

# Agenda

## TAB Technical Advisory Committee



**Meeting date:** April 3, 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](mailto: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](mailto:public.info@metc.state.mn.us).

### Call to Order

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

### Public Comment on Committee Business

### TAB Report

### Committee Reports and Business

#### *Executive Committee (Jeni Hager, Chair)*

1. 2024-18: Streamlined TIP Amendment Request – Two Project Adjustments (Joe Barbeau, MTS Planning) – roll call

#### *Planning Committee (Gina Mitteco, Chair)*

1. 2024-15: Adoption of Federally Required Greenhouse Gas Emission Performance Measure Target (David Burns, MTS Planning) – roll call

#### *Funding & Programming Committee (Michael Thompson, Chair)*

1. 2024-16: Scope Change Request – Hennepin County CSAH 52 (Nicollet Ave) and CSAH 66 (Golden Valley Rd) Improvements (Robbie King) – roll call
2. 2024-17: Program Year Extension Request – MnDOT US8 HSIP Project (Robbie King) – roll call

### Information

- Regional Solicitation Evaluation Survey Results (Bethany Brandt-Sargent, MTS and Tom Holmes, Zan Associates)
- 2024 Regional Solicitation Final Scores (Steve Peterson, MTS)
- Active Transportation Funding Update (Joe Widing and Steve Peterson, MTS)

### Other Business

### Adjournment

# Minutes

TAB Technical Advisory Committee



**Meeting Date:** March 6, 2024

**Time:** 9:00 AM

**Location:** Virtual

## Members Present:

- Jenifer Hager, Chair, Minneapolis
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Erin Laberee, Dakota Co
- Brian Isaacson, Ramsey Co
- Chad Ellos, Hennepin Co
- Craig Jenson, Scott Co
- Lyssa Leitner, Washington Co
- Andrew Witter, 7W

- Karl Keel, Bloomington
- Charlie Howley, Chanhassen
- Robert Ellis, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Dan Ruiz, Brooklyn Park
- Chris Hartzell, Woodbury
- Michael Thompson, Plymouth
- Kelsey Fogt, Minneapolis
- Nick Peterson, Saint Paul
- Bill Dermody, Saint Paul
- Aaron Tag, MnDOT

- Cole Hiniker, Council MTS
- Patrick Boylan, Council CD
- Elaine Koutsoukos, TAB
- Aneka Swanson, MPCA
- Bridget Rief, MAC
- Matt Fyten, STA
- Adam Harrington, Metro Transit
- Shelly Meyer, Freight
- Colleen Eddy, DEED
- Vacant, MN DNR
- Kyle Sobota, Bicycle
- Mackenzie Turner Bargaen, Pedestrian
- Josh Pearson, FHWA (ex-officio)
- = present

DRAFT

## Call to Order

A quorum being present, Committee Chair Hager called the regular meeting of the TAB Technical Advisory Committee to order just after 9:00 a.m.

## Approval of Agenda

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

## Approval of Minutes

It was moved by Isaacson and seconded by Leitner to approve the minutes of the February 7, 2024, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

During the vote, Barbeau informed members that Patrick Boylan will replace Michael Thomason as the Metropolitan Council Community Development representative and Eddy stated that she was at the February 7 meeting. Barbeau said he would add her as an attendee in the final minutes.

## Public Comment on Committee Business

None.

## TAB Report

Koutsoukos reported on the February 21, 2024, Transportation Advisory Board meeting.

## Business – Committee Reports

### *Executive Committee (Jenifer Hager, Chair)*

Chair Hager reported that the TAC Executive Committee met prior to the meeting. She said that Steve Peterson, MTS, will reach out to volunteers for the Regional Solicitation Evaluation steering committee to reduce the number TAC member participants and attract participation that is broad in terms of agency type and geography. She added that other work groups will be established around the Regional Solicitation Evaluation and that 2024 Regional Solicitation scoring is wrapping up and results will be available soon.

1. [2024-13: Streamlined 2024-2027 TIP Amendment: MnDOT Robert Street Project Cost Increase and Jurisdictional Transfer](#)

Robbie King, MTS Planning, said that the amendment is needed to increase funds for MnDOT's Robert Street jurisdictional transfer to Saint Paul and move it from 2025 to 2024. He added that the motion is that the Technical Advisory Committee recommend adoption of an amendment to the 2024-2027 TIP to increase the project cost of the transfer and reassign the roadway to the City of Saint Paul. **Motion carried.**

2. [2024-14: Streamlined 2024-2027 TIP Amendment: Three New Projects](#)

King said that three new projects are included in the request: 1) a project to install new median cable barriers on MN 5 from Century Boulevard to Market Boulevard/City Road 101 and from MN 101 to Heritage Road in Chanhassen. This project encompasses 3.9 miles of MN 5 in these two sections. 2) A project to replace signal cabinets across MnDOT's Metro District. 3) A project to replace lighting at various locations on Interstate 494 and MN 55. None of the projects are funded through the Regional Solicitation.

Motion by MacPherson and seconded by Keel to recommended adoption of an amendment to 2024-2027 TIP add three new MnDOT projects:

- Add median cable barriers to two sections of MN 5 in Chanhassen;
- Districtwide signal cabinet improvements and;
- Lighting replacements on Interstate 494 and MN 55 in various locations.

**Motion carried.**

### *Planning Committee/TPP Technical Working Group (Gina Mitteco, Chair)*

Mitteco said that the Planning Committee did not meet in February and that the adoption of the new Greenhouse Gas performance measure will be discussed in March. She said that the TPP Technical Working Group met in February and heard comments on several comments along with a summary of chapters being reviewed at present. In March the committee will hear comments on those chapters, hear a summary of the Work Plan chapter, and discuss the land use policy plan. Hiniker clarified that the Greenhouse Gas performance measures are not tied to the Greenhouse Gas Emissions Impact Mitigation Working Group.

### *Funding & Programming (Michael Thompson, Chair)*

Thompson said the Committee did not meet in February. He said that he will reach out to city members for participation in the Regional Solicitation Evaluation steering committee.

## Information

1. [Transportation GHG Emissions Impact Mitigation Working Group](#) (Chris Berrens and Jon Solberg, MnDOT)

Chris Berrens and Jon Solberg, MnDOT, presented.

Issacson asked whether the legislation speaks to what entity is responsible for mitigation activities. Berrens replied that the language says, “the applicable entity.” He added that MnDOT needs to establish a process that is administratively feasible.

Steve Peterson, MTS, asked if the list of mitigations/offsets can include elements from the state’s carbon reduction strategy. Berrens said that they align well with the mitigations/offsets MnDOT and the working group have identified.

Dermody asked for explanation on how induced demand is being considered along with the timeframe. Berrens replied that modeling does not forecast this well. MacPherson added that the group recommended formation of a technical oversight committee made up of various technical experts to explore new tools and technologies.

## 2. [2050 TPP Policies and Actions](#) (Cole Hiniker and Bethany Brandt-Sargent, MTS)

Hiniker and Bethany Brandt-Sargent, MTS, presented.

Isaacson asked what types of projects are referenced with encouragement to go beyond Americans with Disabilities Act (ADA) requirements. He added that the Council’s position on ABRT contradicts this statement. Hager added that “go beyond” needs to be defined. Hiniker said that this is not Metro Transit’s plan and there may be times where Metro Transit is asked to change policy.

Isaacson asked whether “placemaking” would apply to the Regional Solicitation so that federal funds can be applied to placemaking elements. Brandt-Sargent said federal restrictions would limit the ability to fund some elements. Isaacson asked whether the policies are meant to encourage applications or if the plan would have direct impacts on the Regional Solicitation. Hiniker said that this will be hashed out in the Regional Solicitation Workgroup.

MacPherson asked for an explanation of “activate unused transportation right-of-way.” Brant-Sargent provided the example of using space under bridges and park space.

Thompson asked how on-going operations relate to the policy work in areas like healthy and safe communities, citing the example of trash at a light rail transit station. Brandt-Sargent said that research shows that bringing in soft features achieves some behavior change. She added that some policies and actions encourage materials selection to minimize vandalism. Charles Carlson, MTS, said that a review of rider survey information included that riders would feel safer at stations with a greater degree of trash removal.

### Other Business

Steve Peterson said that the second Active Transportation Working Group meeting will be held on Friday, March 8. He said that other committees are still being established. He said that 2024 Regional Solicitation scores will be shared by the end of the week.

### Adjournment

The meeting adjourned.

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#### Committee Contact:

Joe Barbeau, Senior Planner

[Joseph.Barbeau@metc.state.mn.us](mailto:Joseph.Barbeau@metc.state.mn.us)

651-602-1705



# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** April 3, 2024

**Date:** March 27, 2024

## Action Transmittal: 2024-18

Streamlined TIP Amendment Request – Two Project Adjustments

**To:** Technical Advisory Committee

**Prepared By:** Joe Barbeau, Planning Analyst, 651-602-1705

### Requested Action

Project sponsors request an amendment to the 2024-2027 TIP to increase the cost of two projects.

### Recommended Motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2024-2027 TIP to adjust two projects:

- Increase the cost of Inver Grove Heights's CSAH 32 reconstruction (SP# 178-020-032) and change the project sponsor to Dakota County (new SP# 019-632-051);
- Increase the cost of MnDOT's I-94 bridge repair project (SP# 2781-544).

