers Lighting Upgrades	\$200,000						
4	Concourse A Heating System Upgrade	\$7,000,000						
5	Delivery Node Redevelopment	\$2,700,000	\$7,800,000	\$4,320,000	\$5,000,000			
5	F/G Connector & Skyclub Repairs and Improvements	\$1,100,000						
2	Folded Plate Surface Reconstruction	\$45,000,000		\$45,000,000				
2	Gold/Green Skyway Safety Improvements	\$100,000						
5	Lavatory Buildings Rehabilitation	\$4,400,000						
4	Lighting Infrastructure Technology and Equipment (LITE)	\$2,550,000	\$1,500,000	\$2,550,000	\$1,500,000	\$2,200,000	\$3,000,000	
5	LRT Station Updates		\$15,000,000					
2	Main Mall Modernization				\$3,500,000	\$3,500,000		
4	MSP Courtesy Phone Updates and Removal	\$800,000	\$800,000	\$800,000		\$3,500,000	\$3,500,000	
5	Restroom Upgrade Program	\$2,400,000		\$2,625,000	\$2,050,000	\$2,050,000	\$2,050,000	
5	Skyclub Repairs and Improvements		\$4,000,000					
4	Steam System Upgrade Program	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000			
2	Terminal 1 Information Booth Replacements	\$850,000						
5	Terminal 1 Sand Dump Station	\$300,000						
5	Terminal 1 Tram Maintenance	\$1,250,000						
2	Terminal 1 Tug Drive Heater Replacement	\$4,500,000						
5	Terminal 1 Tug Drive Waterproofing	\$2,900,000	\$2,900,000	\$2,900,000	\$2,900,000			
4	Way-Finding Sign Replacement	\$6,500,000		\$2,000,000		\$2,000,000		\$2,000,000
5	West Mezanine Improvements	\$16,700,000						
	12 - Federal Inspection Station (FIS)							
6	FIS Facility Upgrades	\$2,175,000	\$845,000	\$2,000,000				
	13 - Energy Management Center							
4	Building Management (IMACS) Replacement	\$800,000	\$3,400,000					
4	Chiller Plant Optimization	\$4,000,000						
4	Energy Savings Program	\$2,000,000		\$2,000,000				
4	Indoor Air Quality Monitoring System		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	
4	MAC Automation Infrastructure Program	\$7,600,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000		
3	Steam Trap Monitoring System		\$3,000,000					
4	Victaulic Piping Replacement	\$19,000,000	\$4,000,000	\$2,200,000	\$2,300,000	\$2,350,000		

MAC Environmental Notes:

- 1) A project that has the potential for substantial environmental effects.
- 2) A reconstruction, rehabilitation, repair or replacement that does not physically alter the original size (an EAW or EIS is not required).
- 3) An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required).
- 4) An electrical, mechanical or structural device and/or modification of an existing structure that does not significantly increase size or passenger capacity (an EAW or EIS is not required).
- 5) A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required).
- 6) A new, replacement or expansion project that does not have substantial effect (an EAW or EIS is not required).
- 7) Consultant fees only for planning, design, or environmental work.
- 8) Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required).
- 9) Projects associated with the Airport Foundation art program (an EAW or EIS is not required).
- 10) Projects involving the demolition of existing buildings (an EAW or EIS is not required).

NOTES	MSP Maintenance/Facility Upgrade Projects, continued	2025	2026	2027	2028	2029	2030	2031
	21 – Field and Runway							
5	Airfield Thermoplastic Markings	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000		
4	Apron Lighting LED Upgrade	\$1,000,000	\$3,000,000	\$1,000,000	\$1,000,000			
6	Field Maintenance Building Efficiency Program	\$53,000,000				\$112,000,000		\$49,000,000
5	GBAS = SLS-4000 Installation	\$7,000,000						
4	Runway LED Lighting Upgrade			\$3,000,000				
2	Terminal 2 Glycol Lift Station/Forcemain	\$1,500,000						
4	Tunnel Lighting LED Upgrade	\$1,000,000	\$900,000	\$400,000	\$1,200,000			
	26 – Terminal Roads/Landside							
7	Terminal 2 Cell Phone Lot Study	\$100,000						
	31 – Parking							
4	Electric Vehicle Charging Network Expansion	\$1,500,000	\$850,000	\$850,000	\$1,500,000	\$1,500,000	\$1,500,000	
3	Parking Guidance System	\$6,500,000						
2	Red/Blue Parking Levels 2 & 3			\$10,000,000				
4	Terminal 2 Landside Office Remodel	\$400,000						
	36 - Terminal 2							
5	Ramp Information Display System (RIDS)	\$3,600,000						
5	Terminal 2 Baggage Handling System	\$410,000						
5	Terminal 2 Gate Area Improvements	\$3,000,000						
6	Terminal 2 Ground Transportation Waiting Area Expansion	\$400,000						
2	Terminal 2 MUFIDS/EVIDS Millwork Upgrades	\$350,000						
5	Terminal 2 Skyway to LRT Flooring Installation			\$1,000,000				
5	Terminal 2 Ticket Counter Insert Replacement			\$750,000				
5	Terminal 2 Digital Wait Time Display			\$200,000				
	39 - Public Areas/Roads							
2	34 th Avenue Reconstruction		\$8,200,000	\$8,200,000				
2	34 th Avenue Sanitary Sewer Replacement		\$2,200,000					
2	Diverging Diamond Intersection Rehabilitation			\$380,000				
2	Terminal 1 Inbound Roadway Median Improvements	\$3,300,000						
4	Tunnel Fan Replacement		\$6,800,000					

MAC Environmental Notes:

- 1) A project that has the potential for substantial environmental effects.
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NOTES	MSP Maintenance/Facility Upgrade Projects, continued	2025	2026	2027	2028	2029	2030	2031
	46 - Hangars and Other Buildings							
7	Campus Out Building Study	\$300,000						
	56 - Trades/Maintenance Buildings							
5	Fall Hazard Mitigation	\$100,000						
6	Trades Building Rehabilitation and Addition		\$25,000,000					
	63 - Police							
5	APD Response Training Room			\$500,000				
5	Critical Infrastructure Fencing	\$850,000						
5	Emergency Communications Center Updates			\$200,000				
5	Perimeter Fence Intrusion Detection System		\$1,000,000					
5	Perimeter Gate Security Improvements	\$6,500,000	\$6,500,000					
6	Police Department Remote Threat Isolation and Training Building			\$15,500,000				
5	Public Safety Modifications	\$1,000,000		\$850,000			\$850,000	
2	Squad Parking Modifications		\$140,000					
	66 - Fire							
4	ARFF 1 Garage Door Replacement			\$1,500,000				
5	Fire Protection Systems Upgrades	\$10,000,000			\$10,000,000			\$10,000,000
	70 - General Office/Administration							
4	Digital Signage In/At the GO		\$300,000					
	76 - Environment							
5	Firefighting Foam System Conversation	\$3,000,000						
4	Glycol Sewer & Storm Sewer Inspection/Rehabilitation	\$600,000				\$2,000,000	\$1,000,000	
2	Glycol Tank Roof Repairs				\$700,000			
4	Infield Fueling Facility Secondary Containment	\$400,000						
4	Lift Station at Ponds 1 and 2	\$2,300,000						
5	MSP Pond 3 / 494 Pond Sediment Removal and Repairs	\$5,900,000					\$14,000,000	
	MSP Maintenance/Facility Upgrade Projects Subtotal	\$256,895,000	\$106,595,000	\$118,185,000	\$39,110,000	\$134,300,000	\$23,400,000	\$61,000,000

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NOTES	MSP Noise Mitigation Projects	2025	2026	2027	2028	2029	2030	2031
8	Noise Mitigation Projects	\$5,000,000	\$5,000,000	\$1,000,000	\$1,000,000	\$1,000,000		
	MSP Noise Mitigation Projects Subtotal	\$5,000,000	\$5,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0
	MSP Ongoing Maintenance Programs							
	10 - Terminal 1							
4	Air Handling Unit Replacement		\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	\$13,000,000	
4	Baggage System Upgrades	\$5,000,000	\$4,500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
4	Conveyance System Upgrades	\$3,000,000						
4	Electrical Infrastructure Program (EIP)		\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$3,000,000	
4	Electrical Substation Replacement	\$10,000,000	\$10,000,000	\$10,000,000				
4	Emergency Power Upgrades		\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$3,000,000	
4	Ground Power Substation Replacement	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
4	Plumbing Infrastructure Upgrade Program	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$800,000	\$800,000
5	Terminal Building Remediation Program	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,500,000	\$3,500,000
4	Terminal Miscellaneous Modifications	\$2,600,000	\$2,600,000	\$2,600,000	\$3,100,000	\$3,100,000	\$3,100,000	\$3,600,000
	13 - Energy Management Center							
4	EMC Life Safety Infrastructure Program	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000
4	EMC Plant Upgrades	\$2,150,000	\$2,200,000	\$2,300,000	\$2,400,000	\$2,500,000		
	21 - Field and Runway							
2	Airside Electrical Construction	\$2,500,000	\$5,100,000	\$2,000,000	\$2,000,000	\$2,000,000		
2	Airside Roadway Pavement Restoration	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$3,600,000	
2	Miscellaneous Airfield Construction	\$2,500,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000		\$3,000,000
2	Pavement Joint Sealing/Repair	\$800,000	\$800,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000	
	26 - Terminal Roads/Landside							
2	Tunnel/Bridge Inspections	\$120,000	\$120,000	\$120,000	\$150,000	\$150,000	\$150,000	\$150,000
5	Tunnel-Bridge Miscellaneous Modifications	\$1,000,000		\$1,000,000		\$1,000,000		\$1,000,000
	31 - Parking							
2	Parking Structure Rehabilitation	\$4,750,000	\$5,650,000	\$5,000,000	\$6,000,000	\$5,175,000	\$6,350,000	

