

TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, November 15, 2018
1:30 P.M. – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the October 18, 2018 Meeting*
- 4) TAB Report
- 5) Program Year Extension: Burnsville Lake Marion Trail – Action Item 2018-57*
- 6) Scope Change Request: Hennepin County CSAH 46 Pedestrian Safety Project – Action Item 2018-58*
- 7) Program Year Extension: Hennepin County CSAH 46 Pedestrian Safety Project – Action Item 2018-59*
- 8) TIP Amendment: Hennepin County CSAH 46 Scope Change – Action Item 2018-60*
- 9) 2018 Regional Solicitation Scoring Appeals and Approval of Final Scores – Action Item 2018-56*
- 10) Scope Change Policy Update – Action Item 2018-61*
- 11) Federal Funding Reallocation Policy Update – Action Item 2018-62*
- 12) Draft 2018 HSIP Solicitation Project Selection Recommendation – Information Item*
- 13) Adjournment

*Attachments

Full Packet

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
October 18, 2018

MEMBERS PRESENT: Paul Oehme (Chair, Chanhassen), Ken Ashfeld (City of Maple Grove), Colleen Brown (MnDOT State Aid), Robert Ellis (Eden Prairie), Innocent Eyoh (MPCA), Anna Flintoft (Metro Transit), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Karl Keel (Bloomington), Jim Kosluchar (Fridley), Nathan Koster (Minneapolis), Jen Lehmann (MVTA), Joe Lux (Ramsey County), Joe MacPherson (Anoka County), Molly McCartney (MnDOT), Gina Mitteco (MnDOT Bike/Ped), Steve Peterson (Metropolitan Council), Jason Pieper (Hennepin County), Lyndon Robjent (Carver County), John Sass (Dakota County), Michael Thompson (Plymouth), Anne Weber (St. Paul), and Joe Barbeau (staff)

OTHERS PRESENT: Marie Cote (SRF) and Katie White (Metropolitan Council)

1. Call to Order

The meeting was called to order just after 1:30 p.m.

2. Adoption of Agenda

MOTION: Ashfeld moved to adopt the agenda. Seconded by Thompson. The motion was approved unanimously.

3. Approval of the Minutes from the August 16, 2018, Meeting

MOTION: MacPherson moved to approve the minutes. Seconded by Lux. The motion was approved unanimously.

4. TAB Report – Information Item

Barbeau reported on the October 17, 2018 TAB meeting.

5. 2019-2022 TIP Amendment: Chaska US 212 and CSAH 44 Interchange – Action Item 2018-49

Barbeau said that the City of Chaska requested an amendment to the 2019-2022 Transportation Improvement Program (TIP) to add a project to construct an interchange at US 212 and CSAH 44. This is a regionally significant project and the Committee will vote on whether to recommend releasing it for public comment.

MOTION: Thompson moved to recommend approval of the TIP amendment to release it for a public comment period. Seconded by Brown. The motion was approved unanimously.

6. 2019-2022 TIP Amendment: Anoka County CSAH 14 Reconstruction – Action Item 2018-50

Barbeau said that Anoka County requested an amendment to the 2019-2022 TIP to change the cost, year, and description for its CSAH 14 reconstruction project. The project will no longer be expanding from two to four lanes. This is a regionally significant project and the Committee will vote on whether to recommend releasing it for public comment.

MOTION: Lux moved to recommend approval of the TIP amendment to release it for a public comment period. Seconded by Robjent. The motion was approved unanimously.

7. 2019-2022 TIP Amendment: MnDOT I-94 Reconstruction and Expansion in Wright County (7W) – Action Item 2018-48

Barbeau said that MnDOT requested an amendment to add to the TIP a new project that was selected for funding under MnDOT's 2018 Corridors of Commerce program. The project is located in Wright County, within the extended Twin Cities urbanized metropolitan area. This is a regionally significant project but because it MnDOT wants to let the project early in 2019, the process is being sped up. TAB, at its October 17, 2018 meeting, released it for public comment so that it can vote on whether to approve it in November. Therefore, the Committee will make a recommendation on whether to approve the project. McCartney added

that the project will be done as a “design-build” and authorization must occur before it is advertised for bid, which helps contribute to the urgency.

Eyoh said that MPCA provided an air quality approval letter today.

MOTION: Ashfeld moved to recommend approval of the TIP amendment. Seconded by Robjent. The motion was approved unanimously.

8. 2019-2022 TIP Amendment: MnDOT I-94 Bridge Replacement in Wright County (7W) – Action Item 2018-51

Barbeau said that MnDOT requested an amendment to add a new project into the TIP. The project consists of the replacement of two bridges crossing over I-94 in Wright County.

MOTION: Robjent moved to recommend approval of the TIP amendment. Seconded by MacPherson. The motion was approved unanimously.

9. 2018 Regional Solicitation Release of Scores – Information Item

With the draft scores completed for the 2018 Regional Solicitation, the Committee discussed the process in each scoring committee.

Lux, chair of the Roadway Expansion scoring committee, said that at times, scorers seemed to overanalyze the projects. Jorgensen questioned the zero that Washington County received for crossing, but not providing access to, a truck corridor. Lux said that this was discussed at the Committee meeting. Lux said that Ramsey County will be challenging its score in equity. Sass asked whether studies used for scoring will need to be updated before the next Regional Solicitation.

Peterson reported on the Roadway Reconstruction & Modernization and Traffic Management Technologies scoring committee. Applicants neglected to include some of the safety information and the scorer suggested deductions may be needed. Outlier adjustments were used on three measures in the Roadway Reconstruction & Modernization category. In Traffic Management Technologies, the measure on integration with existing systems did not differentiate and the scorer brought up the idea of eliminating the measure. Pieper said that safety is based entirely on reactive criteria but given that the HSIP program now funds proactive projects, perhaps some of the points in the Regional Solicitation should be based on proactive criteria.

Hager, chair of the Bridges scoring committee, said that the measure related to distance to the nearest parallel bridge needs to be clarified, as it became an exercise of drawing a line from one side of the bridge to the other. In the equity measure, clarification is needed on the intent of outreach in the past versus future. In the multimodal measure, clarity is needed regarding awarding of points for replacing existing infrastructure. Also in that measure, points should be awarded for improvements under a bridge, such as stopping debris from falling on a sidewalk.

Peterson said that TAB approved requiring funding of at least one project in each functional classification, in large part due to the difficulty of A-Minor connectors to compete with other classifications. He posed the question of whether connectors at intersections with other classifications should qualify as connector projects. He also asked whether a bridge project should qualify. Sass replied that he thinks a corridor project should be selected because these are the projects that are unable to compete. MacPherson asked what kind of connector project was funded in the 2016 Regional Solicitation, to which Peterson replied that only corridor projects were applied for. Lux suggested that each of these projects should count as connectors, while Thompson and Jenson expressed agreement with Sass.

Peterson reported on the Transit scoring committee. In the Transit Expansion category, scorers had difficulty determining how to compare SouthWest Prime service to fixed-route service. For the first time, applicants were given an opportunity to have new ridership calculations reviewed by Council staff prior to the application deadline. In turn, the scorer for ridership was given more flexibility to reduce points based on flawed methodology. Based on flawed methodology submitted, some projects lost some or all their points for

new riders and emissions; these reductions were agreed upon by the scoring committee. In Transit Modernization, there had been discussion prior to 2018 cycle about removing transit support facilities like garages. TAB decided to keep them as an eligible project type. Scorers commented that it was difficult to compare route improvements to support facilities in the measures.