### Background and Purpose

The following projects are proposed for amendment in the 2024-2027 TIP:

- Inver Grove Heights and Dakota County request transfer of Inver Grove Heights's CSAH 32 (117<sup>th</sup> St.) interchange reconstruction to Dakota County. This would lead in a change of TIP/STIP project number (SP#) from 178-020-032 to 019-632-051. Along with the transfer, the request includes a cost increase of \$8,399,976. This cost increase would be entirely covered by local funds. This project is funded with Surface Transportation Block Grant (STBG) Program distributed by MnDOT (i.e., not through the Regional Solicitation).
- MnDOT requests a cost increase of \$3,230,000 for its project repairing five bridges along I-94 (SP# 2781-544). This increase would be reflected in increases of \$2,868,300 in Bridge Funding Program funding, \$38,700 in National Highway Performance Program (NHPP) funding, and \$323,000 in state funding.

Neither of these projects are 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, 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	April 3, 2024
Transportation Advisory Board	Review & Recommend	April 17, 2024
Metropolitan Council Transportation Committee	Review & Recommend	April 22, 2024
Metropolitan Council	Review & Adopt	April 24, 2024



# 2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below project.

## Project Identification

<b>Seq #</b>	1009
<b>Fiscal Year (State)</b>	2024
<b>ATP and District</b>	Metro
<b>Route System</b>	CSAH 32
<b>Project Number (S.P. #)</b>	<del>178-020-032</del> <u>019-632-051</u>
<b>Agency</b>	<del>Inver Grove Heights</del> <u>Dakota County</u>
<b>Description</b>	**SPPF**: CSAH 32 (117th St) from CSAH 71 (Rich Valley Blvd) to MN 52/CSAH 32 (117th St) interchange in Inver Grove Heights – Reconstruct, pavement preservation, median, access improvements, railroad crossings, multiuse trail
<b>Miles</b>	1.5
<b>Program</b>	Reconstruction
<b>Type of work</b>	Major Construction
<b>Proposed Funds</b>	STBGP
<b>Total \$</b>	<del>15,027,808</del> <u>23,427,784</u>
<b>FHWA \$</b>	8,000,000
<b>State \$</b>	NA
<b>Other \$</b>	<del>7,027,808</del> <u>15,427,784</u>

## Background and TIP Amendment Need

This TIP Amendment is needed to change the project sponsor to Dakota County, update the SP # to a Dakota County SP #, and update the project total cost. All additional costs are being paid with City/County funds.

## Fiscal Constraint (as Required by 23 CFR 450.216)

No additional federal funding is being added to 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.

# 2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below project.

## Project Identification

Seq #	1227
Fiscal Year (State)	2025
ATP and District	Metro
Route System	I 94
Project Number (S.P. #)	2781-544
Agency	MnDOT
Description	**BFP**: I94 from 0.1 Mi W MN55 to 0.2 Mi E Franklin Ave SE in Mpls – Repair Bridges 9350, 9421, 27855, 27859, 27863, construct crossovers, guardrail
Miles	2.2
Program	Bridge Improvement and Repair
Type of work	Bridge Deck Overlay
Proposed Funds	BFP and NHPP
Total \$	<del>12,690,000</del> <u>15,920,000</u>
FHWA \$	BFP <del>10,811,700</del> <u>13,680,000</u> NHPP <del>609,300</del> <u>648,000</u>
State \$	<del>1,269,000</del> <u>1,592,000</u>

## Background and TIP Amendment Need

This amendment request is for a total project cost increase. The scope remains the same.

## Fiscal Constraint (as Required by 23 CFR 450.216)

Because this is a 2025 project, it will be included in the 2025-2028 TIP and STIP with the updated cost. MnDOT will align its program to meet its 2025-2028 STIP funding guidance. 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.





# Greenhouse Gas Performance Measure Target

TAC



April 2024

David Burns

[metro council.org](https://metro council.org)

# Federal Transportation Performance Management (TPM) Performance Measures



## System Performance

- Percent of person-miles traveled on the Interstate that are reliable
- Percent of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable
- *Percent change in tailpipe carbon dioxide (CO<sub>2</sub>) emissions on the NHS compared to the reference year (calendar year 2022)*

# Greenhouse Gas PM Target

## Background Information and Requirements

- All states and Metropolitan Planning Organizations (MPOs) must adopt targets for this performance measure
- Four-year declining target; initial performance period is January 1, 2022 to December 31, 2025
- MPOs have the option to either support the state target or establish a unique quantifiable target for the Metropolitan Planning Area
- MnDOT adopted target for the state February 1; Council must adopt a target by July 30, 2024
- No specific penalties for failing to achieve the target



## ***GHG Metric and Measure [§ 490.511(a)(2), § 490.507(b)]***

### **GHG Metric**

Annual total tailpipe CO<sub>2</sub> emissions on the NHS

### **Purpose**

Metric used to calculate measure

### **GHG Measure**

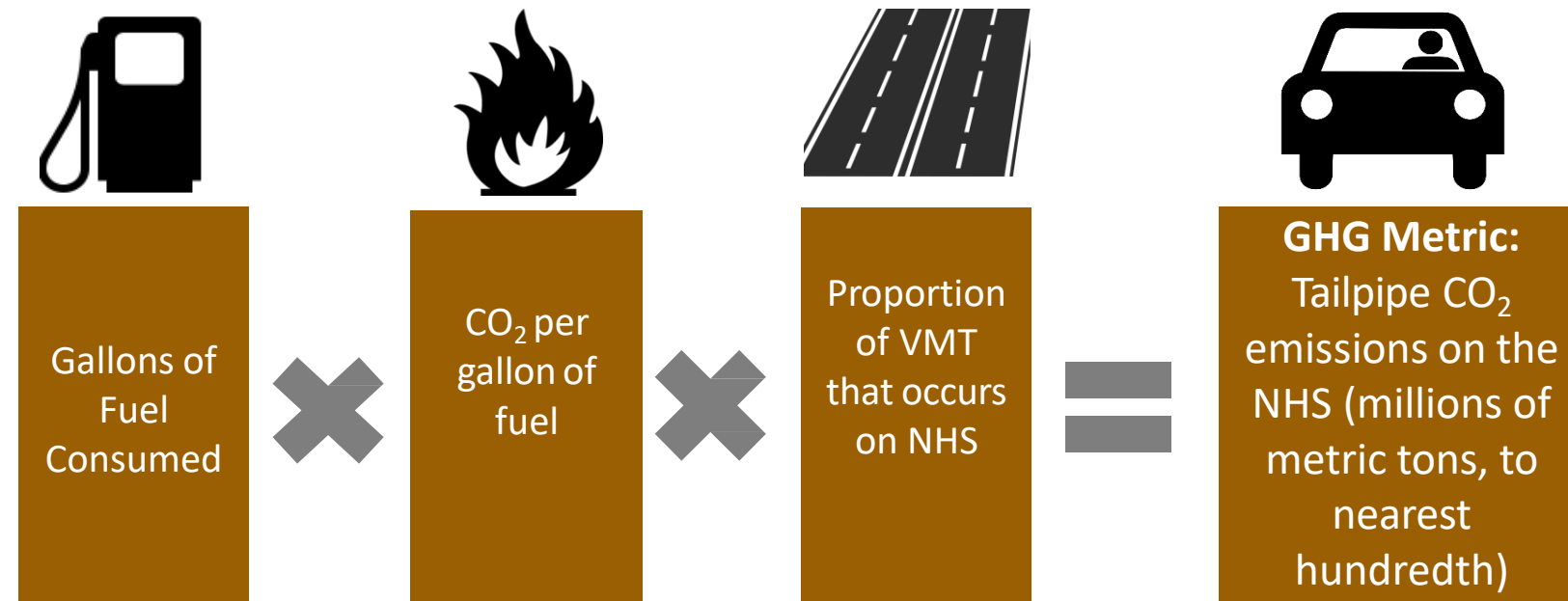
Percent change in tailpipe CO<sub>2</sub> emissions on the NHS, compared to the reference year – (Calendar Year (CY) 2022)