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NOTES	MSP Ongoing Maintenance Programs, continued	2025	2026	2027	2028	2029	2030	2031
	39 - Public Areas/Roads							
2	Concrete Joint Repair	\$550,000	\$500,000	\$1,200,000	\$2,900,000	\$750,000	\$2,000,000	\$2,000,000
2	Landside Pavement Rehabilitation	\$500,000	\$600,000	\$1,500,000	\$900,000	\$1,600,000	\$950,000	\$2,200,000
2	Landside Utility Rehabilitation	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000		
2	Roadway Fixture Refurbishment	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$200,000	
	46 - Hangars and Other Buildings							
5	Campus Building Rehabilitation Program	\$1,500,000		\$1,500,000		\$1,500,000		
2	Campus Parking Lot Reconstructions			\$3,075,000	\$3,075,000			\$8,500,000
10	End of Life Campus Building Demolition	\$400,000	\$3,700,000					
2	MSP Campus Building Roof Replacements	\$17,100,000	\$10,200,000	\$10,000,000	\$10,000,000	\$15,000,000	\$8,000,000	\$5,000,000
	56 - Trades/Maintenance Buildings							
5	North Field Maintenance Mechanical Infrastructure Project		\$5,000,000					
4	Sump Pump Controls	\$4,000,000	\$3,500,000					
	70 - General Office/Administration							
5	GO Building Improvements		\$500,000		\$500,000		\$500,000	
	MSP Ongoing Maintenance Programs Subtotal	\$76,170,000	\$92,670,000	\$79,495,000	\$70,225,000	\$71,975,000	\$63,550,000	\$42,150,000
	MSP Tenant Projects							
	10 - Terminal 1							
2	Concessions Rebids	\$500,000						
2	Concessions Upgrades/Revenue Development and Strategic Partnerships	\$375,000	\$320,000	\$295,000	\$335,000	\$340,000	\$350,000	\$400,000
5	Concourse and Gatehold Modernization	\$73,100,000						
6	Elevator and Concourse Improvements Related to Relocated United Club				\$1,000,000			
4	Terminal Food Court Digital Signage		\$400,000					
	36 - Terminal 2							
6	Terminal 2 Concessions Marketing Digital Display		\$250,000					
6	Terminal 2 Concessions Redevelopment	\$2,000,000						
7	Terminal 2 JWO Kiosk Relocation			\$150,000				
7	Terminal 2 Supplemental Concessions	\$150,000						
	39 - Public Areas / Roads							
2	Tenant Parking Lot Reconstruction	\$3,400,000						
	46 - Hangars and Other Buildings							
6	Air Freight Facility Parking Expansion	\$2,600,000						
	MSP Tenant Projects Subtotal	\$82,125,000	\$970,000	\$445,000	\$1,335,000	\$340,000	\$350,000	\$400,000

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NOTES	Reliever Airports Long Term Comprehensive Plan (LTCP) Projects	2025	2026	2027	2028	2029	2030	2031
	80 – Reliever Airports							
7	Reliever Airports Planning Fees	\$600,000						
	81 - St. Paul							
7	STP Environmental Review			\$800,000				
	82 - Lake Elmo							
7	21D Airport Layout Plan	\$100,000				\$500,000		
7	21D Environmental Review							\$800,000
7	21D Long Term Comprehensive Plan					\$800,000		
	83 - Airlake							
7	LVN Airport Layout Plan		\$100,000			\$500,000		
7	LVN Environmental Review							\$800,000
7	LVN Long Term Comp Plan					\$800,000		
1	LVN Runway 12-30 Improvements			\$4,400,000				
	84 - Flying Cloud							
7	FCM Environmental Review		\$800,000					
6	FCM South Building Area Utilities		\$800,000					
	85 - Crystal							
7	MIC Airport Layout Plan				\$500,000			
7	MIC Environmental Review						\$800,000	
7	MIC Long Term Comp Plan				\$800,000			
	86 - Anoka County - Blaine							
7	ANE Airport Layout Plan	\$500,000						
6	ANE Building Area Development - Xylite St. Relocation				\$1,000,000			
7	ANE Environmental Review			\$800,000				
7	ANE Long Term Comprehensive Plan Update	\$800,000						
	Reliever Airports LTCP Projects Subtotal	\$2,000,000	\$1,700,000	\$6,000,000	\$2,300,000	\$2,600,000	\$800,000	\$1,600,000

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NOTES	Reliever Airports Maintenance/Facility Upgrade Projects	2025	2026	2027	2028	2029	2030	2031
	80 - Reliever Airports							
5	Reliever Airports Security Fencing, Gates and Lighting	\$200,000	\$200,000	\$250,000	\$250,000	\$250,000	\$250,000	\$300,000
4	Reliever Indoor Air Quality Project			\$1,400,000				
4	Relievers Building Miscellaneous Modifications	\$400,000	\$400,000	\$475,000	\$475,000	\$475,000	\$475,000	\$550,000
5	Relievers Obstruction Removal	\$300,000		\$300,000		\$300,000		
2	Relievers Pavement Rehabilitation Miscellaneous Modifications	\$300,000	\$300,000	\$350,000	\$350,000	\$350,000	\$350,000	\$400,000
6	Relievers Used Oil Sheds & Tanks	\$550,000						
	81 - St. Paul							
6	STP Airport Perimeter Roads	\$500,000						
2	STP Airport Road and Eaton Street Retaining Wall				\$900,000			
6	STP Cold Equipment Storage Building		\$750,000					
6	STP Customs and Border Protection General Aviation Facility	\$11,000,000						
6	STP Equipment Storage Building and Employee Crew Rooms				\$4,000,000			
2	STP Floodwall Inspection and Repairs						\$300,000	
3	STP Generator Replacement						\$800,000	
2	STP Infrastructure Replacement	\$1,200,000						
3	STP Intelligent Monitoring and Control System (IMACS) Expansion			\$2,250,000				
2	STP Joint and Crack Repairs		\$100,000					
5	STP MAC Building Improvements	\$200,000		\$200,000		\$200,000		\$200,000
2	STP Pavement Mill and Overlay of Administration Building Ramp						\$500,000	
2	STP Pavement Rehabilitation-Taxilanes/Tower Road		\$750,000					
2	STP Runway 13-31 Pavement Reconstruction		\$5,000,000					
5	STP Runway 14-32 EMAS Replacement			\$10,000,000				
2	STP Storm Sewer Improvements			\$2,000,000				
2	STP Taxiway B Reconstruction and LED Edge Lighting	\$1,100,000						
2	STP Taxiway Lima Rehabilitation			\$200,000				
	82 - Lake Elmo							
3	21D AWOS Replacement	\$200,000						
6	21D Equipment Storage Building	\$5,000,000						
3	21D Intelligent Monitoring and Control System (IMACS)				\$3,800,000			
2	21D North Building Area Pavement Rehabilitation	\$900,000						
1	21D Runway 04-22 Pavement Rehabilitation	\$4,000,000						
4	21D Taxiway Echo Edge Lighting		\$600,000					
2	21D Taxiway H Reconstruction	\$600,000						
	83 - Airlake							
2	LVN 225 TH Street Paving	\$450,000						
3	LVN AWOS Replacement	\$100,000						
2	LVN Existing Runway 12-30 Reconstruction			\$3,500,000				
3	LVN Intelligent Monitoring and Control System (IMACS)					\$1,300,000		
2	LVN North Service Road Pavement Rehabilitation			\$500,000				
2	LVN North Taxilanes Pavement Rehabilitation			\$1,250,000				
5	LVN Perimeter Fencing and Gates			\$4,000,000				
2	LVN South Building Area Utilities and Taxilanes		\$1,300,000					
2	LVN Taxiway Bravo Pavement Rehabilitation		\$600,000					

NOTES	Reliever Airports Maintenance/Facility Upgrade Projects	2025	2026	2027	2028	2029	2030	2031
	84 – Flying Cloud							
2	FCM Airport Access Roads Pavement Rehabilitation			\$500,000	\$500,000	\$500,000		
6	FCM Electrical Vault Modifications			\$500,000				
5	FCM Gate Replacements	\$500,000						
2	FCM Infrastructure Replacement	\$1,750,000						
3	FCM Intelligent Monitoring and Control System (IMACS)			\$2,500,000				
5	FCM MAC Building Improvements		\$600,000					
2	FCM Northside Access Road from Bravo to November Lane	\$900,000						
2	FCM Runway 10R-28L Pavement Rehabilitation			\$2,700,000				
2	FCM Runway 18-36 Pavement Rehabilitation					\$700,000		
6	FCM Spring Lane Extension and Taxilane Connector			\$700,000				
5	FCM Tower Equipment for Airfield Lighting and Utilities		\$2,000,000					
	85 -Crystal							
2	MIC East Taxilanes Pavement Rehabilitation		\$500,000					
2	MIC Eastside Service Road Pavement Reconstruction		\$1,500,000					
4	MIC Existing Hangar Revitalization		\$800,000					
5	MIC Gate Replacement		\$800,000					
3	MIC Intelligent Monitoring and Control System (IMACS)					\$1,300,000		
2	MIC Northside Service Road Pavement Reconstruction				\$1,200,000			
2	MIC Runway 6L-24R Pavement Rehabilitation			\$2,500,000				
2	MIC Service Road Pavement and Fencing			\$600,000				
2	MIC Stormwater Monitoring Location Drainage Repair	\$100,000						
2	MIC Taxilanes Pavement Rehabilitation	\$600,000		\$600,000				
2	MIC Taxiway Alpha Pavement Reconstruction					\$1,200,000		
2	MIC Tower Parking Lot Reconstruction	\$1,500,000						
	86 - Anoka County - Blaine							
4	ANE Electrical Vault Improvements		\$750,000					
5	ANE Gate Controller Upgrades		\$400,000					
3	ANE Intelligent Monitoring and Control System (IMACS)				\$1,300,000			
2	ANE Runway 18-36 Pavement Reconstruction		\$3,800,000					
2	ANE Runway 9-27 Edge Lighting and PAPI Replacement		\$900,000					
2	ANE Runway 9-27 Pavement Reconstruction				\$3,750,000			
2	ANE Taxilane Pavement Reconstruction – Fox Hollow			\$1,000,000				
2	ANE Taxiway B Pavement Rehabilitation					\$1,400,000		
	Reliever Airports Maintenance/Facility Upgrade Projects Subtotal	\$32,350,000	\$22,050,000	\$38,275,000	\$16,525,000	\$7,975,000	\$2,675,000	\$1,450,000
	MSP Subtotal	\$681,890,000	\$279,085,000	\$1,030,375,000	\$527,320,000	\$295,365,000	\$472,050,000	\$104,550,000
	Reliever Subtotal	\$34,350,000	\$23,755,000	\$44,275,000	\$18,825,000	\$10,575,000	\$3,475,000	\$3,050,000
	Total	\$716,240,000	\$302,835,000	\$1,074,650,000	\$546,145,000	\$305,940,000	\$475,525,000	\$107,600,000