Barbeau reported that there were no major concerns at the Travel Demand Management scoring committee meeting.

Jenson, chair of the Multiuse Trails and Bicycle Facilities scoring committee, said that the trail maintenance measure was difficult to score, as some applications received zero points for not mandating snow removal. Mitteco suggested that clarification may be needed in the measure. Jenson said that usage, which is population-based, favors projects in more populated areas and that the top-three scores were all for projects over \$5 million, which will reduce the number of projects funded.

McCartney, chair of the Pedestrian Facilities and Safe Routes to School scoring committee, said that two measures used an outlier adjustment. She added that for the risk assessment sheet, the term “layout” may need to be better-defined. She said that each project scored a zero for one measure, the student population within the school’s walkshed. Barbeau said that the scorer discovered that one project had a higher student population than the enrollment of the school it was to serve. Applicants had varying determinations of how to define the measure, which will need to be written with more direction for the next Regional Solicitation.

10. 2018 Regional Solicitation Funding Scenario Options – Information Item

Peterson discussed various options for funding scenarios. Ellis commented that the scores show that one provider is likely to receive all of the transit funding, based a great deal on the usage measures; this is something to discuss for the 2020 Regional Solicitation.

11. Regional Solicitation Before and After Study – Information Item

White introduced Cote, who shared information about the Regional Solicitation Before and After Study. The purpose of the study is to document the regional benefits achieved through the Regional Solicitation, including the Highway Safety Improvement Program (HSIP) solicitation.

Ashfeld asked how traffic diversion is accounted for in no-build versus build scenarios, to which Cote replied that Synchro would be used.

Keel asked whether travel demand management projects were a part of the study, to which Cote replied that they are not in part because in changes with how the funding is distributed.

12. Adjournment

Jenson asked when the HSIP projects will be decided upon. Peterson replied that that will occur in December.

MOTION: Eyoh moved to adjourn the meeting. Seconded by Mitteco. The motion was approved unanimously and the meeting was adjourned.

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL No. 2018-57

DATE: October 26, 2018
TO: TAC Funding & Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Program Year Extension Request: Burnsville Lake Marion Greenway
REQUESTED ACTION: The City of Burnsville requests a program year extension for its Lake Marion Greenway trail construction project (SP# 179-090-005) to 2020.
RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC approval of the program year extension request to move Burnsville's Lake Marion Greenway Trail construction project (SP# 179-090-005) to 2020.

BACKGROUND AND PURPOSE OF ACTION: The City of Burnsville received \$1,598,400 in Surface Transportation Block Grant (STBG) Program funding for program year 2019 in the 2016 Regional Solicitation. The City is requesting an extension of the program year to 2020 following delays due to needed alignment shifts. These realignments are needed after an unsuccessful negotiation with a railroad and working with Minnesota Department of Natural Resources to mitigate wetland impacts.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 and updated it 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: Based on the score on the attached worksheet, staff recommends approval of the program year extension to 2020. It is important to note that 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 2022 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. In that case the TAB Federal Funds Management Process would be followed. The program year change would be administered in the annual Transportation Improvement Program (TIP) update and does not require a separate TIP amendment.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

October 15, 2018

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

Re: Program Year Extension
S.P. 179-090-005
Lake Marion Greenway
Burnsville, Dakota County, Minnesota

Dear Mr. Oehme:

The City of Burnsville respectfully requests that the Metropolitan Council TAC Funding and Programming Committee consider a one-year Program Year Extension for the above referenced project. The project's current program year is 2019 and includes construction of 2.7 miles of multi-use trail as part of the Lake Marion Greenway.

The City of Burnsville has been working diligently on the design and coordination of the Lake Marion Greenway since 2016. The original alignment for the trail was around the north or south side of the wetland complex within Kelleher Park. As part of the alignment study, both on-site meetings and off-site meters were conducted with the Minnesota Department of Natural Resources (DNR). The DNR identified the potential for rare and endangered species both within the wetlands as well as upland areas. Time was spent investigating the environmental restrictions of the wetland complex. The DNR was unaware of many of the features present in this location. We believe an alignment and elevated boardwalk has been agreed upon by all parties but this has also resulted in an increased cost and delay in development of the plan set.

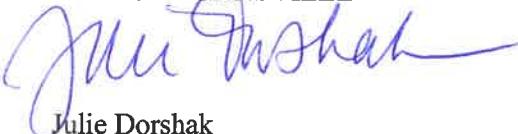
The trail alignment goes under the existing CSAH42 bridge. After numerous discussions with the Canadian Pacific Railroad, they have indicated that they are unwilling to allow the trail to encroach into the railroad right of way under the bridge. Therefore, the trail needs to be shifted to the west closer to the existing bridge abutment to be out of the railroad right of way. To achieve this alignment, a wall needs to be built under the bridge to support the fill slope which results in significant increased cost.

The county/city has had many discussions and the county recently secured the additional contributions to construct the project. Prior to the county's commitment to the additional funds, the federal funds would have been forfeited due to lack of project funding. Now the current obstacle is the funding year deadline.

The enclosed information provides details on our request. If you have any questions or require any additional information, please contact me at (952) 895-4509 or julie.dorshak@burnsvillemn.gov.

Sincerely,

CITY OF BURNSVILLE



Julie Dorshak
Recreation and Community Services Manager

REQUEST FOR PROGRAM YEAR EXTENSION
S.P. 179-090-005
Lake Marion Greenway
Burnsville, Dakota County, Minnesota

1. PROJECT BACKGROUND

a) Project Name:

Lake Marion Greenway (from Sunset Pond Park to Burnsville Parkway adjacent to Kelleher Park) in the City of Burnsville

b) Location Map:

A project location map is attached as **Figure 1**.

c) Sponsoring Agency:

City of Burnsville

d) Other Participating Agencies:

Dakota County, Scott County, City of Savage, Minnesota DNR

e) Project Description:

Dakota County's greenway vision encompasses 200 miles of regional greenways. The Lake Marion Greenway is one of these regional greenways, which is envisioned as a continuous regional destination trail for non-motorized transportation. When it is completed, the Lake Marion Greenway will connect Burnsville, Savage, Credit River Township, Lakeville and Farmington. The Lake Marion Greenway will link the Minnesota River and the Minnesota River Greenway to Murphy-Hanrehan Park Reserve, Ritter Farm Park, Lake Marion, downtown Lakeville, South Creek and downtown Farmington, where it will connect with the North Creek Greenway.

The Lake Marion Greenway is approximately 3 miles long and is located starting at Sunset Pond Park to Burnsville Parkway adjacent to Kelleher Park / Murphy-Hanrehan Regional Park Reserve.

f) Funding Category:

The project is funded with Federal Transportation Alternatives Program (TAP) funds.

g) Federal Funds Allocated:

Federal funds in the amount of \$1,598,400 have been secured for Fiscal Year 2019.

2. PROJECT PROGRESS

a) Project Schedule:

Program Schedule for Program Year Extension is attached as **Attachment 1**.