### **Purpose**

State DOTs and MPOs report on progress toward targets



## § 490.511: Calculating the GHG Metric – Annual Tailpipe CO<sub>2</sub> Emissions on the NHS

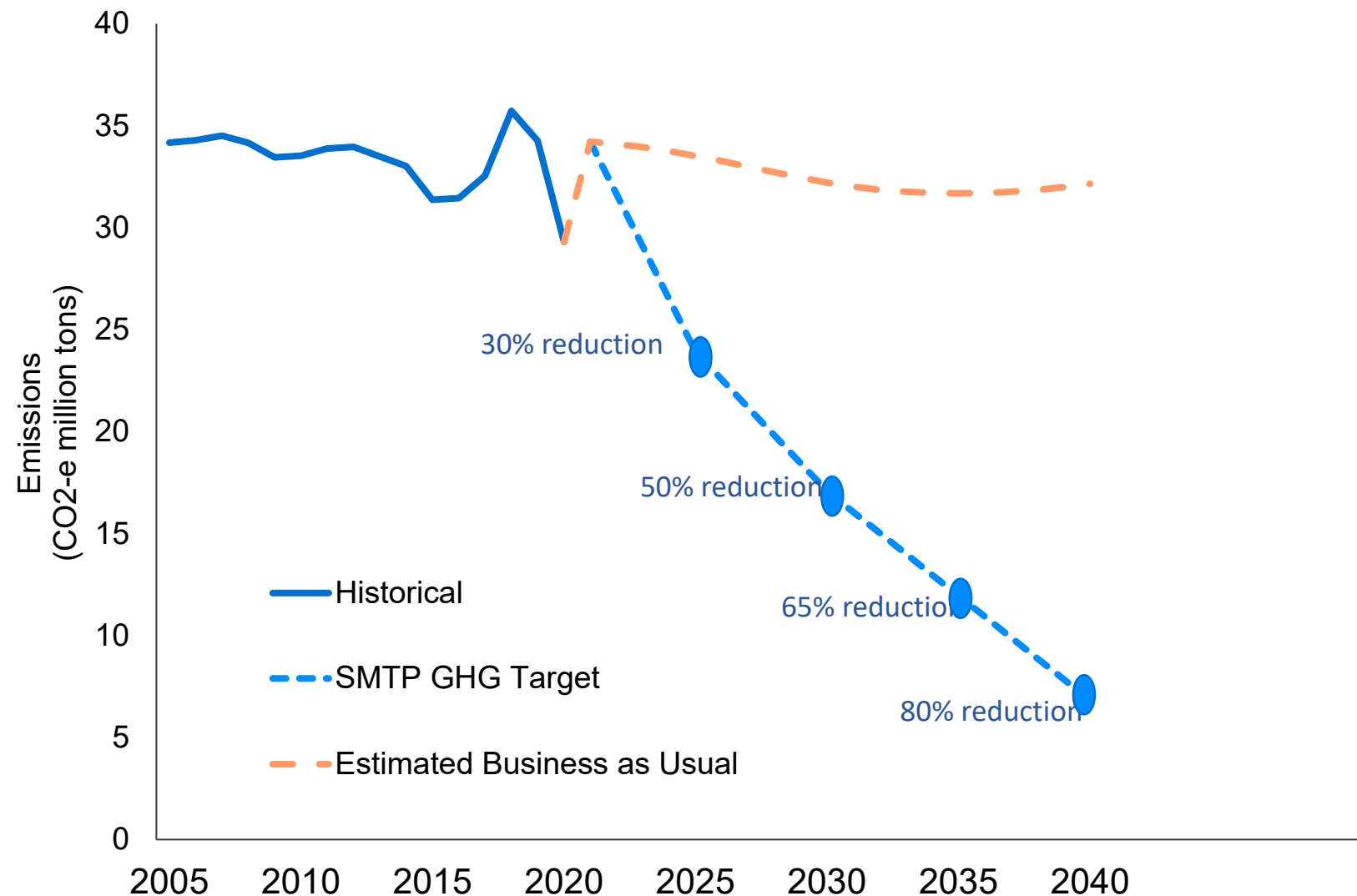


- Simple calculation.
- Data readily available from all states and already reported.
- Nationally consistent for States.
- Proportion of VMT on NHS is proxy for proportion of CO<sub>2</sub> on NHS.
- MPOs may use other methods to calculate the metric.

# MnDOT Approach

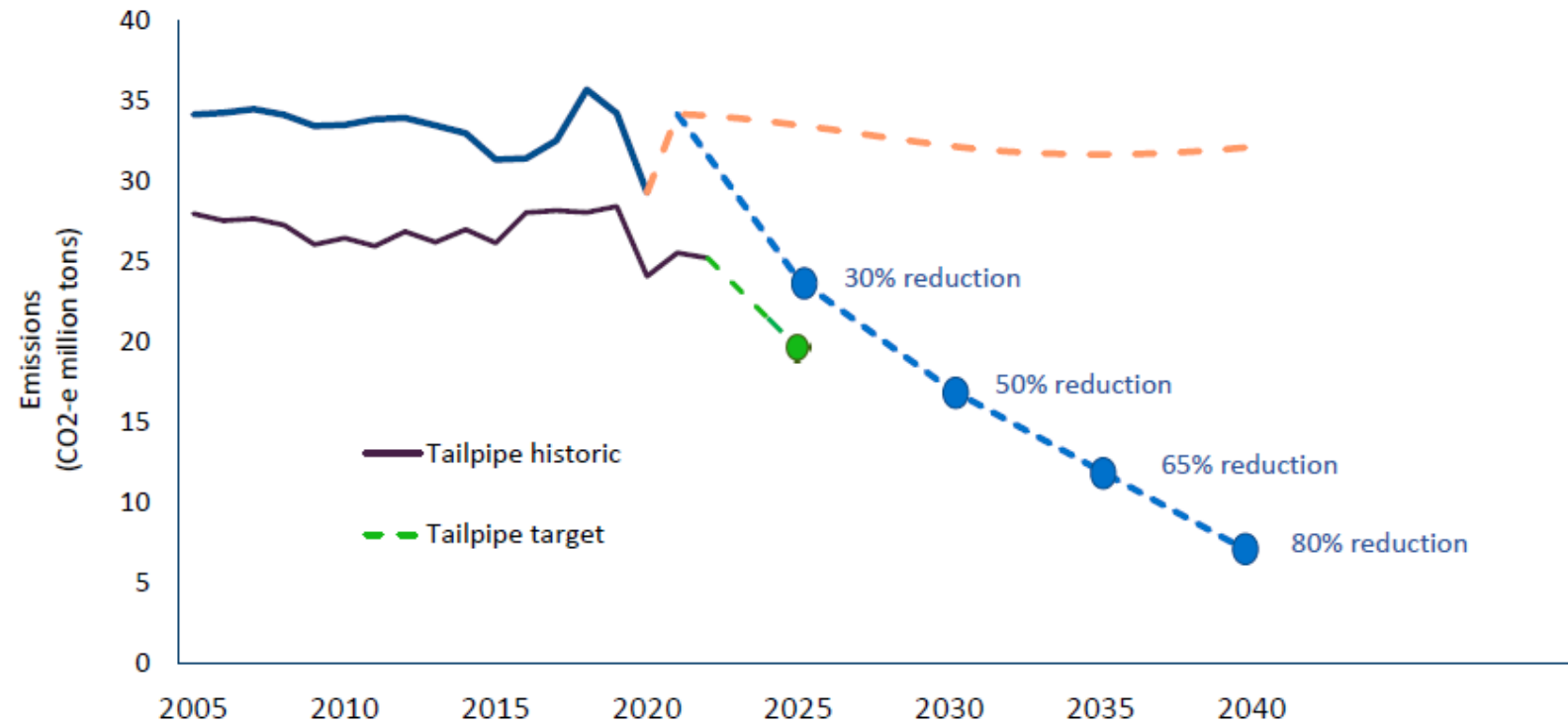
- MnDOT target aligns with the 2025 greenhouse gas target within the Statewide Multimodal Transportation Plan (SMTP)
- SMTP target is 30% reduction in emissions from 2005 levels by 2025 with a net zero emissions target by 2050
- Aspirational, not an expected outcome
- Based on Minnesota Statute 216H.02

Greenhouse Gas Emissions from the Transportation Sector, 2005 to 2040



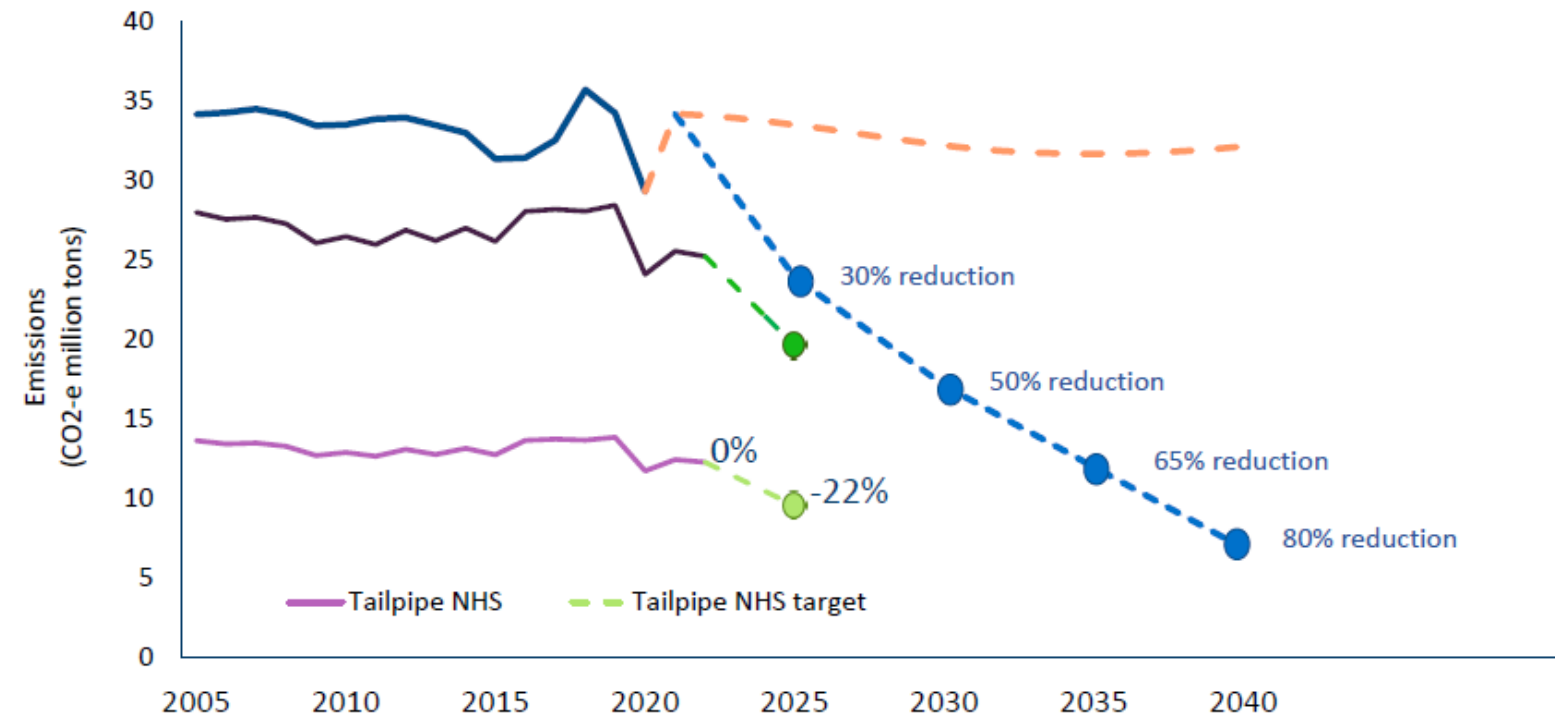
- Tailpipe emissions contribute to more than 70% of all greenhouse gas emissions from the transportation sector

