

Agenda

TAB Technical Advisory Committee



Meeting date: May 1, 2024

Time: 9:00 AM

Location: Room 1A

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 April 3, 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. 2024-23: Streamlined TIP Amendment Request – Two New Projects (Robbie King, MTS) – roll call
2. 2024-24: Streamlined TIP Amendment Request – MnDOT's US 169, CSAH 9, and & MN 282 Interchange Improvements (Robbie King, MTS) – roll call
3. 2024-25: Streamlined TIP Amendment Request – Six NEVI Projects (Robbie King, MTS) – roll call

Planning Committee (Gina Mitteco, Chair)

No items.

Funding & Programming Committee (Michael Thompson, Chair)

1. 2024-20: Program Year Extension Request: Washington County's CSAH 17 (Lake Elmo Ave) and MN 36 Intersection Improvement Project (Robbie King, MTS) – roll call
2. 2024-21: Regionally Significant TIP Amendment Request – US 10 Expansion Project (Robbie King, MTS) – roll call
3. 2024-22: Scope Change Request – Metro Transit Regional Mobility Hubs (Joseph Barbeau, MTS) – roll call

Information

- Regional Solicitation Funding Options (Steve Peterson, MTS)
- Scope Change Policy Updates (Joe Barbeau, MTS)

Other Business

Adjournment

Minutes

TAB Technical Advisory Committee



Meeting Date: April 3, 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
- Tony Kutzke, Woodbury
- Michael Thompson, Plymouth
- Kathleen Mayell, Minneapolis
- Nick Peterson, Saint Paul
- Bill Dermody, Saint Paul
- Aaron Tag, MnDOT

- Steve Peterson, Council MTS
 - Patrick Boylan, Council CD
 - Elaine Koutsoukos, TAB
 - Innocent Eyoh, 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

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 MacPherson to approve the minutes of the March 6, 2024, regular meeting of the TAB Technical Advisory Committee with a correction from the February 3, 2024, date shown on the online agenda. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the March 20, 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 the May and June meetings will be held in person.

1. [2024-18: Streamlined TIP Amendment Request – Two Project Adjustments](#)

Joe Barbeau, MTS Planning, said that Inver Grove Heights and Dakota County request transfer of Inver Grove Heights’s CSAH 32 roadway reconstruction to Dakota County. This would lead to a change of the 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 to be entirely covered by local funds. The second request, from MnDOT, is a cost increase of \$3,230,000, which for a project at its cost, meets the threshold for requiring a TIP amendment. Motion by Oehme and seconded by Leitner to 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 and change the project sponsor to Dakota County;
- Increase the cost of MnDOT’s I-94 bridge repair project.

Motion carried.

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

1. [2024-15: Adoption of Federally Required Greenhouse Gas Emission Performance Measure Target](#)

Mitteco said that the TAC Planning Committee recommended one action item; adoption of a federally required greenhouse gas emissions performance measures target. However, since then court cases have changed course on this item. Pearson said states and MPOs are now not required to submit initial greenhouse gas targets and reports. Motion by Steve Peterson and seconded by Keel to postpone the item indefinitely. Seconded by Keel. Motion carried.

Mitteco reported on the last TPP Technical Working Group meeting and said that the last meeting is scheduled to be in May.

Steve Peterson said that per state legislation, MnDOT is required to work with MPOs to set state greenhouse gas targets, which will be addressed over the next several months.

Funding and Programming (Karl Keel, Vice Chair)

1. [2024-16: Scope Change Request – Hennepin County CSAH 52 \(Nicollet Ave\) and CSAH 66 \(Golden Valley Rd\) Improvements](#)

Keel said that Hennepin County requests a scope change to remove an intersection improvement in its CSAH 52 and CSAH 66 improvements project. The improvements at CSAH 52 and 67th Street will be completed as a part of a larger project. In a review of what would have happened to the score with the updated proposal, staff determined the score would not have changed a lot. The Funding and Programming Committee recommended approval with no federal funding reduction.

Motion by Boylan and seconded by MacPherson to recommend that TAB approve Hennepin County’s scope change request to remove planned safety improvements at CSAH 52 and 67th Street with full retention of federal funds. **Motion carried.**

2. [2024-17: Program Year Extension Request – MnDOT US8 HSIP Project](#)

Keel said that MnDOT requests a program year extension from 2025 to 2026 to align its Highway Safety Improvement Program (HSIP)-funded US 8 intersection improvements project with a larger US 8 reconstruction project. The request scored the required seven points on the scoresheet. The TAC Funding and Programming Committee voted to recommend approval of the request. He added that the project is in Chisago County and that action is taken on it because it is part of MnDOT’s HSIP Solicitation area, that the larger project is touches the region, and that both projects are in the TIP. Motion by Ruiz and seconded by Robjent to recommend that TAB approve the program year extension request for MnDOT’s US 8 intersection access project to move from 2025 to 2026. **Motion carried.**



Information

1. [Regional Solicitation Evaluation Survey Results](#) (Bethany Brandt-Sargent, MTS and Tom Holmes, Zan Associates)

Tom Holmes, Zan Associates, presented.

Harrington asked whether any finer-grained geography beyond counties is available. Holmes said that respondents replied by zip code. Harrington noted that Hennepin County has very developed areas along with very rural areas. Holmes replied that the City of Minneapolis shared the survey, so Minneapolis was well represented among the Hennepin County respondents.

Leitner suggested it would be valuable to learn what transit and bicycle/pedestrian advocacy groups were targeted and/or shared the survey. Holmes said that this is difficult to track, though only three percent of respondents indicated being part of advocacy groups.

Steve Peterson said that 700 respondents is a lot for an abstract survey.

2. [2024 Regional Solicitation Final Scores](#) (Steve Peterson, MTS)

Steve Peterson referenced a map of project applications and the scores. Koutsoukos said that the City of Farmington shared that it had replied incorrectly to question and that correcting the error would reduce the score and drop its ranking from five to eight.

Peterson said that staff intends to bring a funding scenario showing \$200 million from only Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Congestion Management and Air Quality (CMAQ) program funding and no overprogramming. That amount dropped from \$232 million after approval of multi-year program year extensions. Staff will then start layering in other funding sources and overprogramming, which will bring awards closer to \$250 million. Scenarios could reflect the traditional base scenario, the public survey results, a preference toward safety, or other ideas. Hager said that it is a good idea to consider a scenario that looks at safety.

Leitner asked whether there is an update on Unique Projects scores. Koutsoukos said that the committee has completed scoring and is reviewing a written summary. She added that the committee will recommend spending the full allotment because the three top-scoring projects come within \$8,000 of that amount. Leitner asked whether the Unique Projects recommendation goes straight to TAB. Koutsoukos replied that it will be added to the funding scenarios. Hager added that TAB doesn't ask for TAB's input on Unique Projects.

Hager asked whether the continuation of Unique Projects is an open question. Koutsoukos replied in the affirmative. She added that the written summary the committee is working on includes for future Regional Solicitations. Isaacson suggested a thorough and explicit discussion on the future of unique projects as part of the Regional Solicitation evaluation because it seems that the goals of the category have not been met.

Hager called out Steve Peterson's earlier point that program year extensions have led to a \$32 million reduction in the funding available for the 2024 Regional Solicitation.

3. [Active Transportation Funding Update](#) (Joe Widing and Steve Peterson, MTS)

Joe Widing, MTS, presented.

MacPherson asked about the process of sponsors working with Council staff. Steve Peterson replied that this is to be determined. Koutsoukos said it will likely be similar to the Regional Solicitation to assure that projects are done as applied for. MacPherson asked whether other



typical requirements such as disadvantaged business enterprise requirements and environmental documents will apply. Koutsoukos replied that this is to be determined.

Hager asked what TAB needs to provide guidance on versus what council staff can decide upon, given the various regional sources of active transportation. Steve Peterson said that staff has approached MnDOT for guidance. He added that there is a need for a pilot, given that \$50 million could be available in 2025.

Kosluchar said that a project applied for just over \$2 million would probably be less than \$2 million without federal funding. Peterson said that there are applications for just above \$2 million that could be called out to TAB, given that the \$2 million cutoff is arbitrary.

Widing said that the committee's recommendation will go to TAB in April and then be a part of the funding scenario process. He said that the next item to come out of the committee will be a recommendation on whether to have a 2025 solicitation.

Other Business

None.

Adjournment

The meeting adjourned.

Committee Contact:

Joe Barbeau, Planning Analyst

Joseph.Barbeau@metc.state.mn.us

651-602-1705



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 1, 2024

Date: April 24, 2024

Action Transmittal: 2024-23

Streamlined TIP Amendment Request – Two New Projects

To: Technical Advisory Committee

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

Requested Action

MnDOT requests an amendment to the 2024-2027 Transportation Improvement Program (TIP) to add two new projects.

Recommended Motion

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

- Design consultant agreement for a MN 65 from 37th Avenue and I 694 in Columbia Heights and Hilltop project (SP# 0207-132, 0207-132(26), 0207-132(27), and 0207-132(28));
- Bituminous mill and overlay and added turn lanes on MN 316 (Red Wing Blvd) from US 61 in Welch Township to Tuttle in Hastings (SP# 1926-23 and 1926-23S).

Background and Purpose

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

- MnDOT requests adding a new project for a design consultant agreement associated with a project on MN 65 from 37th Ave to I 694 in Columbia Heights and Hilltop. This agreement is for final design for road construction to include a shared use trail and bus-only lane. This project is assigned a state project number for each year in which the agreement applies; 2025, 2026, 2027, and 2028. The total project cost is \$4 million over those four program years; \$750,000 in 2025, \$1,250,000 in 2026, \$1,250,000 in 2027, and \$750,000 in 2028. Over the four program years, 81.4 percent or \$3,256,800 is Federal Highway Administration (FHWA) funding and the remaining 18.6 percent or \$743,200 is state funding.
- MnDOT requests adding a new project installing bituminous mill and overlay MN 316 (Red Wing Blvd) from US 61 in Welch Township to Tuttle in Hastings and constructing turn lanes on MN 316 in various locations in Ravenna Township. This project is split into two state project numbers (SP# 1926-23, 1926-23S) to correspond with the different funding sources (NHPP and HSIP, respectively). The total project cost is \$11,800,000 with 92 percent or \$10,814,000 of the funding for SP# 1926-23 and the remainder, \$986,000, for the HSIP-funded portion. \$9,692,159 of the total project cost is funded with FHWA NHPP and HSIP program funds representing an 82 percent federal share. \$2,107,841 is funded with state funds and this represents an 18 percent state funding share.