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Action Transmittal

Transportation Advisory Board



Committee Meeting Date: December 4, 2024

Date: November 27, 2024

Action Transmittal: 2024-52

Adoption of 2025 Safety Performance Targets

To: Technical Advisory Committee
From: TAC Planning
Prepared By: Jed Hanson, Senior Planner, 651-602-1716

Requested Action

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend the 2025 safety performance targets for adoption by the Metropolitan Council.

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of the Option A 2025 safety performance targets based on the 2020-2024 Minnesota Strategic Highway Safety Plan (SHSP) goal, which advance a long-term goal of zero deaths:

- Number of all fatalities: no more than 74
- Fatal injuries per 100 million VMT: no more than 0.26
- Number of all serious injuries: no more than 464
- Serious injuries per 100 million VMT: no more than 1.64
- Pedestrian and bicyclist fatalities and serious injuries: no more than 115

Background and Purpose

All State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must have performance measurement programs and set targets to monitor progress. Targets for the safety performance measures are required annually. The safety targets serve a dual purpose:

- Inform planning and programming to reduce fatal and serious injuries
- Track performance of the Highway Safety Improvement Program (HSIP)

After the Federal Highway Administration (FHWA) receives statewide safety targets from MnDOT annually in August, MPOs must either support the statewide target or choose an alternative target by February 27 the following year. Federal requirements specify five safety performance measures for both state DOTs and MPOs that must have annual targets:

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

State DOTs are required to make significant progress on achieving their statewide safety targets; they are subject to additional HSIP requirements if they fail to make significant progress. MPOs are not subject to additional federal requirements if they fail to make significant progress.

Option A. Continue method based on 2020-2024 SHSP

The Met Council’s current method sets safety targets on a straight-line decline from 2020/2021 targets to the region’s share of statewide goals in the 2020-2024 Minnesota Strategic Highway Safety Plan (SHSP). The SHSP acknowledges the long-term goal of zero deaths and serious injuries on roads in the state, and the plan sets a five-year goal to reduce traffic deaths to 225 or fewer statewide and serious injuries to 980 or fewer statewide by 2025, on the way to the long-term goal of zero.

The SHSP is currently undergoing a regular update, so the current target setting method will need to be reconsidered in 2026. Based on the current SHSP, the Met Council’s current method sets targets on pace to reach zero in 2035 for fatal injuries, and 2032 for serious injuries and non-motorized fatal and serious injuries. Meeting these targets would be exceptionally challenging considering asset lifetimes and the lag time between programming and capital improvements.

Safety targets using the Option A method would be:

- Number of all fatalities: no more than 74
- Fatal injuries per 100 million VMT: no more than 0.26
- Number of all serious injuries: no more than 464
- Serious injuries per 100 million VMT: no more than 1.64
- Pedestrian and bicyclist fatalities and serious injuries: no more than 115

Option B. Change to method based on TPP objective

Worsening safety performance since the onset of the COVID-19 pandemic has caused a wide gap between adopted targets and achievable short-term performance improvements. A slower rate of decline may be more consistent with the purpose of tracking achievable improvements.

The method’s basis could be changed to align with the draft Imagine 2050 Transportation Policy Plan, setting targets on a straight-line decline from current 2024 targets to zero in all measures by 2050. The objective states that “people do not die or face life-changing injuries when using any form of transportation.” For the purposes of setting short-term targets, Met Council staff interpret this objective as seeking to reach zero in these measures no later than the 2050 planning horizon.

The public comment process for the Imagine 2050 TPP has concluded. Feedback related to this objective was generally supportive. No changes to the objective are planned prior to anticipated adoption in February.

Safety targets using the Option B method would be:

- Number of all fatalities: no more than 79
- Fatal injuries per 100 million VMT: no more than 0.28
- Number of all serious injuries: no more than 512
- Serious injuries per 100 million VMT: no more than 1.81
- Pedestrian and bicyclist fatalities and serious injuries: no more than 126

Pending Rulemaking

In 2024, the Federal Highway Administration issued a Notice of Proposed Rulemaking related to the National Performance Management Measures, including safety targets. The draft rule may require MPOs to [set constantly declining targets](#), may [define the baseline](#) used in future target setting, and may [change the frequency](#) of target setting and reporting. The region’s target setting methodology will need to be revised as soon as 2026 if this becomes a final rule.



Relationship to Regional Policy

The current 2040 Transportation Policy Plan (TPP) includes performance measures to monitor and assess system performance. The proposed options for safety performance measures and targets directly support the Safety and Security goal of the 2040 TPP, while fulfilling federal requirements for an MPO. Reducing crash injuries to or below the regional safety targets will require coordinated action on resource allocation, policies, and investment decisions from partners at all levels in the region.

Staff Analysis

2023 Performance

- Both fatal and serious injuries slightly fell compared to 2022, but these outcomes remain elevated compared to the three-year average prior to the COVID-19 pandemic.
- Serious injuries remain at an elevated level following a sharp rise in 2022.
- Safety performance targets were not achieved in 2023 (Table 1).

Table 1: Measure Performance, 2023, Metropolitan Planning Area*

Measure	2017-2019 Average	2021-2023 Average	2023 Actual	2023 Target
All fatalities	130	171	147	90
Fatal injury rate per 100m VMT	0.44	0.63	0.53	0.33
All serious injuries	796	888	924	600
Serious injury rate per 100m VMT	2.71	3.25	3.32	2.18
Non-motorized fatal and serious injuries	202	207	199	147
Pedestrian fatalities	27	33	29	N/A
Bicyclist fatalities	6	3	4	N/A
Pedestrian serious injuries	127	120	112	N/A
Bicyclist serious injuries	42	50	54	N/A

* Data courtesy of MnDOT.



Preliminary 2024 Performance

- Preliminary data for January-October show fatal and serious injuries have remained roughly flat compared to the same period in 2023, but these outcomes remain elevated compared to the three-year average prior to the COVID-19 pandemic.
- Non-motorized fatal and serious injuries rose in 2024 compared to the January-October period for years prior. Total non-motorized fatal and serious injuries in 2024 have already exceeded the year-end total for 2023.
- Safety performance targets will not be achieved in 2024 (Table 2).

Table 2: Preliminary Performance, Jan-Oct 2024, Metropolitan Planning Area*

Measure	2017-2019 Average	2021-2023 Average	2024 Actual	2024 Target (Jan-Dec)
All fatalities	111	145	126	82
All serious injuries	685	761	781	532
Non-motorized fatal and serious injuries	168	178	208	131
Pedestrian fatalities	22	25	29	N/A
Bicyclist fatalities	4	3	3	N/A
Pedestrian serious injuries	100	104	122	N/A
Bicyclist serious injuries	41	47	54	N/A

*Preliminary data courtesy of MnDOT. The final data may change.

Committee Comments and Actions

Met Council staff presented the TAC Planning committee with two target setting options for consideration, described above in this action transmittal. The committee had lengthy discussion about the merits of both options and provided a unanimous recommendation for Option A targets, with the understanding this conversation would continue following the updates of the Minnesota Strategic Highway Safety Plan (SHSP) and the Transportation Policy Plan (TPP). Committee discussion covered:

- Differences in the update frequency of the planning documents informing the targets, and the underlying medium-term goal in the SHSP and the long-term objective in the TPP. The SHSP receives an update every 5 years, and the present 2020-2024 SHSP establishes a medium-term statewide goal for 2025. The TPP receives a major update every 10 years and a minor update every 5 years, and eliminating death and serious injuries by or before 2050 is consistent with the draft Imagine 2050 TPP safety objective. Both plans are currently undergoing updates and pending adoption in 2025.
- The pending Federal Highway Administration rulemaking may prompt method re-evaluation next year, so changing the method this year may be too early.
- Option B targets are higher and could send a message that a higher level of death and serious injury are acceptable, though at some point continued divergence between actual performance and targets may prompt evaluating whether the targets remain reasonable and achievable. A committee member noted there were not large differences between Options A and B. A committee member indicated preference to remain with the



method that sets lower targets unless the committee viewed it as unreasonable to reach that target with more concentrated effort.