Greenhouse Gas Emissions from the transportation sector



- In order to achieve the 30% reduction from 2005 to 2025, a 22% reduction from 2022 would be required

Greenhouse Gas Emissions from the transportation sector



# Proposed Target

- Achieving a 30% reduction goal of the SMTP would require a 22% reduction from 2022 to 2025
- Initial target is thus **-22%** in order to align with the SMTP

Measure	Two-Year 2023 Target	Four-Year 2025 Target
Percent change in tailpipe CO2 emissions on the National Highway System (NHS), compared to reference year (calendar year 2022)	N/A	-22%



# Summary

- Council must adopt target by July 30, 2024
- Statewide target is aspirational but aligns with the policy articulated in the Statewide Multimodal Transportation Plan
- MnDOT likely to revise initial target by October 1, 2024 to more closely reflect an expected outcome
- The Council will have 180 days from MnDOT target adoption to adopt a new target or support the new statewide target



Thank you

**David Burns**

Planning Analyst, MTS Planning  
David.Burns@metc.state.mn.us



# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** April 3, 2024

**Date:** March 27, 2024

## Action Transmittal: 2024-16

Scope Change Request – Hennepin County CSAH 52 (Nicollet Ave) and CSAH 66 (Golden Valley Rd) Improvements

**To:** Technical Advisory Committee

**Prepared By:** Robbie King, Planner, 651-728-4704

### Requested Action

Hennepin County requests a scope change to remove planned safety improvements at CSAH 52 (Nicollet Avenue) and 67<sup>th</sup> Street from its CSAH 52 and CSAH 66 safety improvement project (SP# 027-030-055).

### Recommended Motion

That the Technical Advisory Committee recommend that TAB approve Hennepin County's scope change request to remove planned safety improvements at CSAH 52 (Nicollet Avenue) and 67<sup>th</sup> Street with full retention of federal funds.

### Summary

Hennepin County requests a scope change to remove an intersection improvement in its CSAH 52 (Nicollet Ave) and CSAH 66 (Golden Valley Rd) improvements project. The improvements at CSAH 52 and 67<sup>th</sup> Street will be completed as a part of a larger project. The TAC Funding & Programming Committee voted unanimously to recommend approval of the scope change request and allow the project to retain federal funds.

### Background and Purpose

In 2020, Hennepin County was awarded \$1,737,000 in HSIP funding for program year 2025 in the Proactive category to complete safety improvements to three intersections in Hennepin County:

- CSAH 52 (Nicollet Avenue) at 67<sup>th</sup> Street
- CSAH 66 (Golden Valley Road) at Noble Avenue
- CSAH 66 (Golden Valley Road) at Hidden Lakes Parkway

The county is proposing that planned safety improvements at the intersection of CSAH 52 (Nicollet Avenue) and 67<sup>th</sup> Street be removed so that the improvements can be completed within a separate county project (CP # 2120800). Hennepin County will be reconstructing CSAH 52 (Nicollet Avenue) from 77<sup>th</sup> Street to 66<sup>th</sup> Street; a stretch that contains the intersection identified above. This separate Hennepin County project is currently funded through MnDOT State Aid and local sources as part of the county's 2024-2028 Transportation Capital Improvement Program.

Hennepin County is requesting approval of the scope change request with retention of federal funds originally awarded for this project.

## 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.

## Staff Analysis

**Scoring Analysis:** Table 1 shows an analysis of potential scoring changes for the project through the MnDOT HSIP scoring process. Hennepin County's scope change request is to remove one of three intersections planned for improvement. However, this removal would likely not result in the project to be re-scored below the award threshold. This application's score of 575 is 114 points above the highest scoring unfunded Proactive project total of 461.

Further, the project as it was applied for will be constructed according to the request. Recent precedent has been to approve such requests given that the on-the-ground result does not change.

**Table 1: Scoring Analysis**

Measure	Max Score	Original Score	Scope Change	Notes
1. Connection to 2014-19 MN Strategic Highway Safety Plan	100	50	0	No change
2. Cost per Exposure	300	189	0	Uncertain
3. Correctable Fatal / Serious Injury Crashes	100	7	0	Low score with little room for reduction
4. Crash Modification Factor	200	79	-	Potential for minor reduction
5. Part of a Plan	200	200	0	No change
6. Ped/Bike Safety	100	50	-	Potential for minor reduction
<b>TOTAL</b>	<b>1,000</b>	<b>575</b>	<b>-</b>	<b>Potential for minor reduction</b>

\* 0 = no change

+ = small improvement, ++ = moderate improvement, +++ = large improvement

- = small diminishment, -- = moderate diminishment, --- = large diminishment

**Funding:** Recent history offers that for scope changes which involve removal of a project component to be completed within a separate project federal funds can be retained. The applicant identifies \$643,333 as the cost of the portion of the project removed from the original scope. A removal could be the federal portion of this; 90% or \$579,000. Table 2 shows two funding scenarios for the committee to consider whether it is necessary to remove or retain federal funds.

**Table 2: Funding Scenario**

	Original Application	Proposal (Full Federal Funds Retained)	Proposal (\$579,000 Reduction)
Federal	\$1,737,000	\$1,737,000	\$1,158,000
Local Match	\$193,000	\$386,000	\$965,000
Total Construction Cost	\$1,930,000	\$2,123,000	\$2,123,000
% of Federal to Total	90%	82%	55%



### Committee Comments and Action

At its March 21, 2024 meeting, the TAC Funding & Programming Committee voted unanimously to recommend approval of Hennepin County's request to change the scope of its CSAH 52 (Nicollet Ave) and CSAH 66 (Golden Valley Rd) Improvements with full retention of federal funds.

### Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	March 21, 2024
Technical Advisory Committee	Review & Recommend	<i>April 3, 2024</i>
Transportation Advisory Board	Review & Adopt	<i>April 17, 2024</i>



# HENNEPIN COUNTY

## MINNESOTA

February 20, 2024

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

**Re: Scope Change request to S.P. 027-030-055 - CSAH 52 (Nicollet Ave) and CSAH 66 (Golden Valley Rd)**

Dear Mr. Thompson,

Hennepin County respectfully requests that the Technical Advisory Committee (TAC) Funding and Programming Committee of the Metropolitan Council Transportation Advisory Board consider the attached Scope Change request for the above referenced project.

In 2021, Hennepin County was awarded federal funding as part of the Highway Safety Improvement Program (HSIP) to make safety and mobility improvements to the three intersections listed below. The current 2024-2027 State Transportation Improvement Program (STIP) identifies \$1,737,000 in federal funding and \$386,000 in local funding for the project, for a STIP total of \$2,123,000. The program year for this project is 2025.

Along CSAH 52 (Nicollet Avenue) in Richfield

- 67th Street

Along CSAH 66 (Golden Valley Road) in Golden Valley

- Noble Avenue
- Hidden Lakes Parkway

Hennepin County will be reconstructing CSAH 52 (Nicollet Avenue) from approximately 77th Street to CSAH 53 (66th Street) which will include improvements at the CSAH 52 (Nicollet Avenue) and 67th Street intersection as part of County Project (CP) 2120800. CP 2120800 is currently funded through State Aid and local sources as part of the county's 2024-2028 Transportation CIP (see Attachment 2).

At this time, Hennepin County requests a scope change to remove the planned safety improvements at the CSAH 52 (Nicollet Avenue) and 67th Street intersection from S.P. 027-030-055 as these safety improvements will be incorporated into the larger Hennepin County corridor project along Nicollet Avenue. Approval of this scope change request will allow for enhanced safety improvements at this intersection to be completed as part of the corridor reconstruction project, beyond what is feasible through the county's current HSIP signal and ADA retrofit project.

Lastly, current construction cost estimates at the two remaining intersections are higher than initially estimated due to inflation and recent bid prices on similar projects. The current cost estimate for the

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



# HENNEPIN COUNTY

## MINNESOTA

remaining intersection safety improvements is approximately the same as the original funding application estimate for the project. Based on this new estimate for the Golden Valley Road intersections and the commitment to incorporate the Nicollet Avenue safety improvements in the Nicollet Avenue corridor project, we request retainment of the full original federal funding amount and an update to the STIP reflecting the removal of the CSAH 52 (Nicollet Avenue) and 67th Street intersection for this project.