- City of Burnsville hired WSB..... December 21, 2016
- Public Open HouseApril 6 and August 23, 2017

- DNR Coordination Summer 2017-Present
 - Wetland Delineation Approved Fall 2017
 - Coordination with Agencies 2017-Present
 - Project Memo Early Coordination Responses September 30, 2018
 - Draft Project Memo - State Aid Review October 2018
 - Construction Plans & Engineer’s estimate submitted to MnDOT June 2019*
 - Right of Way Acquisition December 2019*
 - Bid Project January 2020*
- *dates based on receiving the program year extension

b) Right-of-Way Acquisition:

The project will require approximately:

- 5.9 acres of permanent easements from 24 parcels; and
- 4.3 acres of temporary easements from 15 parcels
- 15 of the 24 parcels are park properties

c) Plans:

Preliminary Layout and Plan preparation is estimate at percent complete.

d) Permits:

The following table is a list of anticipated permitting agencies and the status of their reviews:

Permits Required	
Agency/Permit	Status
USACE Section 404	Permit will be obtained prior to construction.
DNR - Public Waters	Permit will be obtained prior to construction.
DNR - Water	Permit will be obtained, if needed (for dewatering).
MPCA - NPDES	Permit will be obtained prior to construction.
MPCA - Section 401	Permit will be obtained prior to construction.
Wetland /BWSR	Permit will be obtained prior to construction.
Roadway (Canadian Pacific)	Grading permit to be obtained prior to construction.
City of Burnsville	A Conditional Use Permit will be obtained prior to construction.

e) **Approvals:**

The proposed improvements will require approval from MnDOT in addition to the permit approvals identified above.

f) **Identified Funds Spent to Date on Project:**

To date the City has spent funds in excess of \$122,000 on preliminary design, public engagement, wetland delineation, topography survey, the preparation of the project memorandum, Kittentail survey, and geotechnical investigation along with coordination with DNR, City of Savage, Dakota and Scott County and property owners in the area of the project.

3. JUSTIFICATION FOR EXTENSION

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

The Lake Marion Greenway as two segments that have unique features that have led to the time delay in project development.

Trail Alignment under the CSAH 42 bridge:

The trail alignment goes under the existing CSAH42 bridge. After numerous discussions with the Canadian Pacific Railroad, they are not going to allow the trail to encroach into the railroad right of way under the bridge. The trail needs to be shifted to the west closer to the existing bridge abutment to be out of the railroad right of way. To achieve this alignment, a wall needs to be built under the bridge to support the fill slope. Due to the constrained conditions under the bridge, it has been determined that a soil nail wall is likely the best solution but costs about \$1,000,000 more than originally estimated.

Trail Alignment through the wetland in Kelleher Park:

The original alignment for the trail was around the north or south side of the wetland complex within Kelleher Park. As part of the alignment study, both on-site meetings and off-site meters were conducted with the Minnesota Department of Natural Resources (DNR). The DNR identified the potential for rare and endangered species both within the wetlands as well as upland areas. As a result, WSB staff conducted a Kittentail Survey and Inventory. This survey was conducted within the upland areas located in the southwest corner of Kelleher Park. The DNR was concerned with proposed trail alignments within these two areas either directly impacting these rare plants or impacting the surrounding environments. Following this inventory and study of plant environments, it was recommended to avoid these two areas to preserve the Kittentail population that currently exists thereby removing potential trail alignment corridors previously explored. Without the ability to develop a trail around the north or south side of the wetland, exploration of the boardwalk system to cross the wetland complex became apparent.

Discussions were initiated with the environmental staff from the City of Burnsville as well as the Department of Natural Resources (DNR).

Indications were provided that the Kelleher wetlands could potentially contain

areas of calcareous fens and other rare and endangered species. Several boardwalk alignment options were explored to cross the nearly 70-acre wetland to help minimize impacts to the wetland environment as well as project costs. Evaluations of the wetland complex was conducted by staff from the DNR, City of Burnsville, and WSB. Evaluations were made by the use of aerial photography, drone obtained visual surveys, on the ground evaluations, and past data received from the City of Burnsville and DNR. Following evaluations, a preferred trail / boardwalk alignment was developed through the wetland complex to ensure avoidance of “high quality wetlands” pockets and areas of calcareous fens. To avoid impacts to pockets of these wetland species, the trail alignment through the wetland was shifted. One example is a portion of the proposed boardwalk in the northeast corner of the wetland was shifted to enter the wetland further west than originally proposed. This shift was made to avoid impacts to identified higher quality wetlands and calcareous fen pockets.

Within the wetland itself, a boardwalk system will be utilized rather than a bituminous trail on fill to minimize environmental impacts. The boardwalk will be elevated high enough above the surface to avoid permanent shading of the vegetation below. Construction of the boardwalk will most likely occur during the winter, when the wetland is frozen, to minimize vegetation damage and rutting in the wetland. Further efforts to minimize the temporary impacts from construction, such as construction methods and materials, will be reviewed with the DNR and U.S. Army Corps of Engineers during project permitting.

- A portion of the project boundary is within and adjacent to an area the Minnesota Biological Survey (MBS) has identified as a Site of Outstanding Biodiversity Significance. Sites of Biodiversity Significance have varying levels of native biodiversity and are ranked based on the relative significance of this biodiversity at a statewide level. Sites ranked as Outstanding contain the best occurrences of the rarest species, the most outstanding examples of the rarest native plant communities, and/or the largest, most intact functional landscapes present in the state. This particular site contains several high quality native plant communities and state protected plants.
- A calcareous fen was documented in the direct vicinity of Alternative 1. A calcareous fen is a rare and distinctive peat-accumulating wetland that is legally protected in Minnesota. The Wetlands Conservation Act states that calcareous fens may not be filled, drained, or otherwise degraded, wholly or partially, by any activity, except as provided for in a management plan approved by the commissioner of the Department of Natural Resources. Many of the unique characteristics of calcareous fens result from the upwelling of groundwater through calcareous substrates.

Because of this dependence on groundwater hydrology, calcareous fens can be affected by nearby activities or even those several miles away. As such, it is important the project does not alter the hydrological conditions of the fen.

- Surveys have been completed in the area of the proposed project resulting in multiple records of kitten-tails (*Besseyia bullii*), a state-listed threatened plant, within the vicinity of the trail alignment. As currently proposed, the trail alignment avoids known occurrences of kitten-tails. However, given the protected status of this species and the near-by known occurrences within the Kelleher Wetlands, an avoidance plan will be required.

Due to the sensitivity of the features found in the wetland complex, the trail alignment refinement has been significant with the requirement for an elevated boardwalk system which is estimated to cost \$1.2 million for approximately 1300 feet of boardwalk.

Time was spent investigating the environmental restrictions of the wetland complex. The DNR didn't realize many of the features were present in this location. We think an alignment and elevated boardwalk have been agreed upon by all parties. The next item to resolve was the increased project cost. Between the retaining wall under the CSAH 42 bridge and the newly proposed boardwalk, the overall project was approximately \$2.2M short of funding. The county/city had many discussions and the county recently secured the additional contributions to construct the project. Prior to the county's commitment to the additional funds, the federal funds would have been forfeited due to lack of project funding. Now the current obstacle is the funding year deadline.