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 and state 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	May 1, 2024
Transportation Advisory Board	Review & Recommend	May 15, 2024
Metropolitan Council Transportation Committee	Review & Recommend	June 10, 2024
Metropolitan Council	Review & Adopt	June 12, 2024



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to amend these projects in program years 2025, 2026, 2027 and 2028. The projects are being submitted with the following information:

PROJECT 1-2 IDENTIFICATION:

Seq #	TBD	TBD
State Fiscal Year	2025	2026
ATP/District	M	M
Route System	MN 65	MN 65
Project Number (S.P. #)	0207-132	0207-132(26)
Agency	MNDOT	MNDOT
Description	MN65 FROM 37TH AVE TO I694 IN COLUMBIA HEIGHTS AND HILLTOP - DESIGN CONSULTANT AGREEMENT	MN65 FROM 37TH AVE TO I694 IN COLUMBIA HEIGHTS AND HILLTOP - DESIGN CONSULTANT AGREEMENT
Miles	1.8	1.8
Prog	Consultant Agreement	Consultant Agreement
Type of Work	Miscellaneous agreement	Miscellaneous agreement
Prop Funds	STP	STP
Total \$	750,000	1,250,000
FHWA \$	610,650	1,017,750
SF \$	139,350	232,250
Other \$	NA	NA

PROJECT 3-4 IDENTIFICATION:

Seq #	TBD	TBD
State Fiscal Year	2027	2028
TP/District	M	M
Route System	MN 65	MN 65
Project Number (S.P. #)	0207-132(27)	0207-132(28)
Agency	MNDOT	MNDOT
Description	MN65 FROM 37TH AVE TO I694 IN COLUMBIA HEIGHTS AND HILLTOP - DESIGN CONSULTANT AGREEMENT	MN65 FROM 37TH AVE TO I694 IN COLUMBIA HEIGHTS AND HILLTOP - DESIGN CONSULTANT AGREEMENT
Miles	1.8	1.8
Prog	Consultant Agreement	Consultant Agreement
Type of Work	Miscellaneous agreement	Miscellaneous agreement
Prop Funds	STP	STP
Total \$	1,250,000	750,000
FHWA \$	1,017,750	610,650
SF \$	232,250	139,350
Other \$	NA	NA

Background and TIP Amendment Need

This amendment is needed to add a multi-year federally funded consultant agreement into SFY 2025, 2026, 2027 and 2028 into the 2024-2027 TIP

Fiscal Constraint (as Required by 23 CFR 450.216)

Because this is a 2025, 2026, 2027 and 2028 project, it is included in draft 2025-2028 TIP and is due to be included in the final TIP and Minnesota STIP with the updated cost and will align its program to meet MnDOT 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

2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to add the below 2025 projects.

Project identification

	NHPP	HSIP
Seq #	TBD	TBD
State Fiscal Year (State)	2025	2025
ATP and District	METRO	METRO
Route System	MN 316	MN 316
Project Number (S.P. #)	1926-23	1926-23S
Agency	MNDOT	MNDOT
Description	MN 316 (RED WING BLVD), FROM S JCT US61 IN WELCH TWP TO TUTTLE IN HASTINGS-BITUMINOUS MILL AND OVERLAY (ASSOCIATE TO 1926-23S)	MN 316 (RED WING BLVD), VARIOUS LOCATIONS IN RAVENNA TWP - CONSTRUCT TURN LANES (ASSOCIATE TO 1926-23)
Miles	8.64	8.64
Program	RS-RESURFACING	SH – SAFETY HSIP
Type of Work	MILL AND BITUMINOUS OVERLAY	SHOULDER WIDING
Proposed Funds	NHPP	HSIP
Total \$	10,814,000	986,000
FHWA \$	8,804,759	887,400
State \$	2,009,241	98,600
Other \$	NA	NA

Background and TIP Amendment Need

This amendment is needed add a 2025 project into the 2024-2027 TIP.

Fiscal Constraint (as required by 23 CFR 450.216)

Because this is a 2025 project, it is included in draft 2025-2028 TIP and is due to be included in the final TIP and Minnesota STIP with the updated cost. The 2025-2028 TIP and STIP programs will be aligned to meet MnDOT 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.

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 1, 2024

Date: April 24, 2024

Action Transmittal: 2024-24

Streamlined TIP Amendment Request – MnDOT's US 169, CSAH 9, and MN 282 Interchange Improvements

To: Technical Advisory Committee

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

Requested Action

Project sponsors request an amendment to the 2024-2027 Transportation Improvement Program (TIP) to increase the cost and change sponsorship for parts of an interchange improvement project at US 169, CSAH 9, and MN 282 in Jordan and add a new locally-funded roundabout.

Recommended Motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2024-2027 TIP to increase the cost and change the sponsorship for parts of an interchange improvement project at US 169, CSAH 9, and MN 282 in Jordan (SP # 7008-112, 070-609-010, 7008-112R, and 246-090-001) and add a new roundabout (SP# 070-609-011).

Background and Purpose

MnDOT, Scott County and the City of Jordan request a cost increase of the interchange improvement project at US 169, CSAH 9, and MN 282 in Jordan. Along with this, the request includes a sponsorship change from Scott County to MnDOT for one part of the project and the addition of a new locally funded roundabout at CSAH 9 and Valley View in Jordan. The original project cost is \$39,600,000 funded by \$24,124,000 from FHWA and \$15,476,000 in state and local funding. The requested amendment is for a total cost increase to \$54,800,000 including an increase in federal funding of \$4,344,100 and an increase in state funding of \$10,855,900. There are four state project numbers associated with this project and they describe a large and multijurisdictional effort from MnDOT, Scott County, and the City of Jordan to construct a variety of mobility and safety improvements. The request would change one project number to reflect MnDOT, rather than Scott County management and add a fifth number to reflect an added roundabout, to be locally funded by Scott County. Included in the improvements are an interchange on US 169, roundabouts at various locations, signal improvements, bridge work, and underpass construction for multiuse trail and sidewalks. Part of this project (SP# 070-609-010) was funded through the Regional Solicitation. The Regional Solicitation project is not changing.

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>May 1, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>May 15, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>June 10, 2024</i>
Metropolitan Council	Review & Adopt	<i>June 12, 2024</i>



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust these projects in program year 2025. The projects are being submitted with the following information:

PROJECT 1-3 IDENTIFICATION:

Seq #	1241	1164	1165
State Fiscal Year	2025	2025	2025
ATP/District	M	M	M
Route System	US169	CSAH 9	CSAH 9
Project Number (S.P. #)	7008-112	070-609-010	070-609-010R <u>7008-112R</u>
Agency	MnDOT	Scott County	Scott County <u>MnDOT</u>
Description	**PRS** : US 169, 0.4 MI S OF MN 282 (2ND ST W)/CSAH 9 (QUAKER AVE) TO 0.2 MI N OF SYNDICATE ST IN JORDAN- CONSTRUCT INTERCHANGE AT CSAH 9 (QUAKER AVE), ROUNDABOUTS, SIGNALS, REHAB BR 6802, 8840 AND 70509, NEW BR 70052, 70556 AND 70J68 (ASSOCIATE TO 070-609-010, 070-609-010R , 246-090-001 AND <u>7008-112R AND 070-609-011</u>)	**LFTH**PR** : CSAH 9 (QUAKER AVE), MN 282 (2ND ST W), AND US 169 (JOHNSON MEMORIAL DR) IN JORDAN - CONSTRUCT INTERCHANGE AT US 169, ROUNDABOUT, SIGNALS, REHAB BR 6802, 8840 AND 70509, NEW BR 70052, 70556 AND 70J68 (ASSOCIATE TO 070-609-010R , 246-090-001, 7008-112, <u>7008-112R AND 070-609-011</u>)	**RAISE**B2023**PR** : CSAH 9 (QUAKER AVE), MN 282 (2ND ST W), AND US 169 (JOHNSON MEMORIAL DR) IN JORDAN - CONSTRUCT INTERCHANGE AT US 169, ROUNDABOUT, SIGNALS, REHAB BR 6802, 8840 AND 70509, NEW BR 70052, 70556, 70J68 AND 70X05 (ASSOCIATE TO 070-609-010, 246-090-001, 7008-112 AND <u>070-609-011</u>)
Miles	1.0	0.552	0.552 <u>1.0</u>
Prog	MC	MC	MC
Type of Work	Major Construction	Major Construction	Major Construction
Prop Funds	STP	STP <u>SGF (State general funds)</u>	FFM/RAISE/ <u>BF</u>
Total \$	10,000,000 <u>16,195,000</u>	18,100,000 <u>21,705,000</u>	10,000,000 <u>14,200,000</u>
FHWA \$	8,000,000 <u>12,344,100</u>	7,000,000	8,000,000
SF	NA	<u>4,900,000</u> SGF	<u>4,200,000</u> (bonds)
Other \$	2,000,000 <u>3,850,900</u>	11,100,000 <u>9,805,000</u>	2,000,000

PROJECT 4-5 IDENTIFICATION:

Seq #	1197	<u>TBD</u>
State Fiscal Year	2025	<u>2025</u>
TP/District	M	<u>M</u>
Route System	Local streets	<u>CSAH 9</u>
Project Number (S.P. #)	246-090-001	<u>070-609-011</u>
Agency	Jordan	<u>Scott County</u>
Description	**MN273**: UNDERPASS AT US 169 TRAIL FROM SYNDICATE ST TO TRIANGLE LN IN JORDAN - MULTI-USE TRAIL, SIDEWALK, AND PEDESTRIAN UNDERPASS BR 70X05 (ASSOCIATED TO 070-609-010, 070-609-010R , 7008-112, <u>7008-112R</u> AND 070-609-011)	<u>CSAH 9 (QUAKER AVE) AND VALLEY VIEW IN JORDAN - ROUNDABOUT (ASSOCIATE TO 7008-112, 7008-112R, 070-609-010, 246-090-001)</u>
Miles	0.2	<u>0.0</u>
Prog	BT	<u>MC</u>
Type of Work	New Trail	<u>Roundabout</u>
Prop Funds	DEMO	<u>LF</u>
Total \$	1,500,000 <u>1,405,000</u>	<u>1,295,000</u>
FHWA \$	1,124,000	<u>NA</u>
SF	NA	<u>NA</u>
Other \$	376,000 <u>281,000</u>	<u>1,295,000</u>

Background and TIP Amendment Need

This amendment is needed to change SP 070-609-010R to SP 7008-112R, add associated SP 070-609-011 and increase the total project cost from \$39,600,000 to \$54,800,000.

Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost increase includes a federal change from \$24,124,000 to \$28,468,100 an increase of \$4,344,100 in 2025. Because this is a 2025 project, it will be included in draft 2025-2028 TIP and is due to be included in the final TIP and Minnesota STIP with the updated cost and will align its program to meet MnDOT 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

Hwy 169/Hwy 282


Map created by MnDOT and accessed on 4/23/24. Provided for informational purposes. [Click here for current project updates and materials.](#)

 Project area

 New bridge

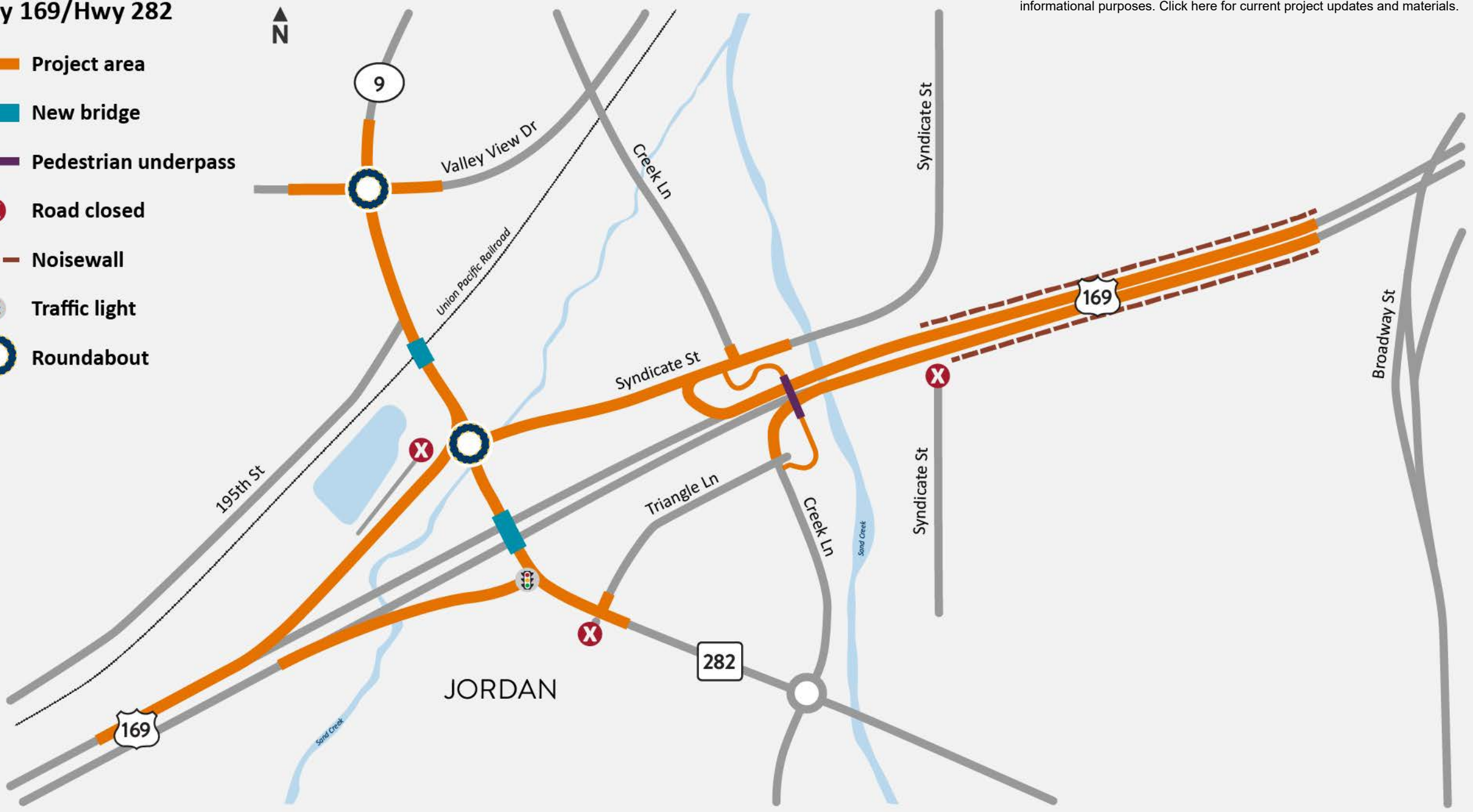
 Pedestrian underpass

 Road closed

 Noisewall

 Traffic light

 Roundabout



169

9

282

169

JORDAN

195th St

Valley View Dr

Syndicate St

Triangle Ln

Syndicate St

Syndicate St

Broadway St

Union Pacific Railroad

Creek Ln

Creek Ln

Sand Creek

Sand Creek

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 1, 2024

Date: April 24, 2024

Action Transmittal: 2024-25

Streamlined TIP Amendment Request – Six New NEVI Projects

To: Technical Advisory Committee

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

Requested Action

MnDOT requests an amendment to the 2024-2027 Transportation Improvement Program (TIP) to add six new projects.

Recommended Motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2024-2027 TIP to add installation of six new National Electric Vehicle Infrastructure (NEVI) Formula Program-funded charging stations:

- Within 1 mile from exit 205, 207, or 213 on I 94 (SP# 8825-1274);
- Within 1 mile from exit 30, 31 or 33 on I 94 (SP# 8825-1275);
- Within 1 mile from exit 17C, 234C or 235A on I 94 and I 35 (SP# 8825-1276);
- Within 1 mile from exit 235B, 237, 238, 239A, 239B, 240 or 241A on I 94 (SP# 8825-1277);
- Within 1 mile from exit 147 on I 35 (SP# 8825-1278);
- Within 1 mile from exit 88B, 86, 85, 84 or 81 on I 35 (SP# 8825-1279).

Background and Purpose

In 2023 MnDOT published the Minnesota Electric Vehicle Infrastructure Plan to receive \$68 million from the federal NEVI formula program, which reimburses 70% of grantee costs. This funding was included in the 2024-2027 STIP as a statewide set-aside. In December 2023 MnDOT released a Request for Proposal to install 18 charging stations along Alternative Fuel Corridors I-94 and I-35. Six of the stations are located within the MPO planning region and need to be added to the 2024-2027 TIP:

- Within 1 mile from exit 205, 207, or 213 on I 94. The total project cost is \$1,352,000 with 70 percent, or \$946,400, of the funding coming from NEVI program funds and 30 percent, or \$405,600, coming from other sources.
- Within 1 mile from exit 30, 31 or 33 on I 94. The total project cost is \$846,000 with 70%, or \$592,000, of the funding coming from NEVI program funds and 30 percent, or \$253,800, coming from other sources.
- Within 1 mile from exit 17C, 234C or 235A on I 94 and I 35. The total project cost is \$1,010,900 with 70 percent, or \$707,630, of the funding coming from NEVI program funds and 30%, or \$303,270, coming from other sources.

- Within 1 mile from exit 235B, 237, 238, 239A, 239B, 240 or 241A on I 94. The total project cost is \$793,100 with 70 percent, or \$555,170, of the funding coming from NEVI program funds and 30 percent, or \$237,930, coming from other sources.
- Within 1 mile from exit 147 on I 35. The total project cost is \$862,000 with 70 percent, or \$603,400, of the funding coming from NEVI program funds and 30 percent, or \$258,600, coming from other sources.
- Within 1 mile from exit 88B, 86, 85, 84 or 81 on I 35. The total project cost is \$1,123,000 with 70 percent, or \$786,100, of the funding coming from NEVI program funds and 30 percent, or \$336,900, coming from other sources.

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
Technical Advisory Committee	Review & Recommend	<i>May 1, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>May 15, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>June 10, 2024</i>
Metropolitan Council	Review & Adopt	<i>June 12, 2024</i>



2024-2027 TIP AMENDMENT REQUEST

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

Project Identification

Seq #	NA
Fiscal Year (State)	2024
ATP and District	M
Route System	DISTRICTWIDE
Project Number (S.P. #)	8825-1274
Agency	MNDOT
Description	**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 205, 207 OR 213 ON I94
Miles	0.0
Program	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Type of work	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Proposed Funds	NEVI
Total \$	1,352,000
FHWA \$	946,400
State \$	NA
Other \$	405,600

Background and TIP Amendment Need

This formal amendment is to add a new 2024 project into the 2024-2027 TIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

This formal amendment is to include SP#8825-1274 in FY24 of the 2024-27 TIP. The 70% federal amount of NEVI funds is coming from setaside 880c-NEVI-24. There are sufficient funds in 880c-NEVI-24 to fund SP# 8825-1274. 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 add the below SFY 2024 project.