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

Sincerely,



Cole Partridge, PE

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	N/A
Application Funding Category	N/A
HSIP Solicitation	Yes - 2020
Application Total Project Cost	\$1,930,000
Federal Award	\$1,737,000
Application Federal Percentage of Total Project Cost	90%

Project Elements Being Removed	Work at Nicollet Ave/67th St intersection
Original Application Cost	\$643,333

### 2. Funding Scenario

#### Current Funding vs. Proposed Funding

	Current STIP (2024-2027)	Proposed - Intersection Work at Nicollet Ave/67th St Removed (Full Federal Funds Retained)	Proposed - Intersection Work at Nicollet Ave/67th St Removed (One-third of Federal Funds Removed)
Federal	\$1,737,000	\$1,737,000	\$1,158,000
Local Match	\$386,000	\$386,000	\$965,000
Total Construction Cost	\$2,123,000	\$2,123,000	\$2,123,000
% of Federal to Total	82%	82%	55%



### **3. Attachments**

#### **Attachment 1**

Project map identifying location of work to be removed

#### **Attachment 2**

Hennepin County 2024-2028 Transportation CIP for CP 2120800

# HENNEPIN COUNTY

MINNESOTA

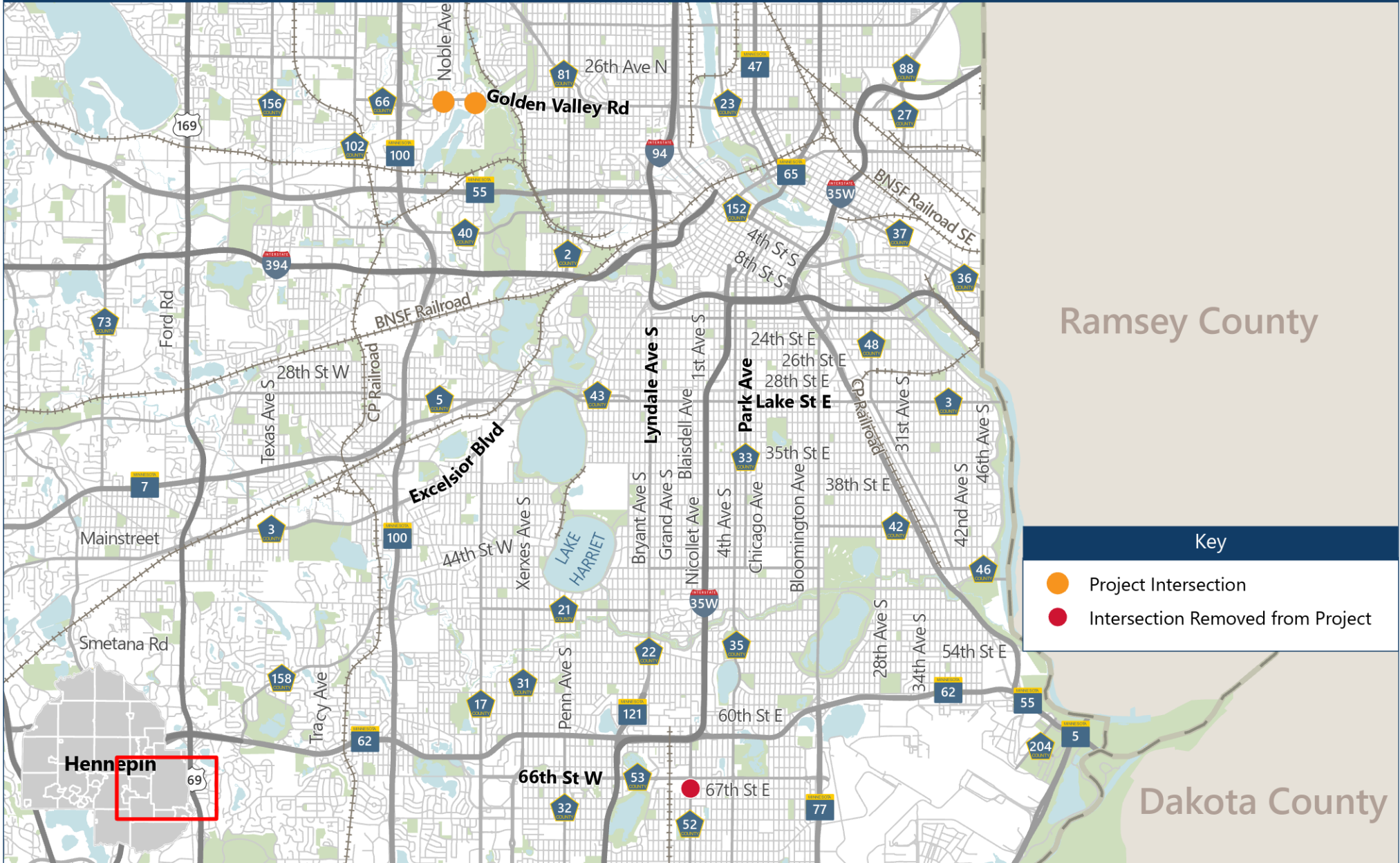
## ATTACHMENT 1

### PROJECT MAP



# SP 027-030-055 | Revised Project Locations

CSAH 66 (Golden Valley Rd) and CSAH 52 (Nicollet Ave) Safety Project



**Disclaimer:** This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Publication date: 1/18/2024

Data sources (if applicable):



# HENNEPIN COUNTY

MINNESOTA

## ATTACHMENT 2

HENNEPIN COUNTY 2024-2028 TRANSPORTATION CIP FOR CP 2120800



# BOARD APPROVED: 2024 CAPITAL BUDGET AND 2024-2028 CAPITAL IMPROVEMENT PROGRAM

**Project Name:** 2120800 CSAH 52 - Reconst Nicollet Ave S fr 77th to 66th St  
**Major Program:** Public Works  
**Department:** Transportation Roads & Bridges

**Funding Start:** 2022  
**Funding Completion:** 2027

**Summary:**

Reconstruct Nicollet Avenue (CSAH 52) from 77th Street to 66th Street (CSAH 53) in the City of Richfield.

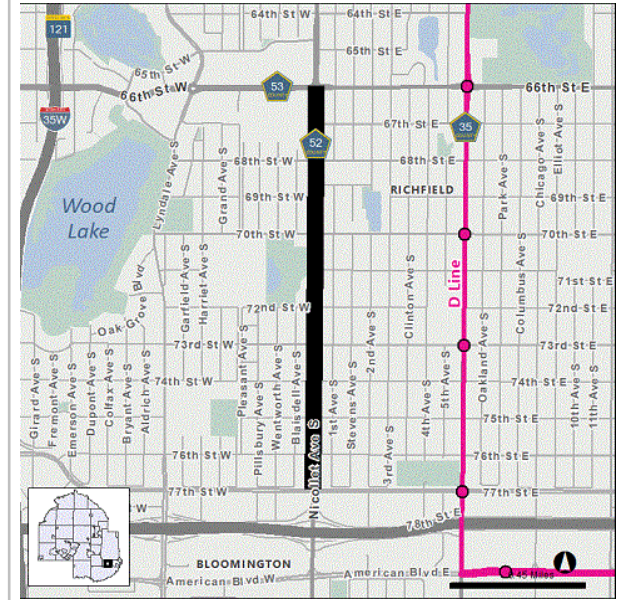
**Purpose & Description:**

The existing roadway (last reconstructed in 1961) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The roadway was originally constructed as concrete pavement, however, has since been overlaid with bituminous pavement; resulting in premature surface cracking at joints. The existing sidewalk facilities are located immediately adjacent to the roadway; causing a feeling of discomfort for people walking. The curb has experienced settling, greatly diminishing its ability to collect water and define the roadway edge. Many intersections do not meet current standards for ADA accommodations, presenting challenges for people with limited mobility.

In 2014, the county completed an overlay project along this section of Nicollet Avenue (CSAH 52). As part of project, the four-lane undivided configuration was converted to a three-lane design to better facilitate turning movements for people driving and provide traffic calming. Given the age and condition of roadway assets, the timing of this capital project will coincide with the service life extension provided by the overlay project.

The proposed project will reconstruct existing assets, including: pavement, curb, storm water structures, sidewalk facilities, and traffic signals. Complete streets design strategies such as curb extensions, raised medians, crossing beacons, bikeway accommodations, and streetscaping features will also be considered in an effort to benefit multimodal users. Also, improvements to the existing bikeway accommodations will be considered during the project development process to enhance bikeway connections to the nearby Nine Mile Creek Regional Trail and protected bikeway that exists along 66th Street (CSAH 53). Additionally, it's anticipated that this project will complement MnDOT's I-494 Corridors of Commerce Project that is making improvements to Nicollet Avenue (CSAH 52) from American Boulevard to 77th Street.

Additionally, this project is located within close proximity to the county's Nicollet Avenue (CSAH 52) at 67th Street Multimodal Safety Project (Capital Project 2201500). Staff will coordinate the design and construction activities for these two projects to not only promote efficiencies, but to also minimize disruptions to the travelling public.