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

If federal funds are surrendered, the trail construction will be postponed until an alternate source of funding can be secured. Additionally, some of the funding expended to date could become lost if funding cannot be secured in a timely manner. The city has spent funds in excess of \$122,000. The city's funds were utilized to complete the wetland delineation, project memorandum and preliminary design. The wetland delineation and project memorandum will likely have to be redone by the time an alternate source of funding is secured.

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

The project cannot be delivered within the current funding year due to the right of way process time frame. Time was spent evaluating the Kittentail populations, high quality wetlands and calcareous fen so placement of the trail and boardwalk would be acceptable to the DNR. The elevated boardwalk system is much more expensive than the previously proposed trail. Time was spent discussing the boardwalk system, cost and potential funding sources.

Dakota County has committed to provide additional funding to the project for the increased cost of the boardwalk system and retaining wall. Without the current federal funds, the project will be short funding and the project will not move forward at this time.

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

The City of Burnsville will continue to work closely with the DNR on the restrictions/requirements for the calcareous fen and believe the trail location utilizing an elevated boardwalk system will meet the DNR requirements.

The Project Memo draft has been reviewed, comments will be incorporated, and the document will be finalized.

The trail design and construction plan development are underway. The construction plan is being developed with the anticipated alignment through the wetland and will only require modification if the DNR has comments during their review.

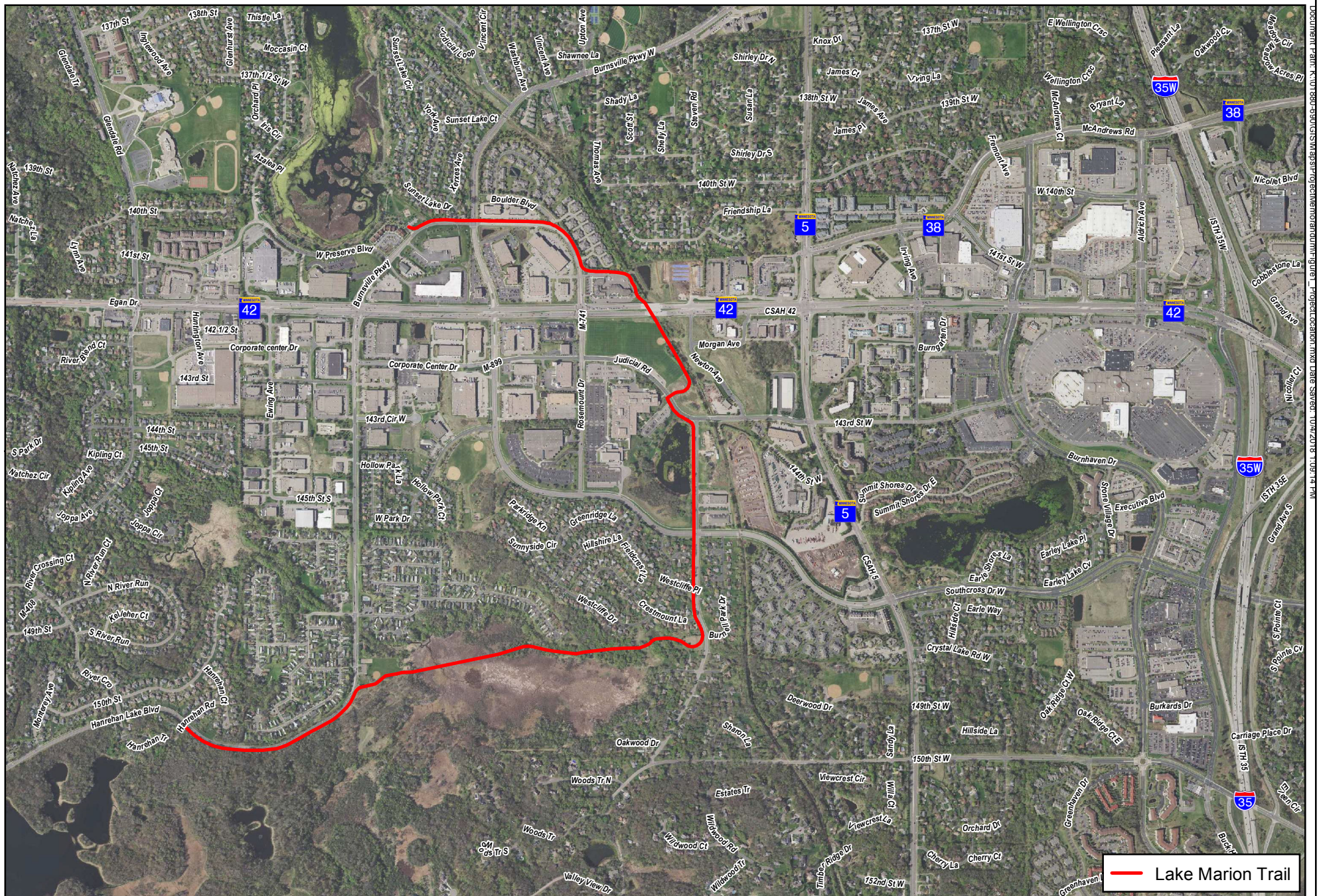
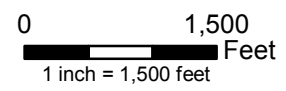


Figure 1 - Project Location
 Lake Marion Trail
 Burnsville, Minnesota



Document Path: K:\01880-0000\GIS\MapServer\project\location\map_data\server\1018_2018_10_07_14_17.mxd

Attachment 1: PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

October 12, 2018

INSTRUCTIONS:

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

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM

X Reviewed by State Aid If checked enter 4. 4
Date of approval October 2018

_____ Completed/Approved If checked enter 5. _____
Date of approval _____

_____ EA
_____ Completed/Approved If checked enter 2. _____
Date of approval _____

EITHER

_____ Not Complete
Anticipated Date of Completion _____
If prior to January 31st of the program year, enter 1. _____

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

_____ Completed
Date of Hearing _____ If checked enter 2. _____

_____ Not Complete
Anticipated Date of Completion _____
If prior to February 28th of the program year, enter 1. _____

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

_____ Completed/FONSI Approved If checked enter 2. _____
Date of approval _____

_____ Not Complete
Anticipated Date of Completion _____
If prior to March 31st of the program year, enter 1. _____

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved _____ If checked enter 1. _____
Date of Approval _____
 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 June 2019
If prior to June 30th 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 December 2019
If prior to December 31st 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 June 2019
If prior to December 31st of the year following the original program year, enter 1. 1

AUTHORIZED

Anticipated Letting Date January 2020.
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

ACTION TRANSMITTAL No. 2018-58

DATE: November 8, 2018

TO: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Scope Change Request for Hennepin County's CSAH 46 Pedestrian Safety Project

REQUESTED ACTION: Hennepin County requests a scope change for its CSAH 46 pedestrian safety project (SP # 027-646-010) to remove project elements from two intersections.

RECOMMENDED ACTION: The Committee can recommend approval or denial of the request and recommend a federal award amount

BACKGROUND AND PURPOSE OF ACTION: Hennepin County was awarded \$506,480 in Surface Transportation Block Grant funds for the 2019 fiscal year in the Pedestrian Facilities category as part of the 2016 Regional Solicitation. The scope includes pedestrian improvements along CSAH 46 (46th Street) between Garfield Avenue and 18th Avenue. These improvements include retrofitting signals with accessible pedestrian signals (APS), curb ramp improvements, and pedestrian crossing enhancements at Oakland Avenue.