Project Identification

Seq #	NA
Fiscal Year (State)	2024
ATP and District	M
Route System	DISTRICTWIDE
Project Number (S.P. #)	8825-1275
Agency	MNDOT
Description	**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 30, 31 OR 33 ON I94
Miles	0.0
Program	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Type of work	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Proposed Funds	NEVI
Total \$	846,000
FHWA \$	592,200
State \$	NA
Other \$	253,800

Background and TIP Amendment Need

This formal amendment is to add a new SFY 2024 project into the 2024-2027 TIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

This formal amendment is to include SP# 8825-1275 in FY 24 of the 2024-27 TIP. The 70% federal amount of NEVI funds is coming from setaside 880c-NEVI-24. There are sufficient funds in 880c-NEVI-24 to fund SP# 8825-1275, 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 add the below SFY 2024 project.

Project Identification

Seq #	NA
Fiscal Year (State)	2024
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 OR 235A ON I94 AND I35
Miles	0.0
Program	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Type of work	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Proposed Funds	NEVI
Total \$	1,010,900
FHWA \$	707,630
State \$	NA
Other \$	303,270

Background and TIP Amendment Need

This formal amendment is to add a new SFY 2024 project into the 2024-2027 TIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

This formal amendment is to include SP# 8825-1276 in FY24 of the 2024-27 TIP. The 70% federal amount of NEVI funds is coming from setaside 880c-NEVI-24. There are sufficient funds in 880c-NEVI-24 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.

2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to add the below SFY 24 project.

Project Identification

Seq #	NA
Fiscal Year (State)	2024
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 235B, 237, 238, 239A, 239B, 240 OR 241A ON I94
Miles	0.0
Program	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Type of work	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Proposed Funds	NEVI
Total \$	793,100
FHWA \$	555,170
State \$	NA
Other \$	237,930

Background and TIP Amendment Need

This formal amendment is to add a new 2024 project into the 2024-2027 TIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

This formal amendment is to include SP# 8825-1277 in FY24 of the 2024-27 TIP. The 70% federal amount of NEVI funds is coming from setaside 880c-NEVI-24. There are sufficient funds in 880c-NEVI-24 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.

2024-2027 TIP AMENDMENT REQUEST

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

Project Identification

Seq #	NA
Fiscal Year (State)	2024
ATP and District	M
Route System	DISTRICTWIDE
Project Number (S.P. #)	8825-1278
Agency	MNDOT
Description	**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 147 ON I35
Miles	0.00
Program	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Type of work	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Proposed Funds	NEVI
Total \$	862,000
FHWA \$	603,400
State \$	NA
Other \$	258,600

Background and TIP Amendment Need

This formal amendment is to add a new 2024 project into the 2024-2027 TIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

This formal amendment is to include SP# 8825-1278 in FY24 of the 2024-27 TIP. The 70% federal amount of NEVI funds is coming from setaside 880c-NEVI-24. There are sufficient funds in 880c-NEVI-24 to fund SP# 8825-1278. 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 add the below SFY 2024 project.

Project Identification

Seq #	NA
Fiscal Year (State)	2024
ATP and District	M
Route System	DISTRICTWIDE
Project Number (S.P. #)	8825-1279
Agency	MNDOT
Description	**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 88B, 86, 85, 84 OR 81 ON I35C
Miles	0.0
Program	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Type of work	ELECTRONIC VEHICLE AND CHARGING INFRASTRUCTURE
Proposed Funds	NEVI
Total \$	1,123,000
FHWA \$	786,100
State \$	NA
Other \$	336,900

Background and TIP Amendment Need

This formal amendment is to add a new 2024 project into the 2024-2027 TIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

This formal amendment is to include SP# 8825-1279 in fy24 of the 2024-27 TIP. The 70% federal amount of NEVI funds is coming from setaside 880c-NEVI-24. There are sufficient funds in 880c-NEVI-24 to fund SP# 8825-1279. 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: May 1, 2024

Date: April 24, 2024

Action Transmittal: 2024-20

Program Year Extension Request: Washington County's CSAH 17 (Lake Elmo Ave) and MN 36 Intersection Improvement Project

To: Technical Advisory Committee
From: TAC Funding and Programming Committee
Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

Washington County requests a program year extension for its CSAH 17 (Lake Elmo Ave) and MN 36 intersection improvement project from 2025 to 2026.

Recommended Motion

That the Technical Advisory Committee recommend that TAB approve the program year extension request for Washington County's CSAH 17 (Lake Elmo Ave) and MN 36 intersection improvement project from 2025 to 2026.

Background and Purpose

Washington County was awarded \$10,000,000 in the 2020 Regional Solicitation in the Strategic Capacity category for its CSAH 17 (Lake Elmo Ave) and MN 36 interchange project for program year 2025. Beginning in 2021, several efforts to engage the community and work through potential alternatives were initiated. In their request, Washington County staff have outlined a series of landmarks that still need to be completed prior to bid letting. Given the landmarks yet to be reached, Washington County staff do not believe they can begin bid letting until January 2026, outside of the current program year. These factors combined result in their request to extend the program year from 2025 to 2026.

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 5. This request could therefore be viewed as an exception to the Program Year Policy.

Washington County staff have provided a concise project schedule to outline the tasks that will be completed so that the project can be let in program year 2026. Additionally, this request is being submitted nine months prior to the December 31, 2024, deadline for extension requests with an original program year of 2025. MnDOT State Aid and Metropolitan Council staff concur that the required score of 7 would be attained if the request were to be submitted in December 2024. Given this, staff and MnDOT State Aid believe early approval is best for the region. Approving a program year extension at this time would enable funding to be added to the 2028 program year for the 2024 Regional Solicitation as opposed to pushing it to program year 2030 within the 2026 Regional Solicitation. Further, this enables MnDOT State Aid to balance Regional Solicitation funding in the upcoming 2025-2028 TIP to \$0. Waiting until the project can obtain its seven points would require this balance to happen in winter of 2025, which is more likely to lead to suboptimal reallocation (i.e., reallocating funding to existing projects).

Committee Comments and Actions

At its March 21, 2024, meeting, the TAC Funding and Programming Committee voted unanimously to recommend approval of Washington County’s CSAH 17 (Lake Elmo Ave) and MN 36 intersection improvement project from 2025 to 2026.

Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	April 18, 2024
Technical Advisory Committee	Review & Recommend	May 1, 2024
Transportation Advisory Board	Review & Adopt	May 15, 2024





PUBLIC WORKS

Wayne Sandberg, P.E., Director, County Engineer
Frank D. Ticknor, P.E., Deputy Director

March 8, 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 082-596-008,
Lake Elmo Avenue and TH 36 Intersection Improvement Project

Dear Mr. Thompson:

Washington County (County) was awarded \$10,000,000 in federal funding as part of the 2020 Metropolitan Council Regional Solicitation to partially fund the removal of an existing at-grade signalized intersection with a grade separated interchange. Benefits of this project will include the improvement of regional accessibility and efficiency by relieving congestion and travel delays on Trunk High (TH) 36, improvement of corridor safety through reduction of conflict point and crash potential, improvement of multi-modal routes for cyclists and pedestrians crossing TH 36 at County Highway 17, and improvement to TH 36 and County Highway 17's role in the regional transportation network and economy. Federal Funds were awarded for program year 2025.

Since learning of the award of federal funding in February of 2021, County staff began working through the intersection study and environmental documentation phase of this project. This phase, among other things, included a Goal Setting Meeting, a series of Public Open Houses, Project Management Team (PMT) Meetings, Local Advisory Committee (LAC) Meetings, and numerous one-on-one meetings with area property owners. Through this process, the project team, working closely with FWHA, MnDOT, and our local cities, and working through the NEPA process, have identified and dismissed over 20 possible alternatives for this intersection. Currently, 3 remaining alternatives are still being considered. The team expects to conclude the intersection study and environmental documentation phase within the next couple of months and will move forward the identified preferred alternative into the final design phase of this project.

Our current project schedule includes:

- Final approval of the Geometric Layout in August 2024
- Final approval of the Phase II Environmental Site Assessment (ESA) in August 2024
- Noise Analysis completed in November 2024
- Final approval of the Categorical Exclusion (CATEX) document in June 2025
- Completion of final plans in September of 2025
- Final Right-of-Way Certificate in January of 2026
- Authorization to Bid in January of 2026
- Bid Letting in January of 2026

Based on our current project schedule, bid letting is anticipated to be outside the 2025 FY, therefore we are requesting a one-year extension on the federal funding.

Attached please find additional information regarding this request. Please contact me with any questions at (651)-430-4336 or andrew.giesen@co.washington.mn.us.

Sincerely,



Andrew Giesen, PE
Engineer III
Washington County Public Works

Cc: Colleen Brown, MnDOT Federal Aid
Wayne Sanderg, Public Works Director & County Engineer (Washington County)
Frank Ticknor, Deputy Director of Public Works (Washington County)
Cory Slagle, Assistant County Engineer (Washington County)
Kevin Peterson, Design Engineer (Washington County)

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REQUEST FOR PROGRAM YEAR EXTENSION

FOR SP 082-596-008

LAKE ELMO AVENUE AND TH 36 INTERSECTION IMPROVEMENT PROJECT

WASHINGTON COUNTY

REQUEST BY:

Andrew Giesen, PE
Engineer III
Washington County Public Works
651-430-4336
andrew.giesen@co.washington.mn.us

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1. Project Progress

a. Project Schedule

The list below outlines the project schedule from initialing of the intersection study to construction start. The dates highlight current project status and upcoming milestones for the project. Future activity dates anticipate program year extension.