REVENUE	Budget To-Date	Act & Enc	Balance	2024	2025	2026	2027	2028	Future	Total
Property Tax						100,000				100,000
Mn/DOT State Aid - Regular	608,000		608,000	1,162,000	2,245,000	8,100,000	3,284,000			15,399,000
Richfield	152,000		152,000	98,000	950,000	2,050,000	821,000			4,071,000
<b>Total</b>	<b>760,000</b>		<b>760,000</b>	<b>1,260,000</b>	<b>3,195,000</b>	<b>10,250,000</b>	<b>4,105,000</b>			<b>19,570,000</b>

EXPENSE	Budget To-Date	Act & Enc	Balance	2024	2025	2026	2027	2028	Future	Total
Right of Way				420,000	1,650,000					2,070,000
Construction						8,000,000	3,600,000			11,600,000
Consulting	760,000	600,000	160,000	640,000	920,000					2,320,000
Contingency				200,000	625,000	2,250,000	505,000			3,580,000
<b>Total</b>	<b>760,000</b>	<b>600,000</b>	<b>160,000</b>	<b>1,260,000</b>	<b>3,195,000</b>	<b>10,250,000</b>	<b>4,105,000</b>			<b>19,570,000</b>

**BOARD APPROVED: 2024 CAPITAL BUDGET AND 2024-2028 CAPITAL IMPROVEMENT PROGRAM**

<b>Project Name:</b> 2120800 CSAH 52 - Reconst Nicollet Ave S fr 77th to 66th St	<b>Funding Start:</b> 2022
<b>Major Program:</b> Public Works	<b>Funding Completion:</b> 2027
<b>Department:</b> Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2024	2025	2026	2027	2028	Future	Total
Department Requested	760,000	1,260,000	3,195,000	10,250,000	4,105,000			19,570,000
Administrator Proposed	760,000	1,260,000	3,195,000	10,250,000	4,105,000			19,570,000
CBTF Recommended	760,000	1,260,000	3,195,000	10,250,000	4,105,000			19,570,000
Board Approved Final	760,000	1,260,000	3,195,000	10,250,000	4,105,000			19,570,000

**Scheduling Milestones (major phases only):**

Activity	Anticipated Timeframe
Planning	2021 - 2022
Design	Q1 2023 - Q3 2025
Bid Advertisement	Q4 2025
Construction	Q1 2026 - Q4 2027
Completion	2028

**Board Resolutions / Supplemental Information:**

RESOLUTION 23-0163 (adopted on 05/02/2023) authorized:

- Execute Agmt PR00005142 with Stantec Consulting Services Inc. to provide preliminary design engineering and professional services for the reconstruction of Nicollet Avenue (CSAH 52) from 77th Street to 66th Street (CSAH 53) in the City of Richfield an a county cost not to exceed \$1,250,000 to be financed within the Project Budget for CP 2120800.

**Project's Effect on the Operating Budget:**

Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The reduction of approximately 1.1 lane miles from the county roadway system is expected to preserve \$15,000 in maintenance costs annually.

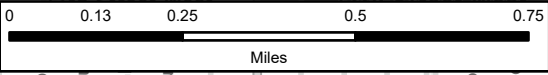
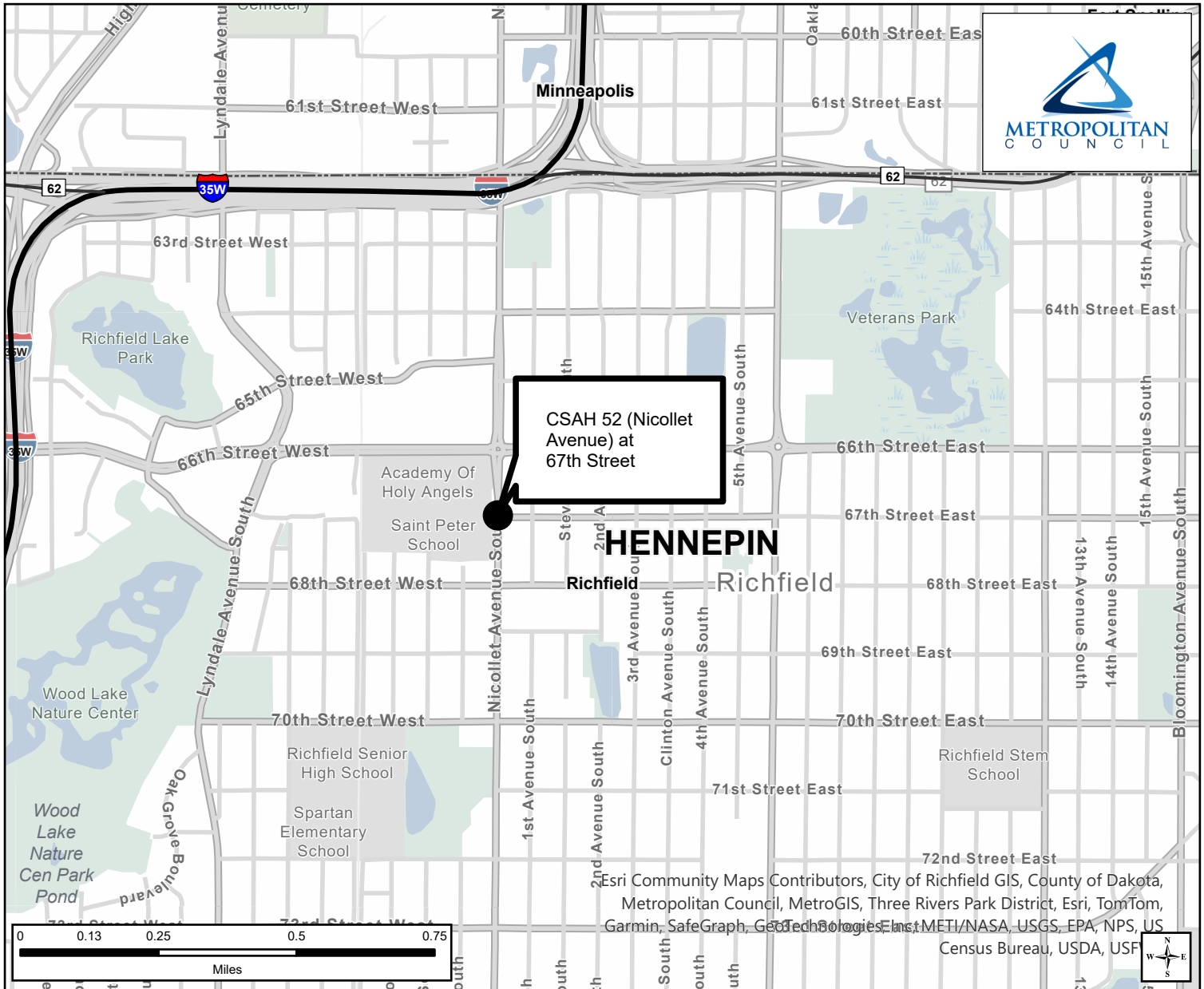
**Project's Effect on County Priorities:**

This project will reduce disparities in the transportation domain and vehicle miles traveled per capita by improving transportation infrastructure to provide safe and accessible connections for all modes. This is especially important as the project is located in an area that includes high percentages of people with limited mobility.

- Changes from Prior CIP:**
- Project Budget decreased by approximately \$0.9 million from \$20.4 million to \$19.6 million in recognition of a revised Engineer's Estimate.
  - Consulting activities increased by \$0.3 million from \$2.0 million to \$2.3 million to be financed with State Aid Regular.
  - Right of Way activities increased by \$0.1 million from \$2.0 million to \$2.1 million to be financed with State Aid Regular and the City of Richfield.
  - Construction activities decreased by \$1.5 million from \$13.1 million to \$11.6 million to be financed with State Aid Regular and the City of Richfield.
  - Contingency activities increased by \$0.2 million from \$3.4 million to \$3.6 million to be financed with State Aid Regular and the City of Richfield.

Last Year's CIP Process Summary	Budget To-Date	2023	2024	2025	2026	2027	Future	Total
Department Requested	160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000		20,330,000
Administrator Proposed	160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000		20,330,000
CBTF Recommended	160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000		20,330,000
Board Approved Final	160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000		20,330,000

# Scope Change Request – Hennepin County CSAH 52 (Nicollet Ave) and CSAH 66 (Golden Valley Rd) Improvements



Esri Community Maps Contributors, City of Richfield GIS, County of Dakota, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USF