While the County intends to have all project elements completed, it is requesting the removal of some elements from the scope so that they can be completed along with other elements. These will occur at the following intersections:

CSAH 46 (46th Street) / Chicago Avenue. The ADA pedestrian ramp improvements, APS upgrades and countdown timers can be completed during Metro Transit's D-Line bus rapid transit construction. This would have cost \$115,000.

CSAH 46 / Grand Avenue. The ADA pedestrian ramp work can be completed during the City of Minneapolis's Grand Avenue reconstruction. This would have cost \$35,000.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process 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. Additionally, any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. 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.

A TIP amendment accompanies his request. Also accompanying this request is a request for a program year extension does, as the applicant wants to move the project to 2020 to better align with the Metro Transit and Minneapolis projects.

STAFF ANALYSIS:

Approval/Denial of the Scope Change: This project was funded through the Pedestrian Facilities category in the 2016 Regional Solicitation. The project scored 839 points out of a possible 1,100, 140 points higher than the lowest-scoring funded project and 297 points higher than the highest-scoring unfunded project. No project scorer reported a reduction in score. Therefore, it is reasonable to conclude the project would have been funded if originally applied for as is currently being requested.

Funding: The original application request was for \$506,480 with a 20-percent match of \$126,620, for a project total of \$633,100. Since that time, the projected cost has risen to \$1,150,000, as shown in the current TIP. If the requested scope change is approved, the County projects a \$150,000 decrease in total cost. The County requests that the original federal amount of \$506,480 remain intact. The below table illustrates these amounts:

	Application (2016)	Current	Proposed
Federal	\$506,480	\$506,480	\$506,480
Local	\$126,620	\$643,520	\$493,520
Total	\$633,100	\$1,150,000	\$1,000,000
% Federal	80%	44%	51%

Historically, it has been commonplace to reduce federal funds by the amount/proportion of the project being removed. There are two possibilities:

- Given that \$150,000 would be removed, a \$120,000 (80%; bringing the federal total to \$386,480) reduction may be warranted.
- The applicant informed Council staff that the elements being removed would have cost \$65,000. Therefore, a \$52,000 (80%; bringing the federal total to \$454,480) may be warranted.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

HENNEPIN COUNTY

MINNESOTA

October 18, 2018

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

RE: SCOPE CHANGE REQUEST FOR S.P. 027-646-010
CSAH 46 (46TH STREET) PEDESTRIAN SAFETY IMPROVEMENTS

Dear Mr. Oehme

In 2016, Hennepin County was awarded federal funding as part of the Metropolitan Council Regional Solicitation to make safety and mobility improvements to pedestrian facilities at 23 intersections along County State Aid Highway (CSAH) 46, also known as 46th Street, in south Minneapolis between Garfield Avenue and 18th Avenue. Such improvements include Americans with Disabilities Act (ADA) pedestrian ramps at all 23 intersections, and accessible pedestrian signals (APS) and pedestrian countdown timers at four of the 23 intersections.

Project development has been ongoing since late 2017; and in 2018, it became known that coordinating agencies were planning improvement projects on streets that intersect CSAH 46 within the limits of the subject line project, at the following locations:

- CSAH 46 / Chicago Avenue South – Metro Transit D Line (Chicago-Fremont) Rapid Bus Project
- CSAH 46 / Grand Avenue South – City of Minneapolis Grand Avenue Reconstruction Project (Lake Street to 48th Street)

At this time, Hennepin County requests that the TAC Funding and Programming Committee consider a scope change that would remove the planned improvements at the above locations from the subject line project; and, as a result, include such work in the larger Metro Transit and city of Minneapolis reconstruction projects. This would will allow for additional coordination and enhanced improvements at these intersections, and is intended to yield exceptional ADA accommodations, beyond what can be done as part of an ADA retrofit project. The change would also consolidate work into two projects (rather than three) which will further minimize impacts to the local community and traveling public.



HENNEPIN COUNTY

MINNESOTA

Please refer to the enclosed documentation and attachments for additional information regarding this request and please contact me with any questions at (612) 596-0375, or by email at nathan.ellingson@hennepin.us.

Sincerely,



Nathan Ellingson, PE
Senior Project Manager
Hennepin County Transportation Project Delivery

CC: Colleen Brown, MnDOT State Aid
Jessa Trbojevich, Hennepin County
Jason Pieper, Hennepin County

Carla Stueve, Hennepin County Engineer
Chad Ellos, Hennepin County



HENNEPIN COUNTY
MINNESOTA

REQUEST FOR SCOPE CHANGE

S.P. 027-646-010

CSAH 46 (46TH STREET) PEDESTRIAN SAFETY IMPROVEMENTS



1. Original Project Scope (from 2016 Regional Solicitation)

a. Project Description

46th Street is a major east-west pedestrian corridor, connecting to the Chain of Lakes to the west and lakes Hiawatha and Nokomis to the east. The corridor also connects four neighborhood commercial nodes that generate pedestrian traffic. These nodes, particularly Nicollet Avenue, are served by 14 bus routes (5 local, 6 limited stop, and 3 express) which intersect and traverse the corridor. These transit routes provide access to the employment centers of downtown Minneapolis, MSP International Airport and the University of Minnesota. This project will create a safe and accessible route to the Orange Line BRT on Interstate 35W, with a station at 46th Street, providing fast, direct access into downtown Minneapolis.

The 46th Street Pedestrian Safety Improvements project will reconstruct curb ramps at intersections along 46th Street (CSAH 46) in South Minneapolis, beginning at Garfield Avenue in the west and continuing to 18th Avenue in the east. All signals identified as part of the project will be retrofitted with accessible pedestrian signals (APS) and pedestrian countdown signal heads where not already existing. Finally, due to needs identified during conversations with members of the Field Regina Northrop Neighborhood Group the project will construct pedestrian crossing enhancements at the Oakland Ave. crossing such as high visibility signage, upgraded pedestrian-activated beacon and a raised concrete median.

The curb ramp improvements that are part of this project will build upon scheduled roadway improvements occurring during summer 2016, these include a mill and overlay, a modern striping configuration which converts the existing four lane road to a three lane road with a center turn lane and the addition of bicycle lanes throughout the corridor. The ADA compliant curb ramps constructed during the 46th Street Pedestrian Safety Improvements project will complete the transformation of the 46th Street corridor, converting an auto oriented street into a multimodal pedestrian, bicycle and transit friendly space that safely accommodates all modes of travel.

The project will improve safety and access to several institutions in the corridor, including four schools, Hope Street for Runaway and Homeless Youth and several places of worship. The overall character of 46th Street is residential with neighborhood based retail and services oriented along major cross streets. The roadway is a class A minor augmentor from Park Avenue west and a class B minor from Park Avenue east.

b. TIP Description Guidance

On CSAH 46 (46th St.) from Garfield Avenue to 18th Avenue in Minneapolis. Pedestrian ADA accessible curb ramp reconstruction, APS and pedestrian countdown signal heads at signalized intersections, pedestrian crossing improvements at Oakland Ave.