- A committee members inquired about reasons for actual performance diverging from the targets. Staff responded it could be the result of multiple factors, including travel changes since the onset of the COVID-19 pandemic, and that a metropolitan planning organization’s largest area of safety influence is through capital investments.
- Committee members further discussed safety planning frameworks (like the Safe Systems Approach), the challenge meeting safety investment needs with currently available funding, and desire for future description how these targets are used by agencies in investment decisions.

Routing

To	Action Requested	Date Completed (<i>Scheduled</i>)
TAC Planning	Review & Recommend	November 14, 2024
Technical Advisory Committee	Review & Recommend	<i>December 4, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>December 18, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>January 13, 2025</i>
Metropolitan Council	Adopt	<i>January 22, 2025</i>



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: December 4, 2024

Date: November 27, 2024

Action Transmittal: 2024-50

Scope Change and Program Year Extension Request – CSAH 153 Reconstruction Project

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared By: Joe Barbeau, Planning Analyst, 651-602-1705

Requested Action

Hennepin County requests a scope change and program year extension to reduce its CSAH 153 (Lowry Ave NE) (SP # 027-753-021) reconstruction project and extend it from 2025 to 2026. This enables the project to be coordinated with an adjacent MnDOT project.

Recommended Motion

That the Technical Advisory Committee recommend that TAB approve Hennepin County's scope change request to reduce its CSAH 153 reconstruction project and move the program year from 2025 to 2026.

Background and Purpose

In 2020, Hennepin County was awarded \$7,000,000 in the Roadway Reconstruction and Modernization category of the Regional Solicitation to reconstruct CASH 153 (Lowry Avenue NE) between Marshall and Washington streets, which currently has a 2025 program year. This includes grading, aggregate base, bituminous base and surface, stormwater, sidewalk, ADA pedestrian ramps, traffic signals, streetscaping, bicycle facilities, and curb and gutter. Within this project length, between 3rd Street NE and 4th Street NE overlaps MnDOT's MN 47 (University Avenue NE) bituminous mill and overlay, sidewalk, drainage, and ADA ramp project, which has a 2027 program year.

Hennepin County requests a scope change that would remove the construction of improvements at MN 47 for inclusion in MnDOT's project. This will enable coordination between the two projects along with completion of both projects in one construction effort, as opposed to two.

At the same time, the County asks for a program year extension from 2025 to 2026. The need for this extension is due to the limited right-of-way at the CSAH 153 intersection at MN 47, which lengthen the time needed to work through preliminary design and public review. Further, the extension would enable the construction of the two projects to occur at the same time.

Relationship to Regional Policy

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

providing substantially the same benefits described in their original project applications.

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

Scope Change: Because the proposed project’s footprint is nearly identical to the original, because the project’s 716 points is 106 points above the highest-scoring unfunded project in the funding category, and because the on-the-ground result of the project is not changing, staff believes that recommendation of the request can be provided without any scoring analysis.

Regarding funding, the applicant identifies \$1,300,000 as the cost of the portion of the project removed from the original scope. The federal portion, 77% per the original application, would be \$1,001,000. Table 1 shows two funding scenarios for the committee to consider whether it is necessary to remove federal funds.

The project as it was applied for will be constructed according to the request. Recent precedent has been to approve such requests both in terms of the change and federal funding retention given that the on-the-ground result does not change.

Table 1: Funding Scenario

	Original Application	Proposal (Full Federal Funds Retained)	Proposal (\$1,001,000 Reduction)
Federal	\$7,000,000	\$7,000,000	\$5,999,000
Local Match	\$2,022,600	\$3,700,000	\$4,701,000
Total Construction Cost	\$9,022,600	\$10,700,000	\$10,700,000
% of Federal to Total	77%	65%	56%

Program Year Extension: Per the Program Year Policy’s progress assessment, a minimum score of 7 is required for eligibility. The request received a score of seven. Therefore, staff recommends approval of the request. This indicates that the project is likely to be ready for fiscal year 2026 authorization.

Committee Comments and Action

At its November 21, 2024, meeting, the TAC Funding and Programming Committee recommended Hennepin County’s scope change request to reduce its CSAH 153 reconstruction project and move the program year from 2025 to 2026.

Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	November 21, 2024
Technical Advisory Committee	Review & Recommend	December 4, 2024
Transportation Advisory Board	Review & Adopt	December 18, 2024



HENNEPIN COUNTY

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October 21, 2024

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

Re: Scope Change request to S.P. 027-753-021 - CSAH 153 (Lowry Avenue NE) Reconstruction Project

Dear Mr. Thompson:

Hennepin County respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

In 2020, Hennepin County was awarded federal funding as part of the Regional Solicitation to reconstruct Lowry Avenue NE (CSAH 153) between Marshall and Washington streets in Northeast Minneapolis. Project improvements include grading, aggregate base, bituminous base and surface, stormwater, sidewalk, Americans with Disabilities Act (ADA) pedestrian ramps, traffic signals, streetscaping, bicycle facilities, and curb and gutter.

Project development has been ongoing since late 2020; and it has become known that MnDOT is planning an improvement project along a roadway that intersects CSAH 153 within the limits of the subject line project, at the following location:

- CSAH 153 (Lowry Avenue NE) / TH 47 (University Avenue NE) – MnDOT MN 47 Project SP 2726-78

The Hennepin County led CSAH 153 reconstruction project, is planned for construction in 2026 through 2027, and the MnDOT MN 47 Project is anticipated to begin construction in 2027. Therefore, it's in the public's best interest for agencies to coordinate planned activities to minimize impacts to the local community and traveling public.

The current 2025-2028 State Transportation Improvement Program (STIP) identifies \$7,000,000 in federal funding and \$3,700,000 in local match funding for the project, for a STIP total of \$10,700,000. The program year for this project is 2025.

At this time, Hennepin County requests a scope change that would remove the planned improvements at the CSAH 153 (Lowry Avenue NE) and TH 47 (University Avenue NE) intersection from the subject line project; and as a result, include such work in the larger MnDOT MN 47 Project. Approval of this scope change request will allow for additional coordination on the planned improvements at this intersection and allow for design advancement for both the Lowry Avenue Reconstruction Project and MnDOT's MN 47 project to inform the design of the intersection with University Avenue. The change would also result in only one project (rather than two) at this intersection which will further minimize impacts to the local community and traveling public.

Hennepin County Transportation Project Delivery
Public Works Facility, 1600 Prairie Drive, Medina, MN 55340
612-596-0300 | hennepin.us



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The proposed cost estimate of the work at CSAH 153 (Lowry Avenue NE) and TH 47 (University Avenue NE) is \$1,572,629.39 and applying the 80/20 Regional Solicitation split results in a \$1,258,103.51 federal portion and \$314,525.88 local match.

With your approval, the improvements at the CSAH 153 (Lowry Avenue NE) and TH 47 (University Avenue NE) intersection will be delivered with the MnDOT MN 47 project, in which Hennepin County intends to cost participate with local funds for improvements located at the intersection and approximately one block east and west of the intersection along CSAH 153 (Lowry Avenue NE). Therefore, we kindly request to retain the full original federal funding amount of \$7,000,000.

With your approval, we respectfully request the above-mentioned revision be made to the 2025-2028 STIP. Please advise of any additional information you may need and contact me with any questions.

Sincerely,

Kelly Agosto, P.E.
Senior Professional Engineer
Hennepin County Transportation Project Delivery

Cc: Colleen Brown, MnDOT Metro State Aid
Carla Stueve, PE
Jessa Trbojevich, PE
Chad Ellos, PE
Jason Pieper, PE



FUNDING DATA FOR SCOPE CHANGE REQUEST

1. Original Application

Regional Solicitation Year	2020
Application Funding Category	Roadway modernization
HSIP Solicitation	N/A
Application Total Project Cost	\$9,022,600
Federal Award	\$7,000,000
Application Federal Percentage of Total Project Cost	77%

Project Elements Being Removed:	Original Application Cost
Work at CSAH 153/TH 47 intersection	\$1,300,000

2. Current Funding

Table 1 | Current Construction Cost Breakdown

Location	Construction Costs	Percentage of Total Project
CSAH 153 (Without TH 47 intersection)	\$10,000,000.00	86%
CSAH 153/TH 47 intersection	\$1,572,629.39	14%
Total	\$11,572,629.39	100%

3. Attachments

Attachment 1

Project map identifying location of work to be removed.

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Attachment 2

Letter of support and commitment from MnDOT.

Attachment 3

Letter of support and commitment from City of Minneapolis.



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ATTACHMENT 1

PROJECT MAP



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ATTACHMENT 2

MnDOT LETTER OF SUPPORT AND COMMITMENT

Hennepin County Transportation Project Delivery
Public Works Facility, 1600 Prairie Drive, Medina, MN 55340
612-596-0300 | hennepin.us





Metro District
Waters Edge Building
1500 W. County Road B-2
Roseville, MN 55113-3174

June 11, 2024

Carla Stueve, P.E., P.T.O.E.
Director of Transportation Project Delivery and County Engineer
Hennepin County Public Works
1600 Prairie Drive
Medina, MN 55340

Subject: Letter of Understanding regarding intersection of TH 47 (University Ave.) and CSAH 153 (Lowry Ave.)

Dear Ms. Stueve:

The Minnesota Department of Transportation presents this letter of understanding regarding Hennepin County's Lowry Avenue Reconstruction Project (SP 027-753-021); specifically, the planned reconstruction of the intersection of CSAH 153 (Lowry Avenue) and MN 47 (University Avenue).