Extent of Main Map



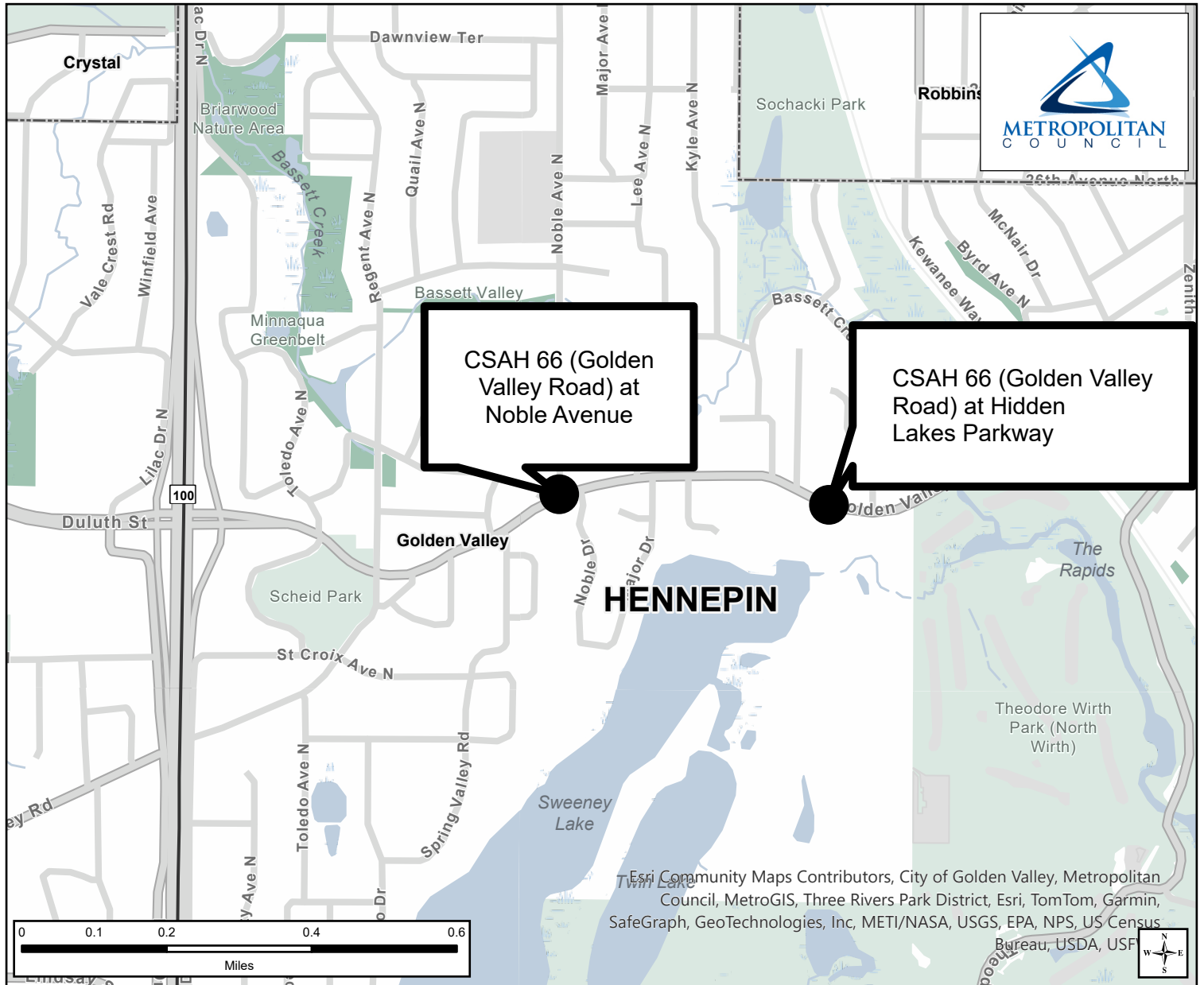
● Project Points

### Reference Layers

#### Highways

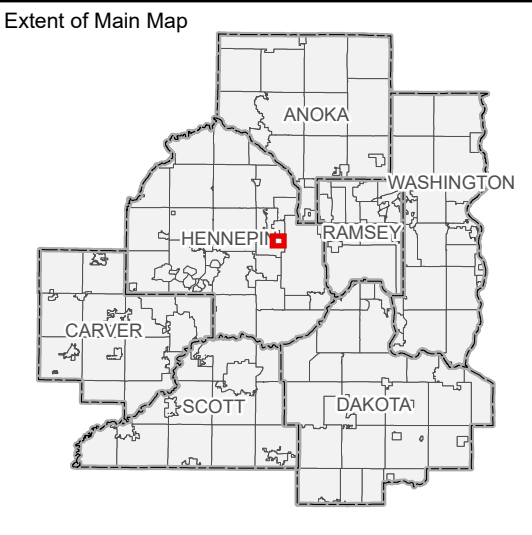
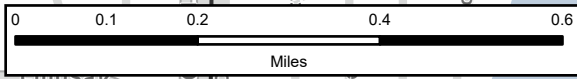
-  Interstate Highways
-  State, US Highways and County Roads
-  County Boundaries
-  City and Township Boundaries

# Scope Change Request – Hennepin County CSAH 52 (Nicollet Ave) and CSAH 66 (Golden Valley Rd) Improvements



CSAH 66 (Golden Valley Road) at Noble Avenue

CSAH 66 (Golden Valley Road) at Hidden Lakes Parkway



● Project Points

### Reference Layers

- Highways
  - Interstate Highways
  - State, US Highways and County Roads
- County Boundaries
- City and Township Boundaries



# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** April 3, 2024

**Date:** March 27, 2024

## Action Transmittal: 2024-17

Program Year Extension Request: MnDOT US 8 HSIP Project

**To:** Technical Advisory Committee

**Prepared By:** Robbie King, Planner, 651-728-4704

### Requested Action

MnDOT requests a program year extension for its US 8 intersection access project to move from 2025 to 2026.

### Recommended Motion

That the Technical Advisory Committee recommend that TAB approve the program year extension request for MnDOT's US 8 intersection access project (SP # 1308-29S) to move from 2025 to 2026.

### Summary

MnDOT requests a program year extension from 2025 to 2026 to align its US 8 intersection improvements project with a larger US 8 reconstruction project. The TAC Funding and Programming committee voted to recommend approval of the request.

### Background and Purpose

In 2020, MnDOT was awarded \$544,500 (currently \$556,200) in HSIP funding to construct a left turn lane at Hazel Avenue and close 250<sup>th</sup> Street (SP # 1308-29S) on US 8 in Chisago County, supplementing its US 8 reconstruction project (SP # 1308-29). MnDOT requests a program year extension so that this project can remain a part of SP # 1308-29, which has moved to 2026. The larger reconstruction project on US 8 from Interstate 35 in Forest Lake to Chisago City will be included in the 2025-2028 TIP.

The Highway Safety Improvement Program (HSIP) solicitation is administered by MnDOT for its Metro District. However, projects must adhere to Metropolitan Council policy. Along with the seven-county area, MnDOT's Metro District includes Chisago County. As a result, the HSIP solicitation includes projects located in Chisago County and these projects are subject to the Program Year Policy.

### Relationship to Regional Policy

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

## Staff Analysis

Per the Program Year Policy’s progress assessment, a minimum score of 7 is needed to be eligible for an extension. This process helps assess whether the project is in position to be able to be obligated with the one-year extension and is not a reflection on the sponsor’s rationale for needing an extension. The request obtained a score of 7. Therefore, staff recommends approval of the request.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2028 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available.

## Committee Comments and Action

At its March 21, 2024 meeting the TAC Funding and Programming Committee voted unanimously to recommend approval of MnDOT’s requested extension of its US 8 intersection improvements project from 2025 to 2026.

## Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	March 21, 2024
Technical Advisory Committee	Review & Recommend	<i>April 3, 2024</i>
Transportation Advisory Board	Review & Adopt	<i>April 17, 2024</i>





February 27, 2024

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

Re: Program Year extension Request for SP SP 1308-29S  
US8 (LAKE BLVD), FROM TH 61 IN FOREST LAKE TO KARMEL AVE IN CHISAGO CITY

Dear Mr. Thomson:

MnDOT was awarded \$556,200 in federal HSIP funding for spot safety improvement along Hwy 8 in SFY 2025 which were part of SP 1308-27 MnDOT led pavement preservation and spot safety improvement project on US8 between I-35 and Karmel Ave. Concurrently, Chisago County has been leading an effort for a larger SP 1308-29 corridor safety improvements and expansion project in the same limits.

Recently, Chisago County was successful in showing full funding for the larger SP 1308-29 project which includes MnDOT committing to shift and contribute district funding that was programed for the pavement preservation and spot safety improvements work in the same limits.

The program year extension request is for the \$556,200.00 in regional HSIP funds that are currently programmed in FY25 to be moved so they can align with the larger Chisago County led Highway 8 project in SFY 2026. The project funding will be included and shown in the upcoming FY 2025-2028 STIP anticipated to be approved by FHWA in late 2024.

Attached please find information regarding this request. Please contact me with any questions by phone at 651-245-4406 or by email at [dmitry.tomasevich@state.mn.us](mailto:dmitry.tomasevich@state.mn.us)

Sincerely,

Dmitry Tomasevich  
MnDOT Metro District  
East Area Engineer

CC:

MnDOT Metro State Aid Office  
MnDOT Metro Program Delivery Office  
MnDOT Metro Traffic Office



STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. 1  
Date of Approval 10/2022  
 Not Complete  
Anticipated Date of Completion \_\_\_\_\_

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)  
Date \_\_\_\_\_ If checked enter 3. \_\_\_\_\_  
 Completed (approved by District State Aid as to SA Standards but not signed)  
Date \_\_\_\_\_ If checked enter 2. \_\_\_\_\_  
 Not Complete  
Anticipated Date of Completion 7/2025  
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 \_\_\_\_\_  
 Not Complete  
Anticipated Date of Completion 9/2025  
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 \_\_\_\_\_  
 Not Complete  
Anticipated Date of Completion 6/2025  
If prior to December 31 of the year following the original program year, enter 1. 1

AUTHORIZED

Anticipated Letting Date 10/2025.  
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



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**Transportation Advisory Board Program Year Extension Request**

## 1. Project Background

Chisago County is leading the reconstruction of an approximately eight-mile segment of US 8 between TH 61 and Karmel Avenue.

Proposed improvements include expansion of TH 8 from a two-lane section to a four-lane section, intersection safety improvements and pavement preservation work. The project has an approved layout, construction limits, previously approved EAW, in the process of completing the Environmental Assessment document, preparing for the right of way acquisition process and final plan design.

Project is fully funded and will be shown in the upcoming FY 2025-2028 State Transportation Improvement Program (STIP) anticipated to be approved by FHWA in late 2024.

## 2. Project Progress

### A. Progress Schedule

Please see Attachment 1 Progress Schedule for program year extension



### NEXT STEPS

- Complete Environmental Review and Documentation Process
- Complete Construction Staging Plan
- Final Design Activities
- Conduct Right-of-Way Process

### B. Right of Way Acquisition

County will have a consultant on board and under contract by end of April. Preliminary number of affected parcels is 220. Acquisition will be a combination of temporary easements, permanent easements and fee title.