2. Scope Changes Requested

a. CSAH 46 (46th Street) / Chicago Avenue South Intersection

Current SP 027-646-010 scope: ADA pedestrian ramp improvements, APS (signal upgrade), and countdown timers (signal upgrade) at all four corners.

Estimated cost: \$115,000

Metro Transit D Line (Chicago-Fremont) rapid bus project proposed work (2020/2021): Improvements to the NE and SW quadrants to include platforms/sidewalk, curb bump outs, neighborhood-scale stations, and other amenities associated with rapid bus transit. Full signal system replacement at this intersection is also being discussed with Minneapolis.

Request: Remove SP 027-646-010 work at this intersection and include in Metro Transit's project.

b. CSAH 46 (46th Street) / Grand Avenue South Intersection

Current SP 027-646-010 scope: ADA pedestrian ramp improvements at all four corners.

Estimated cost: \$35,000

City of Minneapolis Grand Avenue Reconstruction Project proposed work (2021): Full reconstruction of Grand Avenue between Lake Street and 48th Street; including through the intersection of CSAH 46.

Request: Remove SP 027-646-010 work at this intersection and include in Minneapolis' project.

3. Funding Scenario

Current Funding vs. Proposed Funding

	Current	Proposed - if (\$150K) Intersection Work at Chicago & Grand Removed
Federal	\$506,480	\$506,480
Local Match	\$643,520	\$493,520
Total Construction Cost	\$1,150,000	\$1,000,000
% of Federal to Total	44%	51%

4. Attachments

Attachment 1

Project map of improvements, identifying locations of work to be removed.

Attachment 2

Letters of support and commitment from Metro Transit and the city of Minneapolis

HENNEPIN COUNTY
MINNESOTA

ATTACHMENT 1

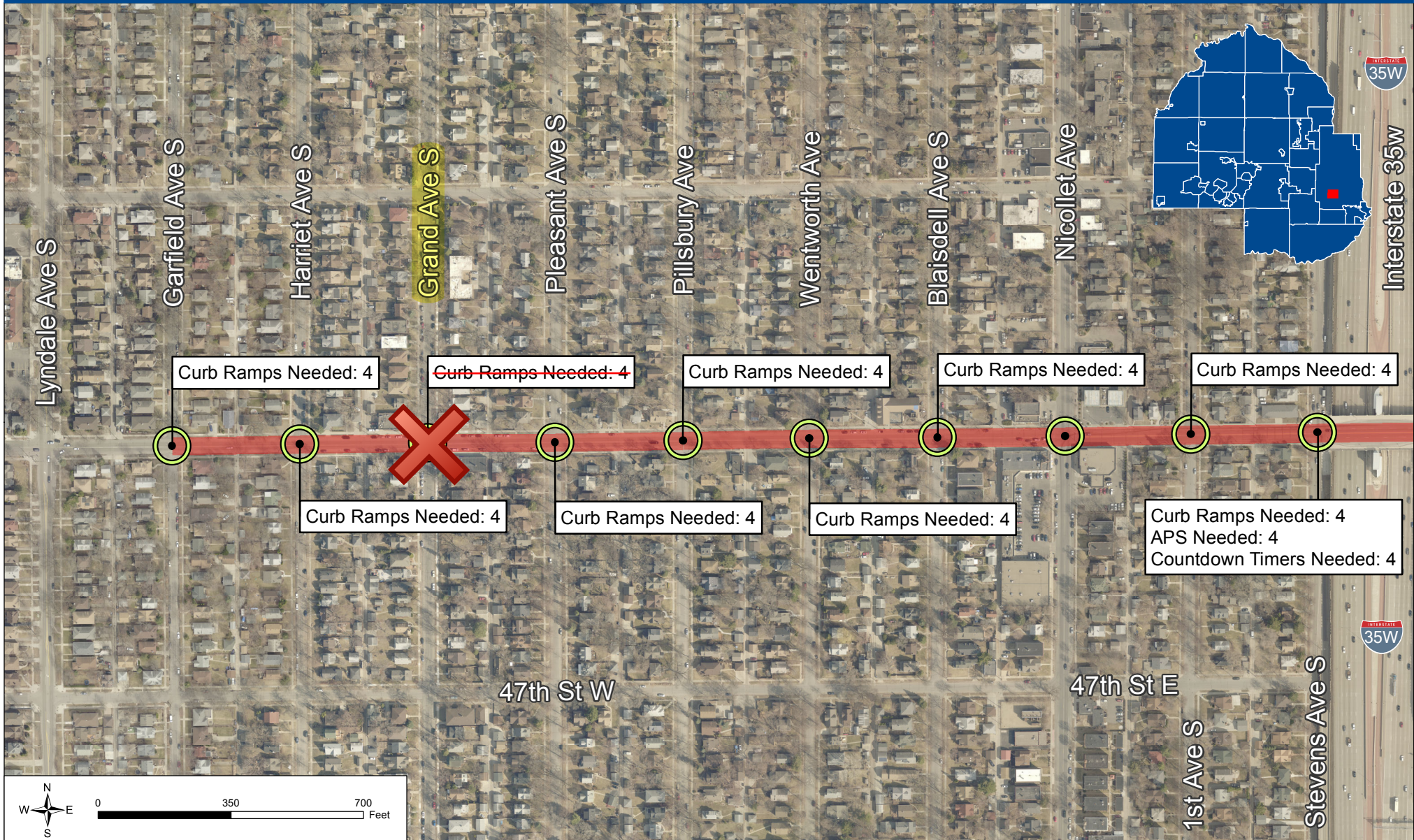
PROJECT MAP & PLANNED IMPROVEMENTS



46th Street (CSAH 46) from Garfield Avenue South to 18th Avenue South

Planned Pedestrian Amenities

Figure 1



Regional Solicitation
Map version date: 07/11/2016

Data source: Hennepin County



Planned intersection work to be removed from project scope. (October 2018)

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.