As the County is aware, MnDOT is developing a project with planned improvements along University Avenue, including the intersection with Lowry Avenue. The MnDOT project is planned for construction in 2027. MnDOT's STIP has MN 47 programmed as a pavement project in 2027 (SP 2726-78), which will be augmented to the greater Complete Street's corridor vision pending as funding allows. However, full funding is not secured, and this may dictate a delivery timeline of parts of the planned MN 47 project in subsequent fiscal year(s). This could impact the delivery of the Lowry Avenue and University Avenue intersection.

It is understood that Hennepin County has received federal funding for improvements along CSAH 153 (Lowry Avenue), including the intersection of Lowry Avenue and University Avenue. Such work at this intersection includes new pavement, subbase, and curb/gutter; crosswalks, signage, and striping; pedestrian ramp upgrades, addition of accessible pedestrian signals (APS) and push buttons; traffic signal replacement at all four quadrants; and off-street shared-use path on the north side of Lowry Avenue. It is further understood that Hennepin County is seeking a scope change to remove this intersection from their Lowry Avenue Reconstruction Project and deliver the work with a future project. This will allow MnDOT and Hennepin County to better coordinate the planned improvements in this area and allow for design advancement for both the Lowry Avenue Reconstruction Project and MnDOT's MN 47 project to inform the design of the intersection with University Avenue.

MnDOT understands that Hennepin County commits to participating in the cost of its originally scoped Lowry Avenue improvements and intends to enter into one or more interagency agreements to formalize that

commitment. Additionally, it is understood that Hennepin County commits to communicating these changes to the scope and timeline of the Lowry Avenue Reconstruction Project with the public, working closely with MnDOT to ensure that the information shared is coordinated and consistent. Finally, it is understood that Hennepin County also commits to continuing active involvement in design development and issue resolution with MnDOT.

Pending future formal funding participation commitment and further project delivery coordination with Hennepin County, MnDOT supports consolidating Hennepin County's work at the Lowry Avenue and University Avenue intersection into future project delivery at this intersection extended to the limits of the current Hennepin County Lowry project (SP 027-753-021). Hennepin County will enter into one or more agreements with MnDOT to design and construct the Lowry Avenue and University Avenue intersection, including commensurate participation in design and right-of-way acquisition costs. Hennepin County will also participant in public engagement at the intersection, especially as it relates to right of way acquisitions. MnDOT commits to continue coordinating with Hennepin County and other stakeholders to identify, design, and align construction improvements at the Lowry Avenue and University Avenue intersection. Such consolidation will minimize construction impacts to the local community and roadway users and allow for a better product.

I request your reply if you have any disagreements with this Letter of Understanding. We look forward to continued coordination with Hennepin County on the MN 47 project.

Sincerely,

Ryan Wilson

Digitally signed by Ryan
Wilson
Date: 2024.06.11 09:29:39
-05'00'

Ryan Wilson, PE AICP
West Area Manager | Hennepin County
MnDOT Metro District

cc:

Kelly Agosto, Hennepin County Project Engineer
Jessa Trbojevich, Hennepin County Design Division Manager
Nariman Vanaki, Hennepin County Assistant Director Project Delivery
Alan Rindels, MnDOT Metro District SP 2726-78 TH47 Project Manager
Christina Perfetti, MnDOT Metro District West Area Coordinator
Scott Pedersen, MnDOT Metro District Program Delivery Engineer

Equal Opportunity Employer

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ATTACHMENT 3

CITY OF MINNEAPOLIS LETTER OF SUPPORT AND COMMITMENT

Hennepin County Transportation Project Delivery
Public Works Facility, 1600 Prairie Drive, Medina, MN 55340
612-596-0300 | hennepin.us



July 25, 2024

Carla Stueve, P.E., P.T.O.E
Director of Transportation Project Delivery and County Engineer
Hennepin County Public Works
1600 Prairie Drive
Medina, MN 55340

Re: Letter of Support regarding intersection of TH 47 (University Avenue NE) and CSAH 153 (Lowry Avenue)

Dear Ms. Stueve:

The City of Minneapolis presents this letter of support regarding Hennepin County's Lowry Avenue Reconstruction Project (SP 027-753-021); specifically, the planned reconstruction of the intersection of CSAH 153 (Lowry Avenue) and TH 47 (University Avenue NE).

The city is aware that the Minnesota Department of Transportation (MnDOT) is developing a project with planned improvements along University Avenue (SP 2726-78), including the intersection with Lowry Avenue. Minneapolis Public Works staff have attended planning meetings for both Hennepin County and MnDOT's projects at this intersection. We are aware that MnDOT's project is currently programmed as a pavement project in 2027, but is being planned as a full reconstruction. We are also aware that the delivery year may be contingent on funding. MnDOT has committed to reconstructing Lowry Avenue to the limits at which Hennepin County's project stops, fulfilling its original scope.

It is understood that Hennepin County has received federal funding for improvements along CSAH 153 (Lowry Avenue), including the intersection of Lowry Avenue and University Avenue. Such work at this intersection includes new pavement, subbase, and curb/gutter; crosswalks, signage, and striping; pedestrian ramp upgrades, addition of accessible pedestrian signals (APS) and push buttons; traffic signal replacement at all four quadrants; and off-street shared-use path on the north side of Lowry Avenue. It is further understood that Hennepin County is seeking a scope change to remove this intersection from their Lowry Avenue Reconstruction Project and deliver the work with the University Avenue NE project. This will allow MnDOT and Hennepin County to better coordinate the planned improvements in this area and allow for design advancement for both the Lowry Avenue Reconstruction Project and MnDOT's TH 47 project to inform the design of the intersection with University Avenue NE.

In order to promote efficient project delivery, Hennepin County and MnDOT have indicated it will be in the best interest of the public and all involved agencies to remove this intersection from the County project and have all improvements be delivered with the MnDOT project. The City of Minneapolis supports this consolidation of work, understanding that Hennepin County commits to participating in the cost of the scoped improvements and intends to enter into agreements with MnDOT to formalize that commitment for design and construction.

The City of Minneapolis looks forward to continued coordination with Hennepin County on the Lowry Avenue project, as well as advancing the improvements on University Avenue NE with MnDOT.

Sincerely,



Jenifer Hager

Director of Transportation Planning & Programming
Minneapolis Public Works

HENNEPIN COUNTY

MINNESOTA

October 21, 2024

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

Re: Program Year Extension Request for SP 027-753-021
CSAH 153 (Lowry Avenue NE) Roadway Improvement Project

Dear Mr. Thompson:

Hennepin County (County) was awarded \$7,000,000 in federal funding as part of the 2020 Metropolitan Council Regional Solicitation to reconstruct CSAH 153 (Lowry Avenue NE) between Marshall Street NE (CSAH 23) and Washington Street NE in the City of Minneapolis. Federal funds were awarded for program year 2025.

Over the past few years, County staff have advanced project development with the intent of obtaining federal authorization by the required deadline. In coordination with agency partners, and projects led by other agencies, especially MnDOT's project on TH 47 (University Avenue) that intersects this project, it became necessary to look at options to shift the timing for federal authorization. Due to the limited public right of way at the CSAH 153 and TH 47 intersection and the complexity of designing the intersection in a way to better serve freight operations, this lengthened the time to work through preliminary design and public engagement significantly. Currently, MnDOT anticipates the MN 47 Project construction will begin in 2027. The County project on Lowry Avenue could be constructed over two construction seasons from 2026 to 2027 if granted a program year extension, which would line up well with MnDOT's MN 47 Project timeline. Additionally, the coordination with the MnDOT project on TH 47 (University Avenue) created an opportunity to have the MnDOT project deliver the intersection of TH 47 and CSAH 153 with their project to allow additional time for concept development and public engagement.

Due to the change in scope of the County project, and the time the County project team put into preliminary design concepts, this process delayed municipal approval of the layout which also delayed County staff's ability to advance other aspects of the project. Municipal approval was granted by the City of Minneapolis full council on September 19, 2024.

Hennepin County is requesting that the TAC Funding and Programming Committee consider a program year extension from 2025 to 2026 to allow for completion of the right of way acquisition process, coordination with BNSF for the at-grade railroad crossing improvements, obtain permits, finalize plans, specifications, estimates and agreements.

Hennepin County Transportation Project Delivery
Public Works Facility, 1600 Prairie Drive, Medina, MN 55340
612-596-0300 | hennepin.us



Please refer to the enclosed documentation and attachments for additional information regarding this request. I invite you to contact me with any questions at 612-596-0365 or by email at Kelly.agosto@hennepin.us.

Sincerely,

Kelly Agosto, P.E.
Senior Professional Engineer
Hennepin County Transportation Project Delivery

cc: Colleen Brown, MnDOT State Aid
Carla Stueve, Hennepin County Engineer
Nariman Vanaki, Hennepin County

Jessa Trbojevich, Hennepin County
Chad Ellos, Hennepin County
Jason Pieper, Hennepin County

REQUEST FOR PROGRAM YEAR EXTENSION

SP 027-753-021

CSAH 153 (LOWRY AVENUE) RECONSTRUCTION PROJECT

1. Project Progress

a. Progress Schedule

Please See [Attachment 1](#).

b. Right of Way Acquisition

Municipal approval of the layout Permanent easements are necessary to support the ownership, maintenance, and operations of the pedestrian and bicycle facilities associated with the project. Temporary easements are necessary to support temporary occupancy to construct the project.