### C. Plan

Project has a MnDOT level 1 Staff approved layout. Link for MNDOT Users and the PUBLIC to a single specific document

- [SP 1308-29 SAL 1 of 5 \(External\)](#)
- [SP 1308-29 SAL 2 of 5 \(External\)](#)
- [SP 1308-29 SAL 3 of 5 \(External\)](#)
- [SP 1308-29 SAL 4 of 5 \(External\)](#)
- [SP 1308-29 SAL 5 of 5 Profiles \(External\)](#)

Current final design efforts are focused on:

- Geometric Refinements
- Staging, Detour, and Traffic Control Plan
- Drainage Plan
- Turtle Crossings
- Construction Limits and Right-of-Way Needs
- Construction Materials and Earthwork

### D. Permits

#### List of Permits

- Section 404 Individual Permit, to be completed
- Wetland Conservation Act (WCA), to be completed
- Section 401 water quality certification, to be completed
- DNR public waters work permit, to be completed
- NPDES construction stormwater permit, to be completed
- Comfort Lake Forest Lake Watershed District Permit, to be completed

#### List of Other Approvals

- Environmental Assessment (EA), in development
- Section 4(f) determination, complete
- Finding of No Significant Impact (FONSI, assumed outcome), to be completed
- Section 106 (Historic/Archaeological), complete (update pending)
- Section 7 (Endangered Species Act), in development
- Municipal Consent, to be completed

### E. Approvals

Preliminary layout approval from the cities of Wyoming and Chisago City and Mndot has been acquired.



**F. Identify funds and other resources spent on the project.**

<b>TH 8 Design Contracts and Budget Summary</b>			
	Total Budget	Balance	Spent to Date
12151.00 (Pre-Design)	\$899,988	-\$140,765	\$1,040,753
12151.02 (Local Roads Final Design)	\$1,062,249	\$610,043	\$452,206
12151.03 (TH 8 Final Design)	\$1,679,422	\$1,075,377	\$604,045
12151.04 (Additional Design)	\$812,579	\$367,388	\$445,191
<b>Totals</b>	<b>\$4,454,238</b>	<b>\$1,912,043</b>	<b>\$2,542,195</b>

### 3. Justification for Extension Request

**A. What is unique about this project that requires an extension of the project year?**

MnDOT was awarded \$556,200 in federal HSIP funding for spot safety improvement along Hwy 8 in SFY 2025 which were part of SP 1308-27 MnDOT led pavement preservation and spot safety improvement project on US8 between I-35 and Karmel Ave. Concurrently, Chisago County has been leading an effort for a larger SP 1308-29 corridor safety improvements and expansion project in the same limits.

Recently, Chisago County was successful in showing full funding for the larger SP 1308-29 project which includes MnDOT committing to shift and contribute district funding that was programed for the pavement preservation and spot safety improvements work in the same limits.

The program year extension request is for the \$556,200.00 in regional HSIP funds that are currently programmed in FY25 to be moved so they can align with the larger Chisago County led Highway 8 project in SFY 2026. The project funding will be included and shown in the upcoming FY 2025-2028 STIP anticipated to be approved by FHWA in late 2024.

**B. What are the financial impacts if the project does not meet the current program year?**

Chisago County is on schedule to meet its projects scheduled SFY 26 letting.

If the project were delayed, the project risks forfeiture of secured funding sources and would not be able to show full funding to deliver the project.

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

Chisago County project full funding includes MnDOT committing to shift and contribute district funding that was programed for the pavement preservation and spot safety improvements work in the same limits.

If a program year extension was not obtained for the \$556,200.00 in regional HSIP funds so they can align with the Chisago County led Highway 8 project in SFY 2026, it risks the funding and safety commitments within the project.

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

Chisago County is on schedule to meet its projects scheduled SFY 26 letting and will continue to coordinate with MnDOT and local agency partners to authorize and let the project on time.

2/27/2024

Joe Triplett | County Engineer/Director  
Chisago County Public Works  
31325 Oasis Rd  
Center City, MN 55012

**Re: MnDOT contributions to SP 1308-29 – Highway 8**

Dear Joe Triplett,

This is a notification that MnDOT Metro District intends to show the following and make the following commitment to the Highway 8 project being led by Chisago County between Interstate 35 to Karmel/Wyoming Ave in the FY 2025 to 2028 STIP, which is currently in development. The STIP with these items included is anticipated to be approved by FHWA in late 2024.

- MnDOT will be contributing district target that was originally planned to be used for a resurfacing and safety project on Highway 8. This will include \$13,444,000.00 of TH funds. These will be show in the STIP under 1308-29.
- There is \$556,200.00 in regional HSIP funds that are currently programmed in FY25. MnDOT will be requesting for a program year extension to align with the Highway 8 project.
- MnDOT will contribute an additional \$8,000,000.00 in TH funds for the purposes of including long-term pavement solutions in the project design. These funds will show in the STIP under 1308-29.

Please let me know if you need any additional information. I can be reached at [aaron.tag@state.mn.us](mailto:aaron.tag@state.mn.us).

Sincerely,

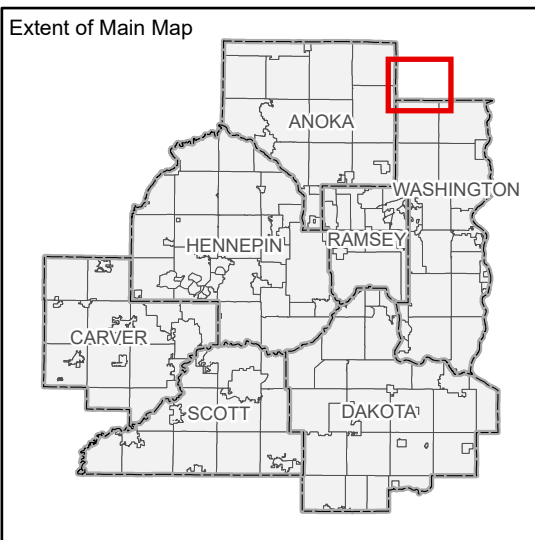
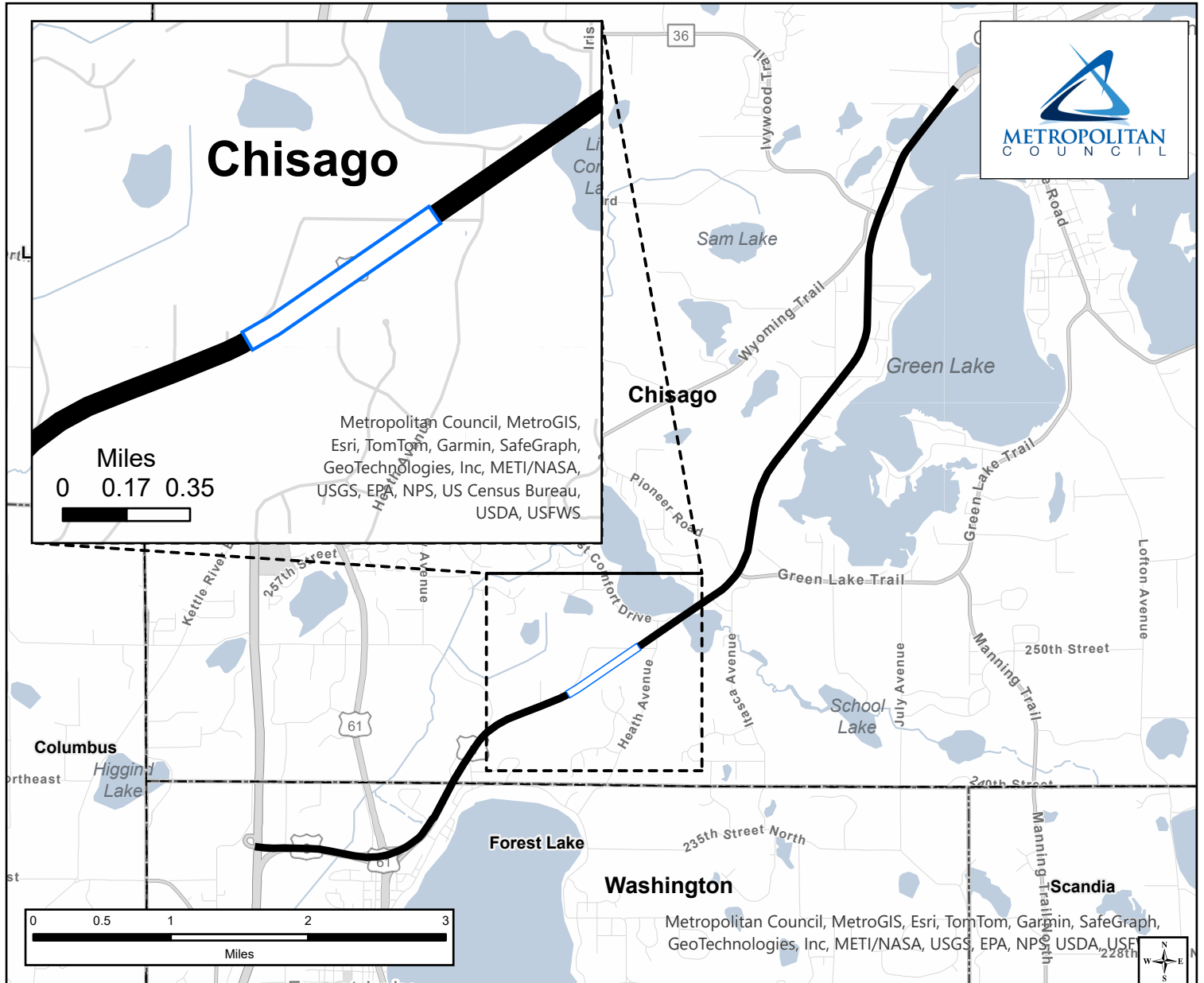
Aaron Tag, PE  
Metro District Program Management Director

CC:

Adam Josephson, Area Manager  
Dmitry Tomasevich, Area Engineer  
Dan Erickson, Metro State Aid Engineer  
Marc Briese, State Aid Programs Manager

2024-17

# Program Year Extension Request: MnDOT US8 HSIP Project



## Project Areas

- 1308-29
- 1308-29S (Requesting Extension)