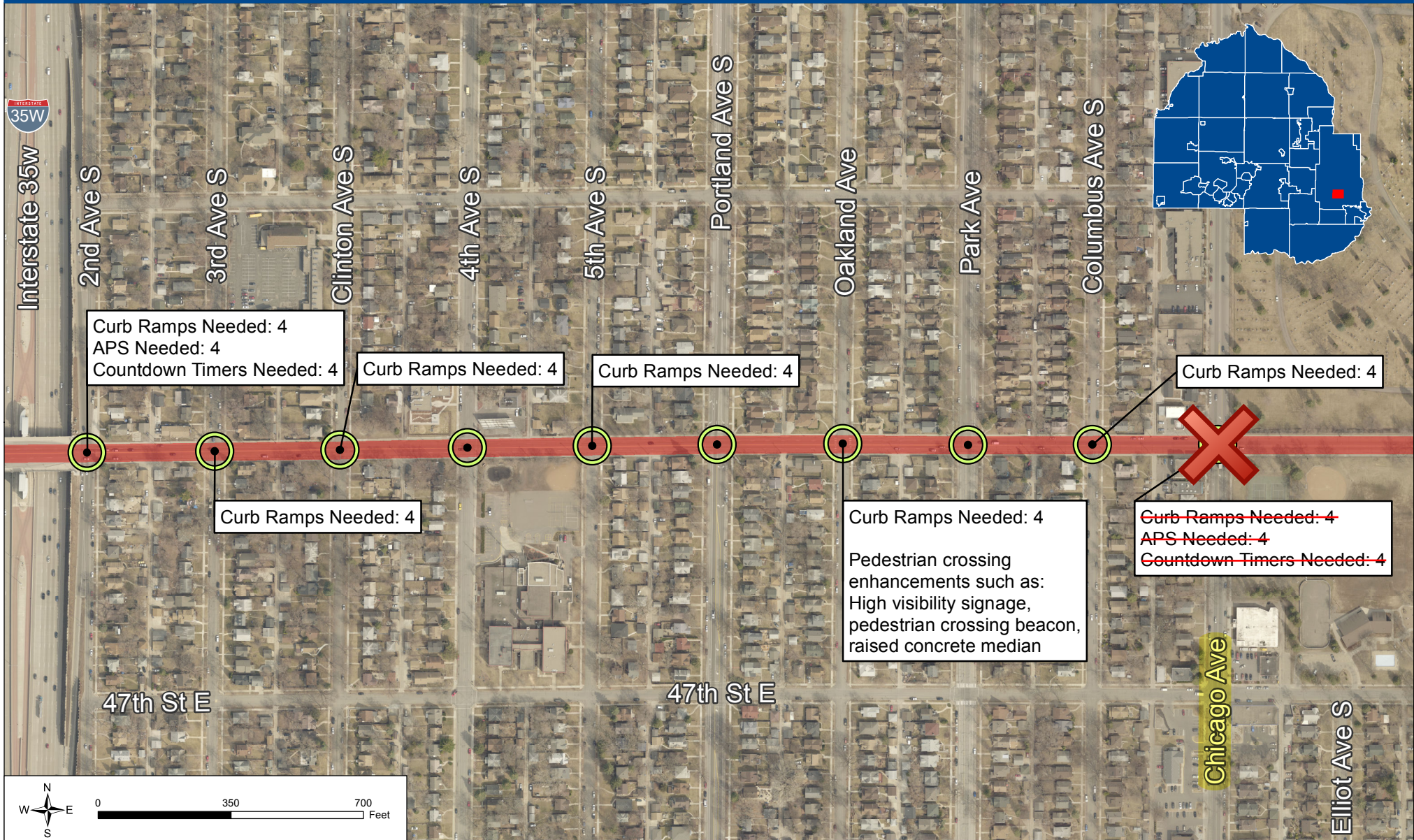
Hennepin County Public Works



46th Street (CSAH 46) from Garfield Avenue South to 18th Avenue South

Planned Pedestrian Amenities

Figure 2



Regional Solicitation
Map version date: 07/11/2016

Data source: Hennepin County



Planned intersection work to be removed from project scope. (October 2018)

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.

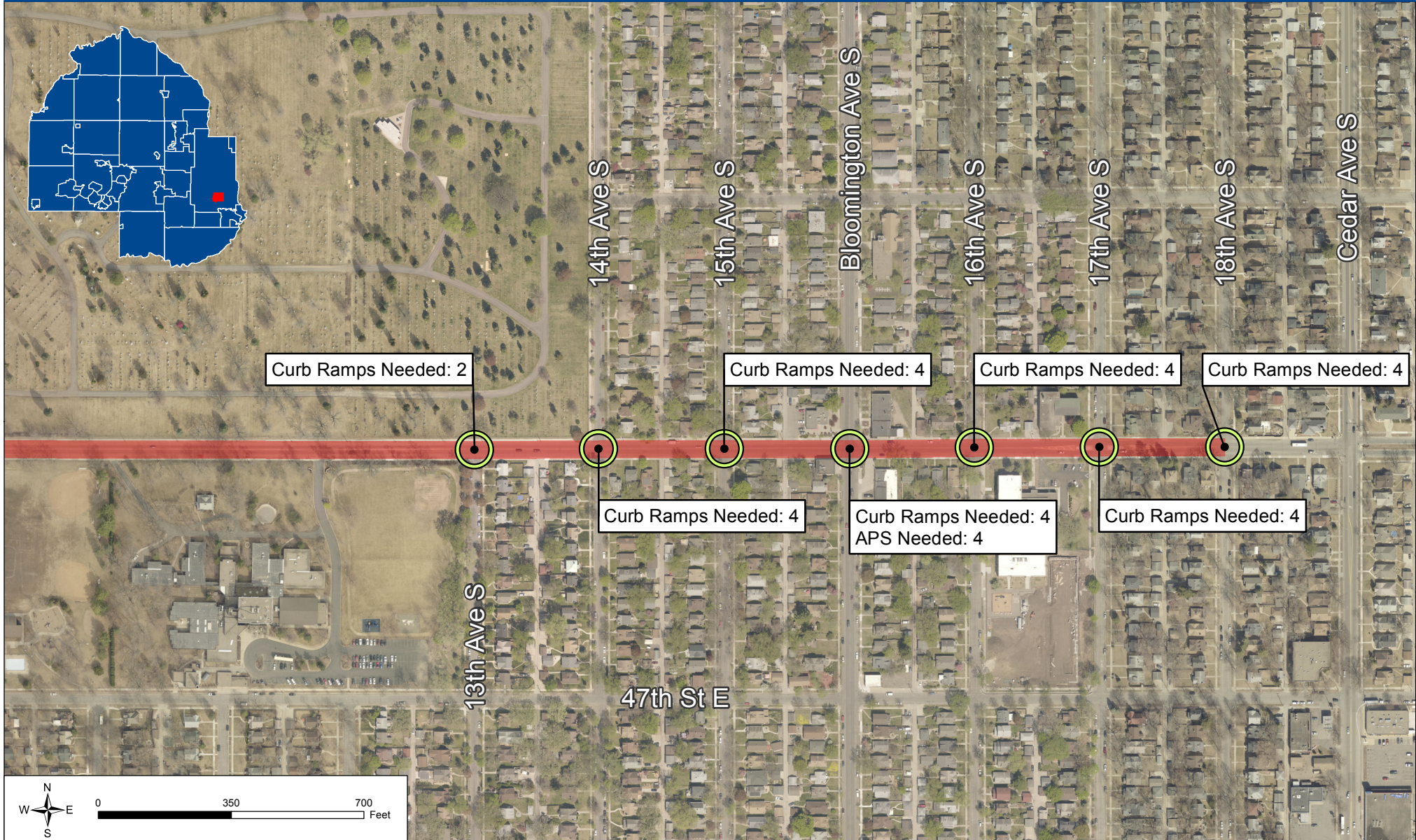
Hennepin County Public Works



46th Street (CSAH 46) from Garfield Avenue South to 18th Avenue South

Planned Pedestrian Amenities

Figure 3



Regional Solicitation
Map version date: 07/11/2016

Data source: Hennepin County

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.

Hennepin County Public Works



HENNEPIN COUNTY
MINNESOTA

ATTACHMENT 2

AGENCY LETTERS OF SUPPORT AND COMMITMENT



October 10, 2018

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

RE: CSAH 46 (46th Street) Pedestrian Safety Improvements Project – Letter of Commitment

Dear Ms. Stueve:

The City of Minneapolis formally presents this letter of commitment to Hennepin County regarding the county's CSAH 46 (46th Street) Pedestrian Safety Improvements Project (Hennepin County Project No. 1617); specifically, the planned ADA work at the Grand Avenue South intersection.