Completed/In Progress

- Consultant Contract Awarded – July 2021
- Data Collection – Summer/Fall 2021
- Goal Setting Workshop – October 2021
- Public Open House – November 2021
- Phase 1 Environmental Site Assessment Approved – December 2021
- Begin Development of Formal Project Purpose and Need – December 2021
- FHWA Review of Purpose and Need and Evaluation Criteria Matrix – Spring 2022
- Formal Project Purpose and Need Open for Public Comment – June 2022
- FHWA Concurrence of Formal Project Purpose and Need – July 2022
- Begin Alternative Screening Step 1 – July 2022
- Begin Alternative Screening Step 2 – September 2022
- Public Open House – April 2023
- Begin Alternative Screening Step 3 – May 2023
- Agency Stakeholders Update Meeting – July 2023
- One-on-One Project Owner Meetings – September 2023
- Agency Stakeholders Update Meeting – November 2023
- Public Open House – January 2024
- Identify Preferred Alternative – February 2024

Future Activity

- FHWA Concurrence of Preferred Alternative – April 2024
- Begin Development of Geometric Layout – April 2024
- Geometric Layout Approved – August 2024
- Phase II Environmental Site Assessment Approved – August 2024
- Noise Analysis Completed – November 2024
- 60% Plans Completed – November 2024
- 90% Plans Completed – April 2025
- 95% Plans Completed – June 2025
- Categorical Exclusion Document Approved – June 2025
- Permits Obtained – August 2025
- Final Plans Completed and Approved – September 2025
- Right-of-Way Certificate – January 2026
- Authorization to Bid – January 2026
- Bid Letting – January 2026
- Bid Opening – February 2026
- Bid Award – March 2026

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b. Right of Way Acquisition

The County began conducting its Real Estate activities in 2022, clarifying land ownership (title work) and existing property rights upon the 30 parcels that are potentially affected by project activities.

The County is on track to acquire all necessary easements by fall 2025 and to submit Right of Way Certificate #1 in January 2026, supporting a January 2026 project authorization date and bidding activities shortly following authorization.

A layout that shows the three remaining alternatives being considered, with approximate construction limits, is included as an attachment to this narrative.

c. Plans

As the project is currently in the preliminary design phase, a preferred alternative has yet to be determined.

A layout that shows the three remaining alternatives being considered is included as an attachment to this narrative.

d. Permits

Anticipated permits for this project include the following:

Permitting Agency	Permit(s)	Status
Valley Branch Watershed District	Erosion Control and Stormwater Management Permit	Plan to obtain permit in Summer 2025
Minnesota Pollution Control Agency	NPDES Construction Storm Water Permit	Plan to obtain permit in Summer 2025
Minnesota Board of Water and Soil Resource / U.S Army Corps of Engineers	Authorization to fill into wetlands under Regional General permits	Plan to obtain authorization in Summer 2025
MnDOT	Limited Use Permit/Cooperative Agreement	Plan to execute permit/agreement in Summer 2025

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e. Approvals

Anticipated approvals for this project include the following:

Agency for Approval	Requirement	Status
Minnesota Department of Transportation	Geometric Layout	Scheduled for approval on 08/2024
	CATEX Document	Scheduled for approval on 03/2025
	Final Plans	Scheduled for approval on 09/2025
Met. Council – Metro Freeway	CATEX Document	Scheduled for approval on 06/2025
Federal Highway Administration	Concurrence of Env. Document Decision Memo	Approved 11/2021
	Concurrence of Purposed and Need Document	Approved 07/2022
	Concurrence of Selected Preferred Alternative	Scheduled for approval on 04/2024
	CATEX Document	Scheduled for approval on 03/2025
City of Lake Elmo	Geometric Layout	Scheduled for approval on 08/2024
	Final Plans	Scheduled for approval on 08/2025
City of Grant	Geometric Layout	Scheduled for approval on 08/2024
	Final Plans	Scheduled for approval on 08/2025
Washington County	CATEX Document	Scheduled for approval on 03/2025
	Final Plans	Scheduled for approval on 08/2025

f. Funding/Expenditures

To date, Washington County has spent approximately \$850,000 on consulting fees for public engagement, preliminary engineering, and environmental documentation for this project. These costs to date have been financed solely by Washington County. The remaining preliminary engineering services, including completion of the geometric layout and noise analysis, to be completed by a consultant, are anticipated to cost an additional \$200,000.

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2. Justification for Extension Request

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

i. **Border of Two Cities with Different Goals/Priorities**

The project is located on the border of two cities, with differing goals and priorities. Whereas the City of Grant is an established rural residential community committed to retaining its rural character and the City of Lake Elmo is one of the fastest growing communities in the Twin Cities metropolitan area over the past decade—with the majority of growth planned in areas designated by the Metropolitan Council as Emerging Suburban Edge. While parts of the City of Lake Elmo have rural characteristics they wish to preserve, the City acknowledges that development patterns are changing and urbanization has accelerated in recent years, necessitating infrastructure that can accommodate increasing traffic volumes.

ii. **Confined Business District**

One of the major challenges in the project area is the potential impact on the City of Grant's business district. Being that Grant is a small community, this business district represents a significant portion of the City's tax base. Moreover, because of land use designations, any business relocation would likely move business outside of city boundaries, thus impacts to any of the businesses are strongly disfavored by the City of Grant.

iii. **Significant and Varied Engagement**

With the concentration of businesses, as well as residential and institutional uses near the intersection of Highway 36 and Lake Elmo Avenue, this project demands extensive and varied engagement. The project team has coordinated many engagement activities with:

- Other agencies, such as MnDOT and FHWA, to ensure all project requirements are being met.
- 11 unique businesses and River Valley Christian Church, through multiple, individual meetings to understand their operations and how various scenarios may impact them.
- City staff and representatives to discuss how the project aligns with future city plans and community priorities.
- The general public through multiple open houses – to provide information on the project to those who live nearby and for those who travel regularly on Highway 36 or Lake Elmo Avenue.

iv. **No Silver Bullet**

Given the above factors, no single project layout will satisfy the desires of all stakeholders. The process of narrowing in on a preferred alternative has and continues to be methodical in reaching a solution that best responds to the given circumstances.

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

If the project is not delivered in its current program year, the existing \$10,000,000 of federal funds would be forfeited, resulting in a substantial project funding gap that could delay or jeopardize the implementation of this project.

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

If the project does not obtain the requested extension, the existing \$10,000,000 of federal funds would be forfeited, resulting in a substantial project funding gap that could delay or jeopardize the implementation of this project.

A delayed project would prolong congestion and travel delays on Trunk Highway (TH) 36, as well as corridor safety concerns related to conflict point and crash potential, and insufficient facilities for cyclists and pedestrians crossing TH 36 at County Highway 17.

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

Continued coordination with the City of Grant, City of Lake Elmo, MnDOT, and FHWA to:

1. Ensure that the project teams come together to select a preferred alternative
2. Complete the geometric layout
3. Complete the Phase II Environmental Site Assessment
4. Ensure that the project will be completed by the anticipated deadline of June 2026

ATTACHMENTS:

Attachment 1: Progress Schedule for Program Year Extension

Attachment 2: Remaining Alternatives

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STUDY REPORT (required for Environmental Assessment Only)

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

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____
X Not Complete
Anticipated Date of Completion **September 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 **January 2026**
If prior to December 31 of the year following the original program year, enter 1. **1**