Acquisition work will begin December 1, 2024 and will be complete by December 1, 2025.

c. Plans

Municipal approval was granted by the City of Minneapolis council on September 19, 2024. The 90% roadway plans are anticipated to be complete in August 2025 with final plans anticipated December 2025.

d. Permits

Anticipated permits on this project include the following:

- NPDES
- MnDOT Short Form

e. Approvals

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

A draft of the environmental document (Categorical Exclusion) has been submitted to MnDOT Metro State Aid for review and will need final approval by Hennepin County and MnDOT State Aid.

f. Funding/Expenditures

To date, Hennepin County has spent approximately \$511,537.73 on consulting fees for preliminary design support, public engagement, geotechnical engineering, subsurface utility engineering, environmental documentation (Categorical Exclusion), and structural engineering for this project. In Addition, Hennepin County has incurred approximately \$478,038.77 in internal staff costs related to project management and preliminary design. These costs to date have been financed solely by Hennepin County. Remaining consultant fee commitments are anticipated to cost an additional \$206,139.61.

2. Justification for Extension Request

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

Please see Attachment 2 for the original layout that illustrates the proposed area of work for the CSAH 153 (Lowry Avenue) Reconstruction Project that was



HENNEPIN COUNTY

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included in the county's funding application. As preliminary design progressed, a scope change need was identified in order to better coordinate the planned improvements in this area and allow for design advancement for both the Lowry Avenue Reconstruction Project and MnDOT's MN 47 Project. MnDOT is developing a project with planned improvements along University Avenue, including the intersection with Lowry Avenue. See Attachment 3 for the revised Lowry Avenue Reconstruction Project layout. The scope change is being requested concurrently with this Program Year Extension request.

A program year extension of one year is being requested to provide the necessary time for the Lowry Avenue Reconstruction Project to be developed, minimize rework and impacts to the community. Please see Attachments 4 and 5 for letters of support from MnDOT and the City of Minneapolis.

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

The Hennepin County Lowry Avenue Reconstruction Project will need additional time to complete the design and right of way process to obtain federal authorization. Due to additional coordination, public engagement and concept development for the intersection with University Avenue, the preliminary design process delayed obtaining municipal approval from the City of Minneapolis. If the project is not granted the program year extension, \$7,000,000 in federal funds will be forfeited. As a result, additional local funds would be required from Hennepin County and the City of Minneapolis contingent on County Board and City Council approval, respectively.

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

Hennepin County, in partnership with the City of Minneapolis and MnDOT is taking appropriate steps toward coordinating the design of Lowry Avenue. Through this process, Hennepin County determined the best option is to request a scope change to remove the University Avenue intersection from the county project and instead include this intersection with MnDOT's MN 47 Project. The process of going through several design concept iterations for the intersection, which included gathering additional traffic data and public engagement extended the schedule and timing of obtaining municipal approval from the City of Minneapolis.

In order to complete final design and right of way acquisition work for the Hennepin County project, the requested program year extension is necessary. Additionally, there is coordination work with BNSF for an at-grade railroad crossing of Lowry Avenue to improve the crossing signal system and crossing surface, which is not able to advance until the final design work is at a point where BNSF can put an estimate to the needed improvements.



HENNEPIN COUNTY

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

Continued coordination with MnDOT and the City of Minneapolis will occur to ensure the combined projects will be completed by the anticipated deadline of June 2026. Hennepin County will proceed with obtaining federal authorization through FHWA in June 2026, followed by project bidding and construction there afterwards.



Attachment 1

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Regional Program Year Policy

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

Attachment 1: Progress Schedule for Program Year Extension

Enter request date

Program Year 2026

INSTRUCTIONS:

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

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM

X Reviewed by State Aid If checked enter 4. 4

Date of approval Submitted for review 8/28/24

Completed/Approved If checked enter 5.

Date of approval

EA

Completed/Approved If checked enter 2.

Date of approval

EITHER

Not Complete

Anticipated Date of Completion

If prior to January 31 of the program year, enter 1.

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

Completed

Date of Hearing If checked enter 2.

N/A Not Complete

Anticipated Date of Completion

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

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

Completed/FONSI Approved If checked enter 2.

Date of approval

N/A Not Complete

Anticipated Date of Completion

If prior to March 31 of the program year, enter 1.

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1.

Date of Approval

N/A Not Complete

Anticipated Date of Completion

Regional Program Year Policy

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

CONSTRUCTION PLANS

_____ Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
_____ Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____
X Not Complete
Anticipated Date of Completion December 2025
If prior to June 30 of the program year, enter 1. 1

RIGHT OF WAY ACQUISITION

_____ Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
X Not Complete
Anticipated Date of Completion December 2025
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

_____ Completed If checked enter 2. _____
Date _____
X Not Complete
Anticipated Date of Completion December 2025
If prior to December 31 of the year following the original program year, enter 1. 1

AUTHORIZED

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

TOTAL POINTS 7

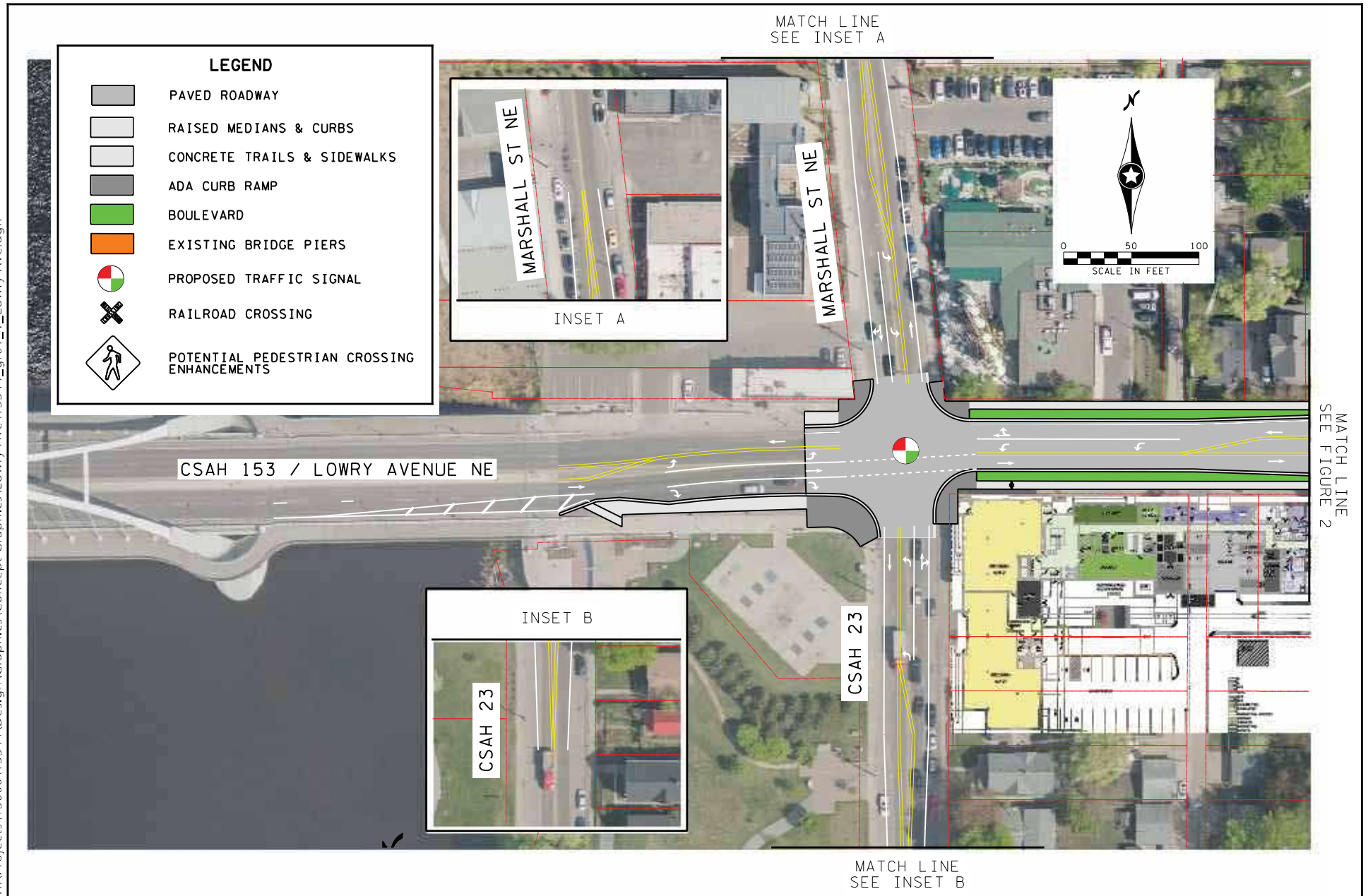
Attachment 2

ORIGINAL APPLICATION LAYOUT

CSAH 153 (Lowry Ave NE) Reconstruction Project

Attachment 05 | Potential Layout

Job #13344
4/1/2020
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Hennepin County Improvements