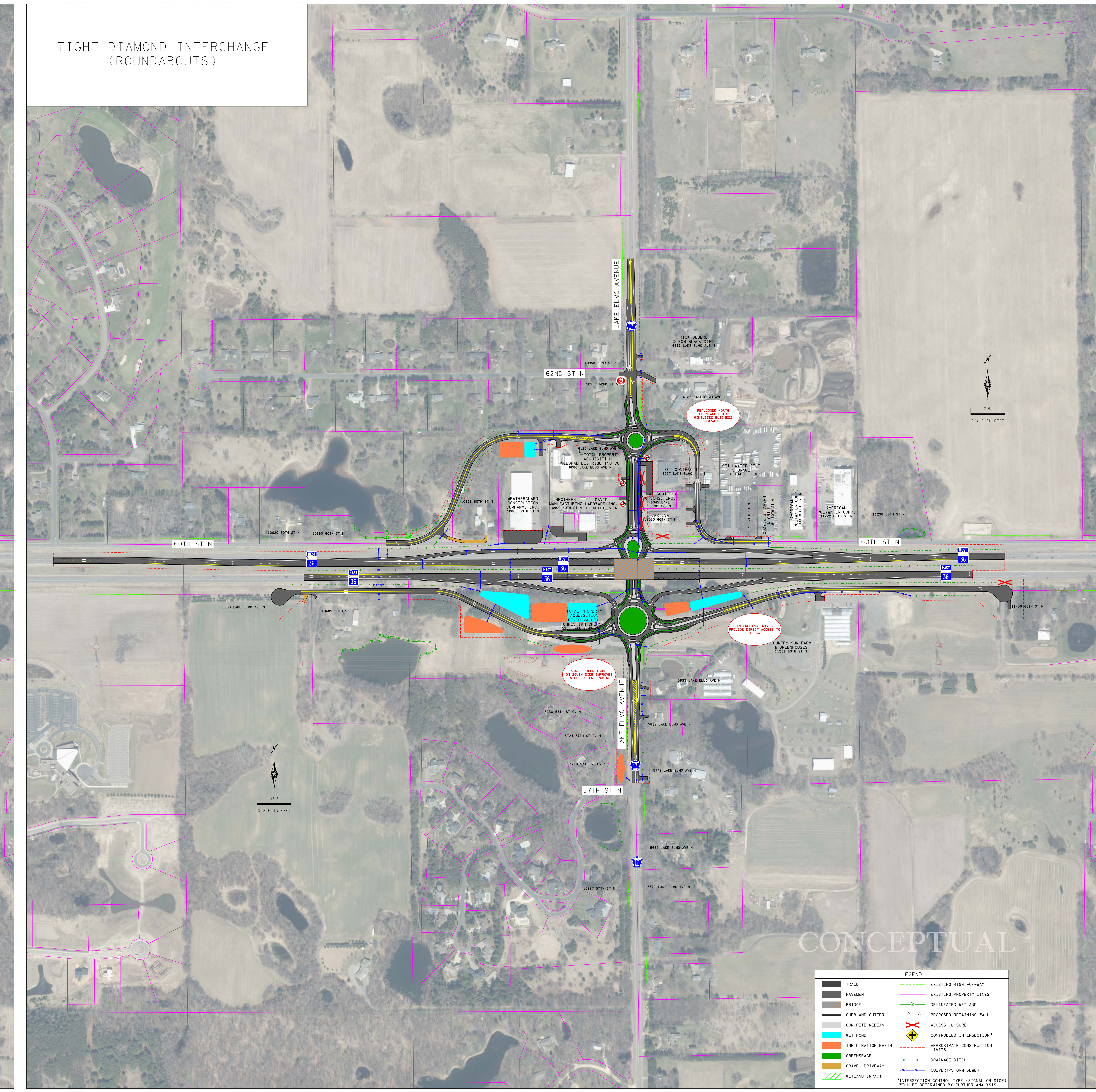
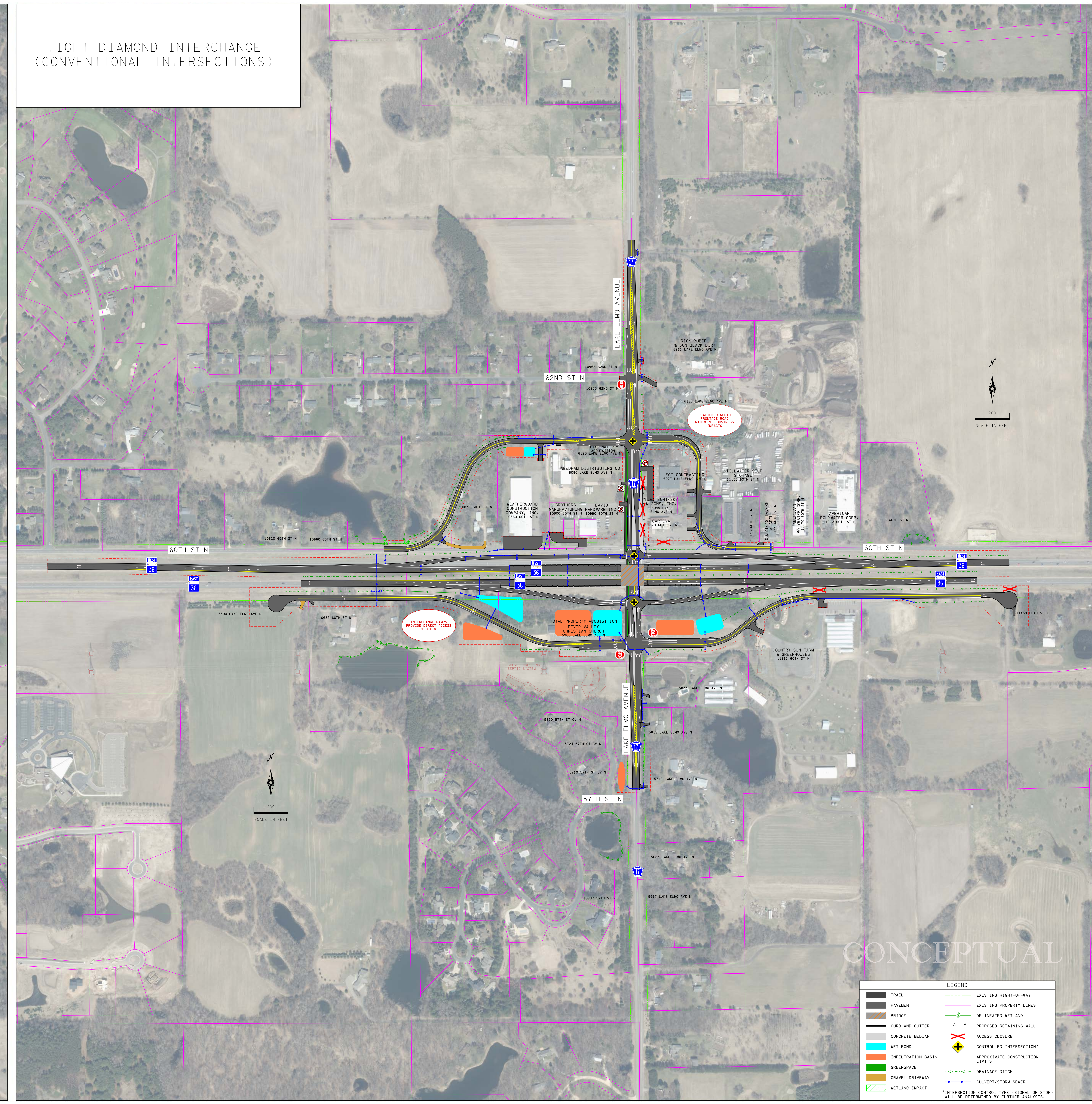
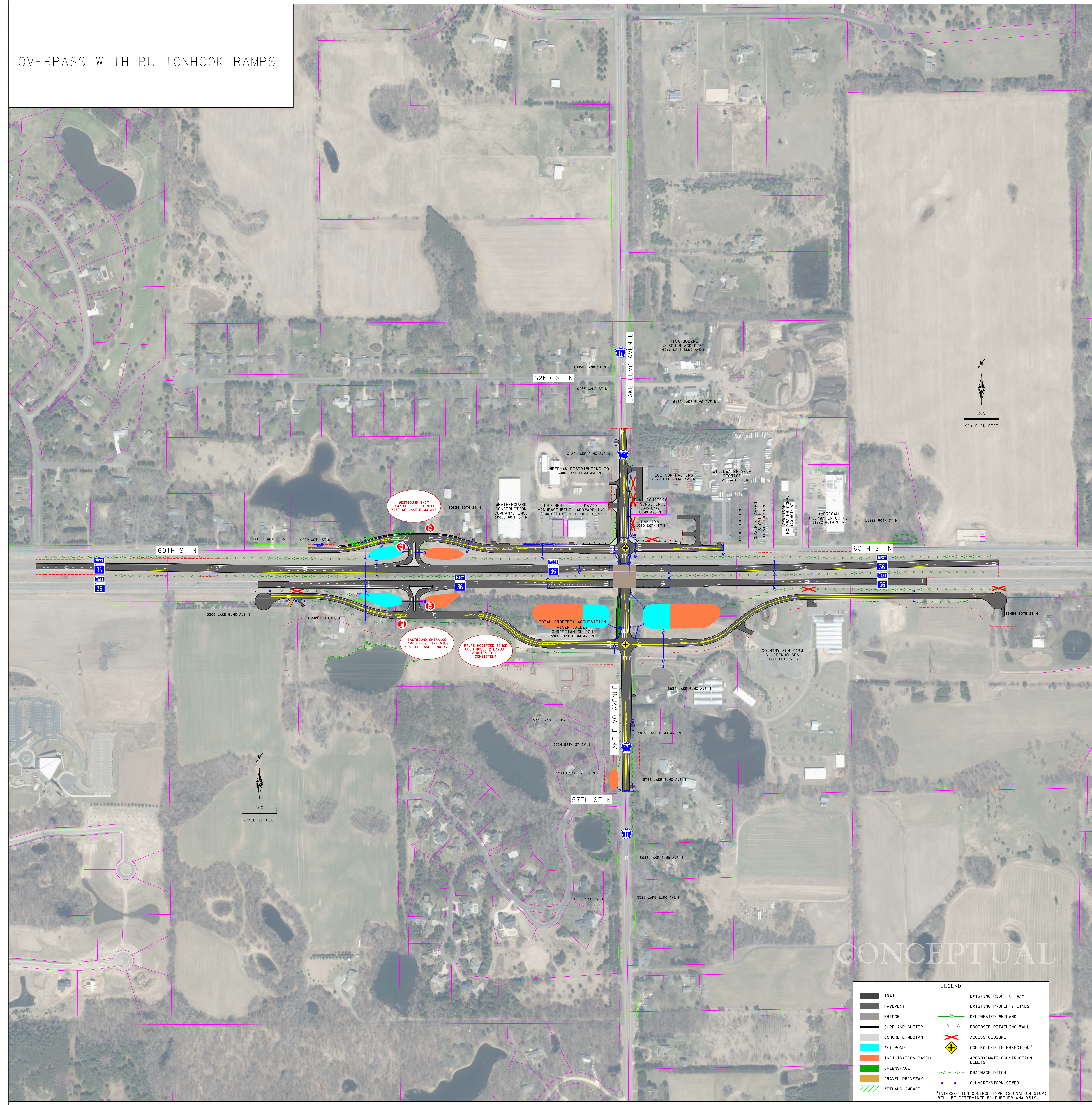
ENGINEERS ESTIMATE OF COSTS

X Completed If checked enter 2. **2**
Date **January 3, 2024**
 Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

AUTHORIZED

Anticipated Letting Date **February 17, 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 **5**



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 1, 2024

Date: April 24, 2024

Action Transmittal: 2024-21

Regionally Significant TIP Amendment Request – US 10 Expansion Project

To: Technical Advisory Committee
From: TAC Funding and Programming
Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

MnDOT requests an amendment to the 2024-2027 TIP to add a regionally significant project expanding US 10 from two lanes to three lanes in Coon Rapids.

Recommended Motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2024-2027 TIP to add a regionally significant project expanding US 10 from two lanes to three lanes in Coon Rapids for the purpose of release for public comment.

Background and Purpose

MnDOT requests an amendment to the 2024-2027 TIP to add its regionally significant US 10 Expansion Project (SP# 0215-87, SP# 0215-87COC). This project will expand US 10 from two to three lanes, add ultra-thin bonded course to existing mainline pavement, and construct noisewalls from CSAH 78 (Hanson Boulevard) to CSAH 9 (Round Lake Boulevard) in Coon Rapids. This project is funded through \$2.5 million from Federal Highway Administration and \$38 million in bond funding. SP# 0215-87COC separates the \$8,000,000 awarded through the Corridors of Commerce program.

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. Because the new project is regionally significant, the request is subject to a 21-day public comment period.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings along with the 21-day public comment period.

Committee Comments and Actions

At its April 18, 2024, meeting the TAC Funding and Programming Committee voted unanimously to recommend to TAC that TAB release for public comment MnDOT's regional significant TIP amendment request for its US 10 expansion project.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	April 18, 2024
Technical Advisory Committee	Review & Recommend	<i>May 1, 2024</i>
Transportation Advisory Board	Review & Release for Public Comment	<i>May 15, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>June 12, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>June 24, 2024</i>
Metropolitan Council	Review & Adopt	<i>June 26, 2024</i>



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to include this project in program year 2025.

Project Identification

	0215-87	0215-87COC
Fiscal Year (State)	2025	2025
ATP and District	Metro	Metro
Route System	US 10	US 10
Project Number (S.P. #)	0215-87	0215-87COC
Agency	MnDOT	MnDOT
Description	**B2023**PRS**: US10 from CSAH 78 (Hanson Blvd) to CSAH 9 (Round Lake Blvd) in Coon Rapids – Expand from two lanes to 3 lanes, ultra-thin bonded wearing course existing mainline pavement, construct noisewalls (Associate to 0215-87COC)	**COC4**PRS**: US10 from CSAH 78 (Hanson Blvd) to CSAH 9 (Round Lake Blvd) in Coon Rapids – Expand from two lanes to 3 lanes, ultra-thin bonded wearing course existing mainline pavement, construct noisewalls (Associate to 0215-87)
Miles	3.2	3.2
Program	MC	MC
Type of work	Major Construction	Major Construction
Proposed Funds	NHPP	SF
Total \$	32,500,000	8,000,000
FHWA \$	2,500,000	0
Bond \$	30,000,000	8,000,000

Background and TIP Amendment Need

This amendment is needed to add this fiscal year 2025 regionally significant project to the 2024-2027 TIP. It will also be included in the 2025-2028 TIP.

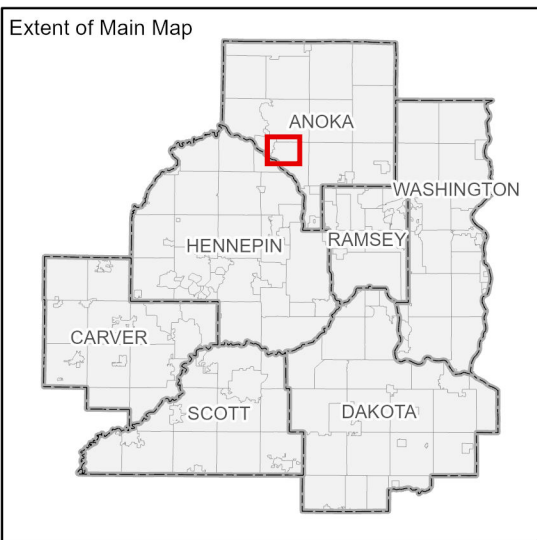
Fiscal Constraint (as Required by 23 CFR 450.216)


Because this is a 2025 project, it will be included in the 2025-2028 TIP and STIP. The program will be aligned to meet MnDOT 2025-2028 STIP 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.

2024-21: Regionally Significant TIP Amendment Request – US 10 Expansion Project



 Project Area: US 10 from CSAH 78 to CSAH 9

Interstate

-  Interstate Highways
-  State, US Highways and County Roads
-  County Boundaries
-  City and Township Boundaries
-  Lakes and Rivers
-  NCompass Street Centerlines

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 1, 2024

Date: April 24, 2024

Action Transmittal: 2024-22

Scope Change Request – Metro Transit Regional Mobility Hubs

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

Requested Action

Metro Transit requests a scope change for its Regional Mobility Hubs Project (SP# TRS-TCMT-24H) to move two hub locations and shift budget from technology amenities to multimodal amenities.

Recommended Motion

That the Technical Advisory Committee recommend that TAB approve Metro Transit's scope change request to two hub locations and shift budget from technology amenities to multimodal amenities.

Background and Purpose

Metro Transit was awarded was awarded \$1,600,000 in the Unique Projects category to fund seven mobility hubs; four in Minneapolis and one each in Brooklyn Center, Saint Paul, and Maplewood. Improvements made at these were to include multimodal infrastructure improvements, technology improvements, resilient infrastructure investments, and placemaking amenities. The City of Minneapolis is a subrecipient for the four Minneapolis hubs.

On behalf of the city Metro Transit is requesting the relocation of two hubs along with shift of budget from technology amenities to multimodal amenities to better fit the identified project needs.

Hub Locations

Metro Transit wishes to relocate two of the project's seven hubs as follows:

- Central Avenue NE and 26th Ave NE to Central Avenue NE and 14th Ave NE. The rationale for this move includes that initial site planning and F Line ABRT station planning make this site less desirable for multimodal connectivity and it lacks the ability to fit the designed project features. The alternate site is located roughly one mile south on Central Avenue. This new site is city-owned and will have better connection to the F Line.
- Penn Ave N and Lowry Avenue N to 26th St W and Nicollet Avenue. A key rationale for this desired move includes safety concerns at the Penn Avenue N location. The alternate site, located roughly five miles away, is demographically similar to the original site, has stronger community support, and is fully controlled by the City of Minneapolis.

Technology Budget Shift to Amenities

While Metro Transit is the applicant, the City of Minneapolis is driving project development for the

four hubs within the city. City staff has learned that Metro Transit will include real-time transit information screens adjacent to three of these four hubs. This had led city staff toward a desire to develop fewer beacons in favor of less-digital information sources. These funds would be shifted to building out infrastructure and augmenting other areas where inflation has occurred.

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: This application was scored on a primarily qualitative basis through the new Unique Projects assessment projects in 2022. Given that the application scored 3.1, slightly better than another funded application (3.0) and significantly better than the un-funded application (2.1) staff does not believe an analysis of potential scoring change is valuable and that the decisions around what to approve should be based on the degree to which the proposed changes depart from the original application.

Geographic Analysis: Regarding the movement of two of the hubs, the key question for TAB is whether the two new locations are a departure from the original application. This provides two options:

- Allow relocation of the hubs.
- Allow the project to be completed without movement of the hubs.
 - With the five hubs that are retained in their current locations.
 - With six hubs (i.e., allowing the shorter movement of the Central Avenue hub but not the longer movement of the Penn Avenue and Lowry Avenue hub).
- Deny the scope change request.

Given the similar efforts and output of the project and the minimal precedent in its favor, staff recommends allowing the relocations. This precedent for moving points within multi-point projects includes:

- [2019-09](#): Allowing replacement of an on-street separated bike lane with installation of 12 ADA ramps.
- [2018-22](#): Allowing replacement of intersections being done in another project with other project elements (signal replacement, sidewalk work, etc.).

Budget Analysis: Options for the budgetary change include allowing the shift and not allowing the shift. Regarding the movement of budget, while the budget is shown in the application, the specific project elements are not spelled out. It is common for multi-modal projects like this to evolve on specifics and staff therefore recommends approval of the budgetary change request.

Funding: Whether to reduce federal funding is dependent on the decisions above. Staff suggests retention of federal funding unless:

- The two new hub locations are denied, in which case 2/7 of the original federal amount (\$457,143) should be removed.
 - Or 1/7 of the original amount (\$228,571) if one relocation is denied.
- The budget shift is denied, in which case 80% of the reduced technology amount (\$272,000) should be removed.
- Both requests are denied, in which case 2/7 of the original federal amount and half of the reduced technology amount (since two locations would disappear) should be removed (\$593,143).
 - Or if only one hub movement is denied, 1/7 of the original federal amount and 3/4 of the reduced technology amount (since three locations would be maintained) should be removed (\$432,571).

Committee Comments and Actions

At its April 18, 2024, meeting the TAC Funding and Programming Committee voted unanimously to recommend that TAC recommend to TAB approve Metro Transit’s scope change request to two hub locations and shift budget from technology amenities to multimodal amenities.

Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	April 18, 2024
Technical Advisory Committee	Review & Recommend	<i>May 1, 2024</i>
Transportation Advisory Board	Review & Adopt	<i>May 15, 2024</i>





560 Sixth Avenue North
Minneapolis, MN 55411-4398

March 29, 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 TRS-TCMT-24H– Regional Mobility Hubs Project

Dear Mr. Thompson,

Metro Transit on behalf of the City of Minneapolis respectfully requests that the Funding and Programming Committee of the Metropolitan Council Transportation Advisory Board consider the attached Scope Change request for the above referenced project.

In 2022, Metro Transit was awarded federal funding, with the City of Minneapolis as a subrecipient, through the Regional Solicitation Unique Projects category to build a series of mobility hubs. The City of Minneapolis hubs were in four locations around the City:

1. Penn Ave N & Lowry Ave N
2. Central Ave NE & 26th Ave NE
3. A Lake Street Hub between I-35 and Hiawatha Ave (to be determined through engagement & design)
4. Cedar Ave & 3rd St.

Metro Transit is requesting two changes on behalf of the City of Minneapolis as part of this project. First, based on community input, the City is proposing shifting two hubs to more central locations to address the mobility needs of the community. Second, due to upcoming BRT investments from Metro Transit, the City is requesting to shift budget from technology amenities to multimodal amenities to better fit the identified project needs.

Hub Locations

Project development has been ongoing since late 2022 and through this planning and engagement staff has learned a few things that will affect project locations and specific amenities:

- There are safety and security concerns from the Minneapolis Police Department (MPD), the local City Council Member and the community about hosting a permanent mobility hub at the Penn Ave N & Lowry Ave N site.
- Initial site planning at 26th Ave & Central Ave along with initial station planning for the upcoming Metro Transit F Line Bus Rapid Transit (BRT) route makes the original chosen site less desirable for multimodal connectivity and the ability to physically fit in the desired project features.
- Metro Transit is planning to include real-time transit information screens at three of the four planned sites because of new BRT construction at these locations.