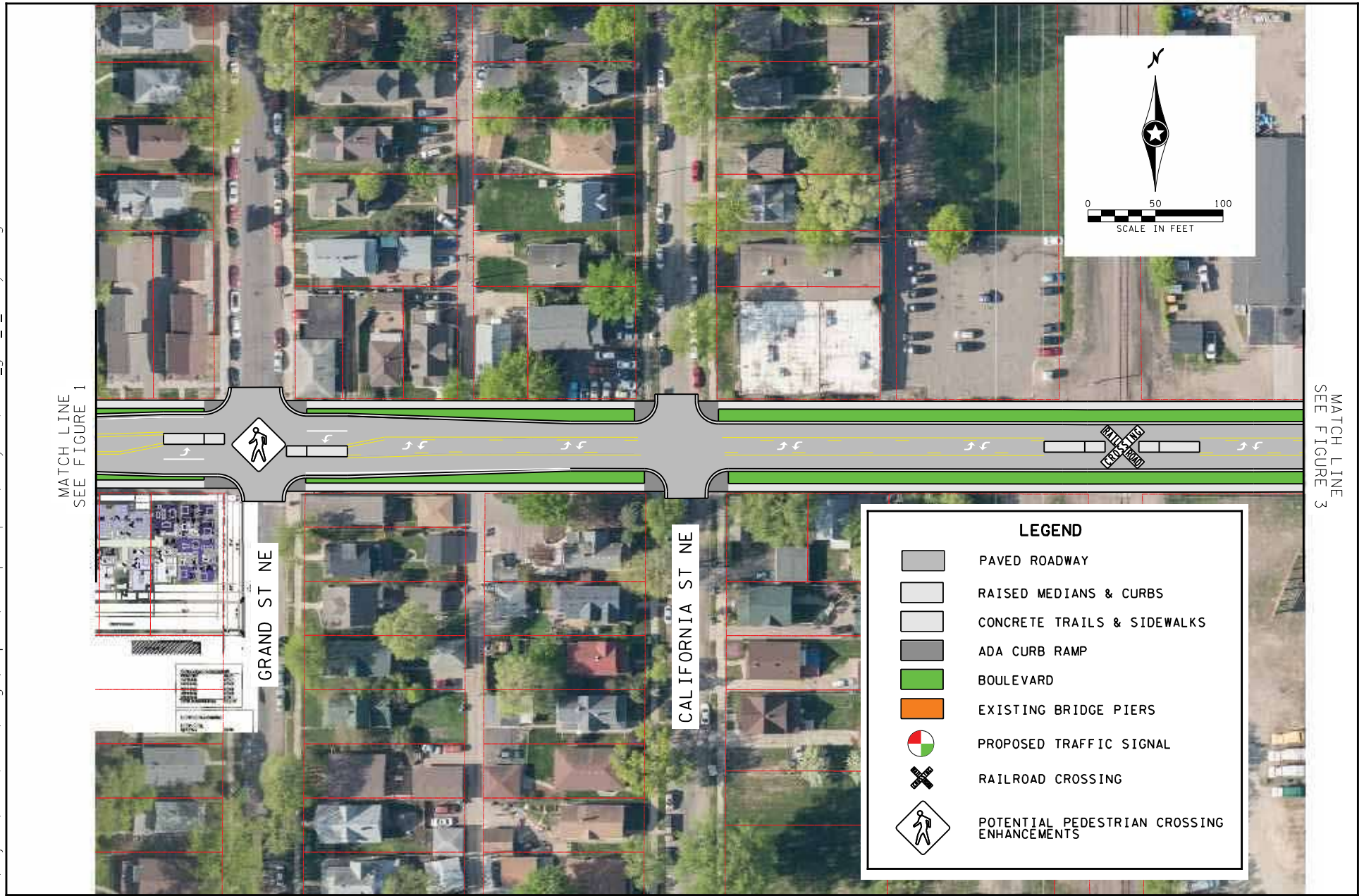
CSAH 153 (Lowry Ave) from CSAH 23 (Marshall St NE) to Washington St NE
Minneapolis, MN

Figure 1

CSAH 153 (Lowry Ave NE) Reconstruction Project

Attachment 05 | Potential Layout

Job #13344
4/1/2020
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Hennepin County Improvements

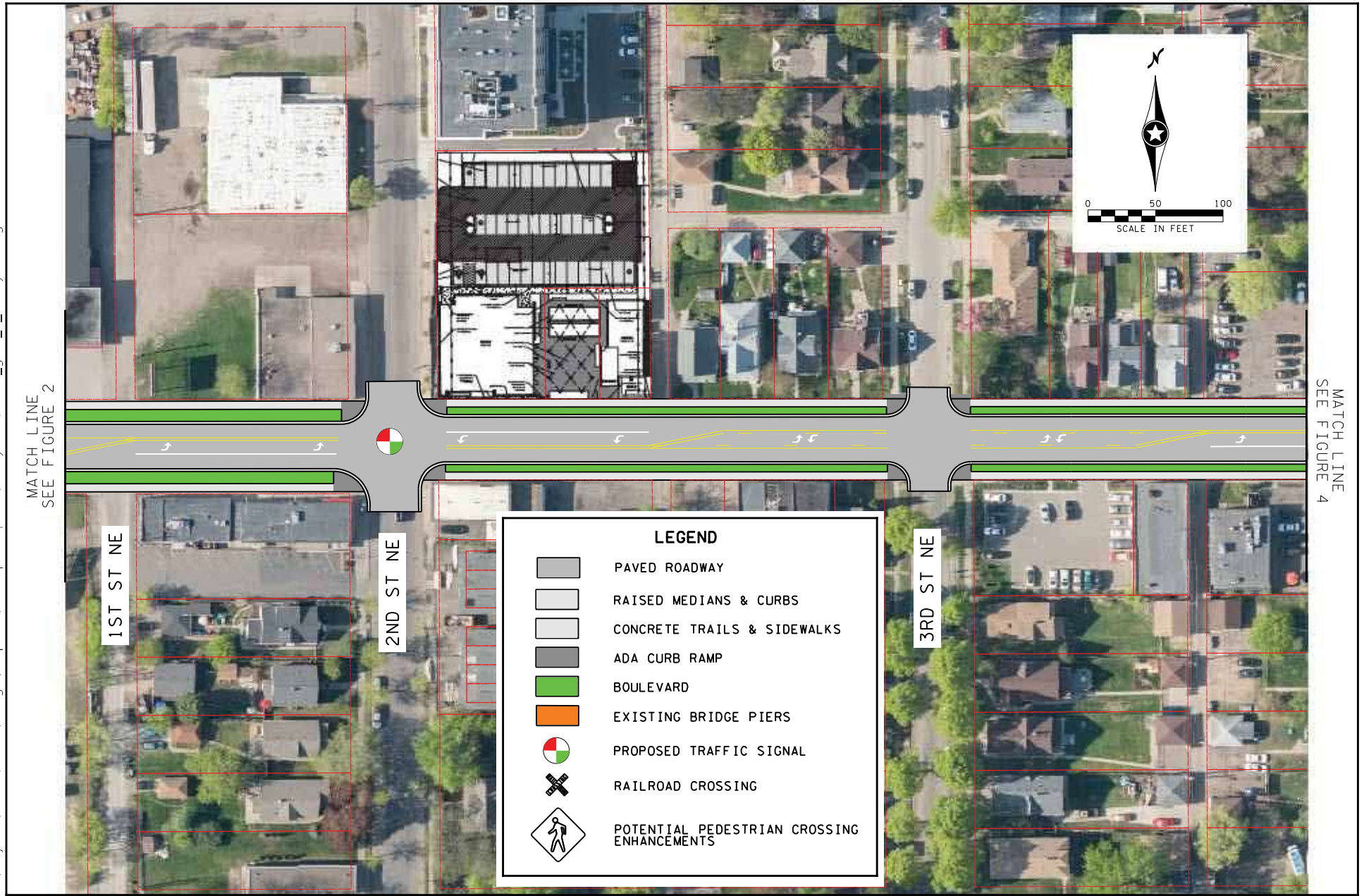
CSAH 153 (Lowry Ave) from CSAH 23 (Marshall St NE) to Washington St NE
Minneapolis, MN

Figure 2

CSAH 153 (Lowry Ave NE) Reconstruction Project

Attachment 05 | Potential Layout

Job #13344
4/1/2020
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Hennepin County Improvements

CSAH 153 (Lowry Ave) from CSAH 23 (Marshall St NE) to Washington St NE
Minneapolis, MN

Figure 3

CSAH 153 (Lowry Ave NE) Reconstruction Project

Attachment 05 | Potential Layout

Job #13344
4/1/2020
H:\Projects\13000\13344\Design\Graphics\Concept Graphics\Lowry Ave\13344_gr01_4_Lowry Ave.dgn



Hennepin County Improvements

CSAH 153 (Lowry Ave) from CSAH 23 (Marshall St NE) to Washington St NE
Minneapolis, MN