While hosting a temporary mobility hub at the Penn Ave N & Lowry Ave N location last season, MPD approached the local City Council Member and community stakeholders about the impact of having a mobility hub and its amenities at this location and their belief that it was attracting crime and other undesirable behavior. MPD and the Council Member asked Hennepin County to close and fence the parcel restricting any access to the site and directed Public Works to remove the mobility hub and parklet. Given these concerns and that the City doesn't ultimately control the parcel has led City staff to want to move this hub to a new location at Nicollet Avenue and 26th St W. This site is very similar demographically to the original site, has a stronger community of supportive businesses and residents, and as it would be in the right-of-way, the City also fully controls the site. This new location is alongside dedicated bike infrastructure, has EV chargers as part of the EV Spot Network, and will likely see a BRT Line in the future as the Lake Street Kmart development site will open up Nicollet to through traffic once again.

This past summer, Metro Transit released their approved corridor plan for the F Line BRT line. Metro Transit's plan for upcoming station locations didn't include 26th Ave NE & Central Ave NE and the closest site on their plan (Central Ave NE & Lowry Ave NE) doesn't have sufficient space in the right-of-way for us to install many of the features we'd desired. After discussions with Metro Transit, Minneapolis Community Planning and Economic Development staff, and community stakeholders, City staff made the determination that moving the site roughly 10 blocks to the south at 14th Ave NE & Central Ave NE would be a better fit to achieve project goals. That intersection is slated for a new F Line BRT station and is an open parcel that the City owns directly. This new site has significantly better connectivity to the F Line BRT, and will allow us greater site control, increased flexibility and space to install every amenity desired including public space with new seating, lighting, package lockers and other amenities along with new EV chargers, a cargo bike sharing library. Additionally, over the past few years, there have been several new apartment buildings developed around the site, with more slated to be built in the next few years, that will need the increased mobility options a new mobility hub would bring.

Technology Budget

Through initial planning this past year, City staff learned that Metro Transit will be including real-time transit information screens adjacent to three of the four planned sites. This development has led City staff to rethink the "Beacons" originally included in the budget under Technology. Beacons will still be developed but will transition to a less digital model and focus more on informational resources to help travelers and residents better understand mobility hubs, how the different included mobility services work, how to sign up for service, etc. In the revised budget, the funds originally dedicated to "Beacons" has been reduced, and the majority of the remaining funds have been repurposed to the Multimodal

Amenities Category to 1) build out core infrastructure at 14th Ave NE & Central Ave NE site as it's currently an undeveloped parcel, 2) add in EV infrastructure at 14th Ave NE & Central Ave NE, and 3) augment other sites and budget categories as prices have risen significantly and changed since the original application in 2022, such as the increased cost of steel and its impact on things like lighting costs.

At this time, Metro Transit on behalf of the City of Minneapolis requests a scope change that would move the locations of two of the four mobility hub sites within the city and shift some Technology budget to Multimodal Amenities. Approval of this scope change will allow for a stronger mobility hub program as these shifts will allow for better siting, increased connectivity with future BRT routes and other transit, will leave the City with a stronger ability to complete the project as the city will control the land at both new sites and that the new sites offer greater space and flexibility to install amenities. The resulting revisions to the budget also lead us to feel confident that we still expect to meet the original project scope and deliver all the desired components, therefore we kindly request to retain the full original federal funding amount of \$2,000,000.

With your approval, we respectfully request the above-mentioned revision be made to the 2023-2026 STIP. Please advise of any additional information you may need and contact me with any questions.

Sincerely,

Meredith Klekotka, AICP
Shared Mobility Program Manager

Cc: Colleen Brown
Jody Carr
Cindy Krumsieg
Dan Erickson
Anna Flintoft, Metro Transit
Dillon Fried, City of Minneapolis
Russ Brooks, City of Minneapolis

FUNDING DATA FOR SCOPE CHANGE REQUEST

1. Original Application:

Regional Solicitation Year	2022
Application Funding Category	Unique Projects
HSIP Solicitation?	No
Application Total Project Cost	\$2,000,000
Federal Award	\$1,600,000
Application Federal Percentage of Total Project Cost	80%

Project Elements Being Removed:

	Original Application Cost
Penn Ave N & Lowry Ave N location	N/A
26th St NE & Central Ave NE location	N/A

New Project Elements:

	Cost (Based on Year of Costs in Original Application)
14th St NE & Central Ave NE	N/A
26th St E & Nicollet Ave	N/A

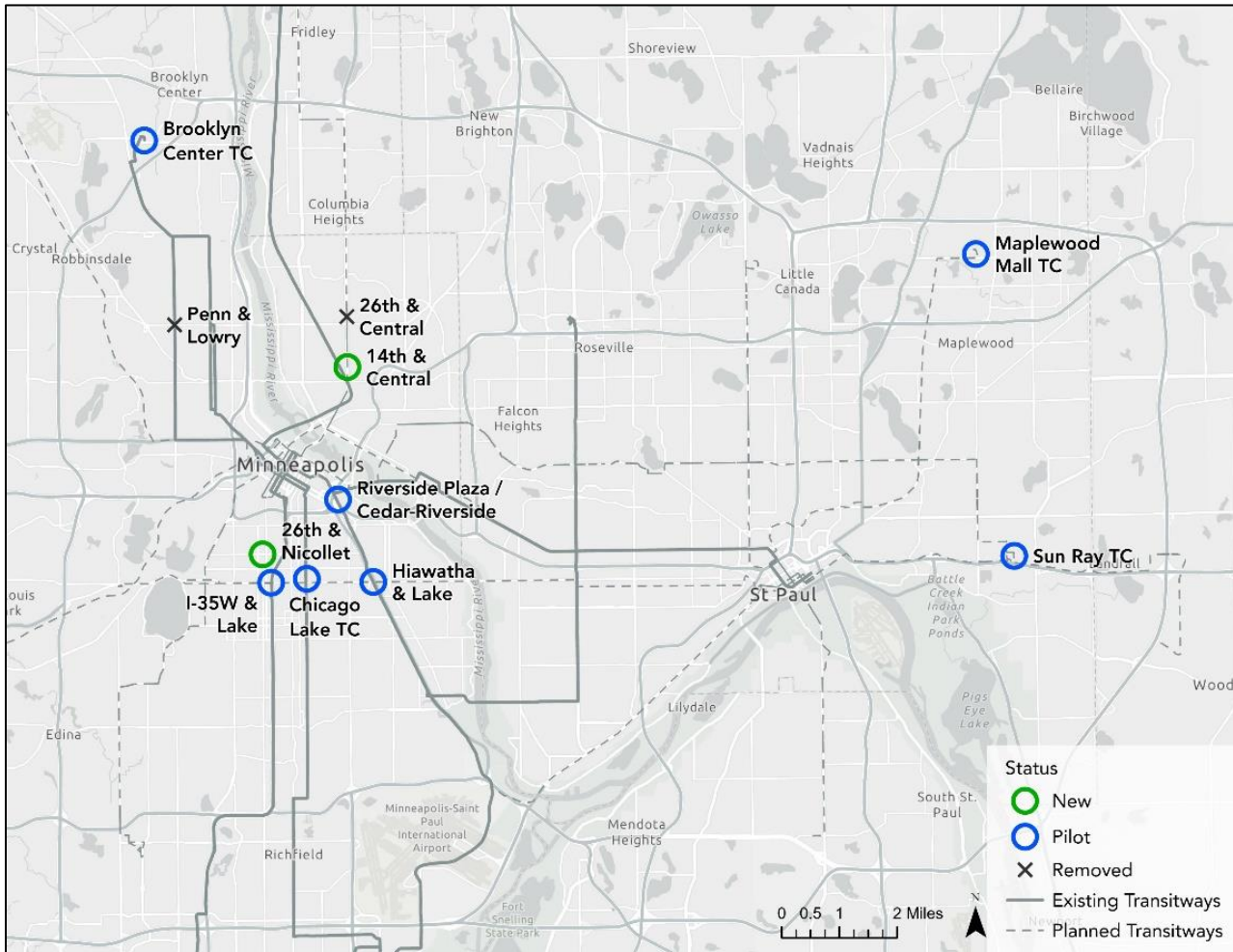
2. FUNDING SCENARIO

**MOBILITY HUBS
ESTIMATED BUDGET**

SOURCES OF SUPPORT	Metro Transit	Minneapolis	Minneapolis - Updated	Updated Total
FEDERAL	600,000.00	1,000,000.00	1,000,000.00	1,600,000.00
LOCAL	150,000.00	250,000.00	250,000.00	400,000.00
Total Support	750,000.00	1,250,000.00	1,250,000.00	2,000,000.00
EXPENSES	Metro Transit	Minneapolis	Minneapolis - Updated	Updated Total
General Administration				
Salaries - MT	92,000.00			92,000.00
Fringes - MT	48,760.00			48,760.00
Salaries - MPLS		66,174.46	59,947.81	59,947.81
Fringes - MPLS		35,632.47	32,279.64	32,279.64
Installation Costs		98,693.07	92,272.55	92,272.55
Office	1,000.00			1,000.00
Legal & Finance	1,000.00			1,000.00
Subtotal	142,760.00	200,500.00	184,500.00	327,260.00
Professional Services	Metro Transit	Minneapolis	Minneapolis - Updated	Updated Total
Contractors	70,000.00	245,000.00	275,000.00	
Subtotal	70,000.00	245,000.00	275,000.00	345,000.00
Materials	Metro Transit	Minneapolis	Minneapolis - Updated	Updated Total
Technology	17,240.00	490,000.00	150,000.00	167,240.00
Multimodal infrastructure/improvements	300,000.00	88,500.00	248,000.00	548,000.00
Placemaking/Activation & Amenities	180,000.00	202,000.00	368,500.00	548,500.00
Resilience Hubs	40,000.00	24,000.00	24,000.00	64,000.00
Subtotal	537,240.00	804,500.00	790,500.00	1,327,740.00
Total Expenses	750,000.00	1,250,000.00	1,250,000.00	2,000,000.00

3. PROJECT MAP

Project map identifying mobility hub location changes for the City of Minneapolis sites



Map 1: Updated Regional Mobility Hub Map