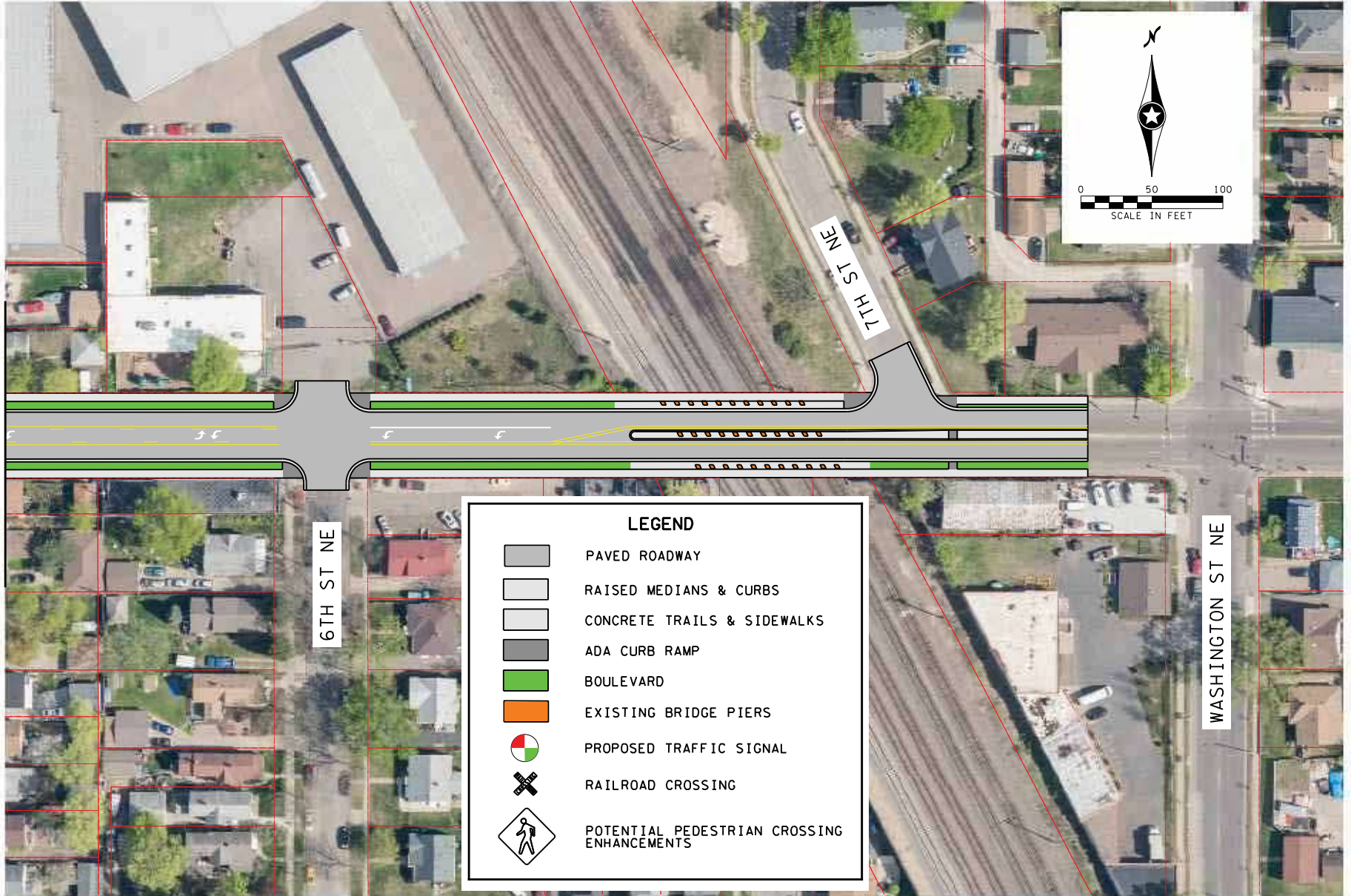
Figure 4

CSAH 153 (Lowry Ave NE) Reconstruction Project

Attachment 05 | Potential Layout

Job #13344
4/1/2020
H:\Projects\13000\13344\Design\Graphics\Concept Graphics\Lowry Ave\13344_gr01_5_Lowry Ave.dgn

MATCH LINE
SEE FIGURE 4



Hennepin County Improvements

CSAH 153 (Lowry Ave) from CSAH 23 (Marshall St NE) to Washington St NE
Minneapolis, MN

Figure 5

Attachment 3

PROPOSED LAYOUT WITH SCOPE CHANGE

Attachment 4

SUPPORT LETTER FROM MnDOT



Metro District
Waters Edge Building
1500 W. County Road B-2
Roseville, MN 55113-3174

June 11, 2024

Carla Stueve, P.E., P.T.O.E.
Director of Transportation Project Delivery and County Engineer
Hennepin County Public Works
1600 Prairie Drive
Medina, MN 55340

Subject: Letter of Understanding regarding intersection of TH 47 (University Ave.) and CSAH 153 (Lowry Ave.)

Dear Ms. Stueve:

The Minnesota Department of Transportation presents this letter of understanding regarding Hennepin County's Lowry Avenue Reconstruction Project (SP 027-753-021); specifically, the planned reconstruction of the intersection of CSAH 153 (Lowry Avenue) and MN 47 (University Avenue).

As the County is aware, MnDOT is developing a project with planned improvements along University Avenue, including the intersection with Lowry Avenue. The MnDOT project is planned for construction in 2027. MnDOT's STIP has MN 47 programmed as a pavement project in 2027 (SP 2726-78), which will be augmented to the greater Complete Street's corridor vision pending as funding allows. However, full funding is not secured, and this may dictate a delivery timeline of parts of the planned MN 47 project in subsequent fiscal year(s). This could impact the delivery of the Lowry Avenue and University Avenue intersection.

It is understood that Hennepin County has received federal funding for improvements along CSAH 153 (Lowry Avenue), including the intersection of Lowry Avenue and University Avenue. Such work at this intersection includes new pavement, subbase, and curb/gutter; crosswalks, signage, and striping; pedestrian ramp upgrades, addition of accessible pedestrian signals (APS) and push buttons; traffic signal replacement at all four quadrants; and off-street shared-use path on the north side of Lowry Avenue. It is further understood that Hennepin County is seeking a scope change to remove this intersection from their Lowry Avenue Reconstruction Project and deliver the work with a future project. This will allow MnDOT and Hennepin County to better coordinate the planned improvements in this area and allow for design advancement for both the Lowry Avenue Reconstruction Project and MnDOT's MN 47 project to inform the design of the intersection with University Avenue.

MnDOT understands that Hennepin County commits to participating in the cost of its originally scoped Lowry Avenue improvements and intends to enter into one or more interagency agreements to formalize that

commitment. Additionally, it is understood that Hennepin County commits to communicating these changes to the scope and timeline of the Lowry Avenue Reconstruction Project with the public, working closely with MnDOT to ensure that the information shared is coordinated and consistent. Finally, it is understood that Hennepin County also commits to continuing active involvement in design development and issue resolution with MnDOT.

Pending future formal funding participation commitment and further project delivery coordination with Hennepin County, MnDOT supports consolidating Hennepin County's work at the Lowry Avenue and University Avenue intersection into future project delivery at this intersection extended to the limits of the current Hennepin County Lowry project (SP 027-753-021). Hennepin County will enter into one or more agreements with MnDOT to design and construct the Lowry Avenue and University Avenue intersection, including commensurate participation in design and right-of-way acquisition costs. Hennepin County will also participant in public engagement at the intersection, especially as it relates to right of way acquisitions. MnDOT commits to continue coordinating with Hennepin County and other stakeholders to identify, design, and align construction improvements at the Lowry Avenue and University Avenue intersection. Such consolidation will minimize construction impacts to the local community and roadway users and allow for a better product.

I request your reply if you have any disagreements with this Letter of Understanding. We look forward to continued coordination with Hennepin County on the MN 47 project.

Sincerely,

Ryan Wilson

Digitally signed by Ryan
Wilson
Date: 2024.06.11 09:29:39
-05'00'

Ryan Wilson, PE AICP
West Area Manager | Hennepin County
MnDOT Metro District

cc:

Kelly Agosto, Hennepin County Project Engineer
Jessa Trboyevich, Hennepin County Design Division Manager
Nariman Vanaki, Hennepin County Assistant Director Project Delivery
Alan Rindels, MnDOT Metro District SP 2726-78 TH47 Project Manager
Christina Perfetti, MnDOT Metro District West Area Coordinator
Scott Pedersen, MnDOT Metro District Program Delivery Engineer

Equal Opportunity Employer

Attachment 5

SUPPORT LETTER FROM CITY OF MINNEAPOLIS



July 25, 2024

Carla Stueve, P.E., P.T.O.E
Director of Transportation Project Delivery and County Engineer
Hennepin County Public Works
1600 Prairie Drive
Medina, MN 55340

Re: Letter of Support regarding intersection of TH 47 (University Avenue NE) and CSAH 153 (Lowry Avenue)

Dear Ms. Stueve:

The City of Minneapolis presents this letter of support regarding Hennepin County's Lowry Avenue Reconstruction Project (SP 027-753-021); specifically, the planned reconstruction of the intersection of CSAH 153 (Lowry Avenue) and TH 47 (University Avenue NE).

The city is aware that the Minnesota Department of Transportation (MnDOT) is developing a project with planned improvements along University Avenue (SP 2726-78), including the intersection with Lowry Avenue. Minneapolis Public Works staff have attended planning meetings for both Hennepin County and MnDOT's projects at this intersection. We are aware that MnDOT's project is currently programmed as a pavement project in 2027, but is being planned as a full reconstruction. We are also aware that the delivery year may be contingent on funding. MnDOT has committed to reconstructing Lowry Avenue to the limits at which Hennepin County's project stops, fulfilling its original scope.

It is understood that Hennepin County has received federal funding for improvements along CSAH 153 (Lowry Avenue), including the intersection of Lowry Avenue and University Avenue. Such work at this intersection includes new pavement, subbase, and curb/gutter; crosswalks, signage, and striping; pedestrian ramp upgrades, addition of accessible pedestrian signals (APS) and push buttons; traffic signal replacement at all four quadrants; and off-street shared-use path on the north side of Lowry Avenue. It is further understood that Hennepin County is seeking a scope change to remove this intersection from their Lowry Avenue Reconstruction Project and deliver the work with the University Avenue NE project. This will allow MnDOT and Hennepin County to better coordinate the planned improvements in this area and allow for design advancement for both the Lowry Avenue Reconstruction Project and MnDOT's TH 47 project to inform the design of the intersection with University Avenue NE.

In order to promote efficient project delivery, Hennepin County and MnDOT have indicated it will be in the best interest of the public and all involved agencies to remove this intersection from the County project and have all improvements be delivered with the MnDOT project. The City of Minneapolis supports this consolidation of work, understanding that Hennepin County commits to participating in the cost of the scoped improvements and intends to enter into agreements with MnDOT to formalize that commitment for design and construction.

The City of Minneapolis looks forward to continued coordination with Hennepin County on the Lowry Avenue project, as well as advancing the improvements on University Avenue NE with MnDOT.

Sincerely,



Jenifer Hager

Director of Transportation Planning & Programming
Minneapolis Public Works