It is understood that Hennepin County has received federal funding to support ADA improvements at various intersections along 46th Street between Garfield Avenue South and 18th Avenue South, including the intersection of Grand Avenue South. Such work at this intersection includes upgrading pedestrian ramps at all four corners to meet ADA. It is further understood that Hennepin County is seeking a program year extension for its work along 46th Street to occur in 2020, rather than 2019.

Furthermore, the City of Minneapolis currently has programmed a reconstruction of Grand Avenue South between Lake Street and 48th Street in its five-year capital improvement program, which includes work at the 46th Street intersection. At this time, it is anticipated that the Grand Avenue South project will be delivered in 2021 by the City of Minneapolis and will include new pavement, sub-grade, curb, gutter, and applicable ADA improvements.

The City of Minneapolis supports consolidating work at the Grand Avenue intersection and hereby commits, via its programmed Grand Avenue South project, to include the ADA improvements at Grand Avenue that would have otherwise been delivered as part of Hennepin County's Project No. 1617. This consolidation will not only minimize construction impacts to the nearby property owners and visitors, it will also allow for the construction of improved ADA accommodations due to the opportunity to substantially modify curb lines and associated utility conflicts as part of the Grand Avenue South reconstruction project.

The City of Minneapolis looks forward to continued coordination with Hennepin County on both 46th Street and Grand Avenue South projects.

Sincerely,



Jenifer Hager
Director of Transportation Planning & Programming
Minneapolis Public Works



October 15, 2018

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

RE: CSAH 46 (46th Street) Pedestrian Safety Improvements Project – Letter of Understanding

Dear Ms. Stueve:

Metro Transit formally presents this letter of understanding to Hennepin County regarding the county's CSAH 46 (46th Street) Pedestrian Safety Improvements Project (Hennepin County Project No. 1617); specifically, the planned ADA work at the 46th Street / Chicago Avenue intersection.

It is understood that Hennepin County has received federal funding to support ADA improvements at various intersections along 46th Street between Garfield Avenue South and 18th Avenue South, including the intersection of 46th Street / Chicago Avenue. Such work at this intersection includes upgrading pedestrian ramps at all four corners to meet ADA. It is further understood that Hennepin County is seeking a program year extension for its work along 46th Street to occur in 2020, rather than 2019; this will allow agencies to best coordinate the planned improvements.

It is further acknowledged that Metro Transit is developing the D Line bus rapid transit (BRT) project with planned station construction primarily along Emerson-Fremont Avenues North and Chicago Avenue South. The project is currently unfunded. If Metro Transit is successful in securing full project funding, it is anticipated that the D Line project will be delivered in 2020-2021 and will include a station with platforms on two corners of the Chicago & 46th Street intersection.

Metro Transit supports consolidating Hennepin County's work at the 46th Street / Chicago Avenue intersection into D Line project delivery. In conjunction with the planned D Line project, Metro Transit commits to partnering with Hennepin County participation to include those improvements at 46th Street / Chicago Avenue that would have otherwise been delivered as part of Hennepin County's Project No. 1617. Such consolidation will not only minimize construction impacts to the local community and roadway users; it will also allow for the construction of superior ADA accommodations due to the opportunity to substantially modify curb lines in conjunction with the D Line BRT project.

Metro Transit looks forward to continued coordination with Hennepin County on both the 46th Street and D Line projects.

Sincerely,

A handwritten signature in cursive script that reads 'Charles Carlson'.

Charles Carlson
Director, Bus Rapid Transit Projects

A service of the Metropolitan Council

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL No. 2018-59

DATE: November 1, 2018

TO: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Program Year Extension Request: Hennepin County CSAH 46 Pedestrian Safety Improvements

REQUESTED ACTION: Hennepin County requests a program year extension for its CSAH 46 (46th Street) pedestrian improvements project (SP# 027-646-010) to 2020.

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC approval of the program year extension request to move Hennepin County's CSAH 46 (46th Street) pedestrian improvements project (SP# 027-646-010) to 2020.

BACKGROUND AND PURPOSE OF ACTION: Hennepin County received \$506,480 in Surface Transportation Block Grant (STBG) Program funding for program year 2019 in the 2016 Regional Solicitation. Hennepin County is requesting an extension of the program year to 2020 to allow for the project to better align with other projects commencing in 2020 along, and in vicinity of the project corridor.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 and updated it 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: Based on the score on the attached worksheet, staff recommends approval of the program year extension to 2020. It is important to note that 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 2022 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. In that case the TAB Federal Funds Management Process would be followed. The program year change would be administered in the annual Transportation Improvement Program (TIP) update and does not require a separate TIP amendment.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

HENNEPIN COUNTY

MINNESOTA

October 12, 2018

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

RE: PROGRAM YEAR EXTENSION REQUEST FOR S.P. 027-646-010
CSAH 46 (46TH STREET) PEDESTRIAN SAFETY IMPROVEMENTS

Dear Mr. Oehme

In 2016, Hennepin County was awarded federal funding as part of the Metropolitan Council Regional Solicitation to make safety and mobility improvements to pedestrian facilities at intersections along County State Aid Highway (CSAH) 46, also known as 46th Street, in south Minneapolis between Garfield Avenue and 18th Avenue. As part of the solicitation, Hennepin County selected a preferred program year of 2020, while offering 2018 and 2019 as additional program years. Ultimately, 2019 was the awarded program year.

At this time, Hennepin County requests that the TAC Funding and Programming Committee consider a program year extension to 2020 which will allow for the work to better align with other projects commencing in 2020 along and in the vicinity of the corridor. The extension will also facilitate project coordination between MnDOT, Hennepin County, the city of Minneapolis, and Metro Transit on timing of these concurrent projects and to minimize impacts to the traveling public.

Please refer to the enclosed documentation and attachments for additional information regarding this request and please contact me with any questions at (612) 596-0375, or by email at nathan.ellingson@hennepin.us.

Sincerely,



Nathan Ellingson, PE
Senior Project Manager
Hennepin County Transportation Project Delivery

CC: Colleen Brown, MnDOT State Aid
Jessa Trbojevich, Hennepin County
Jason Pieper, Hennepin County

Carla Stueve, Hennepin County Engineer
Chad Ellos, Hennepin County

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



REQUEST FOR PROGRAM YEAR EXTENSION

S.P. 027-646-010

CSAH 46 (46TH STREET) PEDESTRIAN SAFETY IMPROVEMENTS

1. Project Progress

a. Progress Schedule

Please see [Attachment 1](#).

b. Right of Way Acquisition

Permanent and temporary easements are anticipated to be acquired on this project. Permanent easements will likely be sidewalk easements to ensure curb ramp designs and adjacent sidewalk are in compliance with Americans with Disability Act (ADA) requirements. Temporary construction easements will be obtained in order to construct the improvements at each corner. Please see [Attachment 2](#) for locations and types of anticipated easements. Acquisitions will be complete by December 15, 2019.

c. Plans

Please also refer to [Attachment 2](#) for preliminary drawings of the planned improvements. Detail design plans at the 30, 60, 90, and final (100%) levels will be developed starting in January of 2019 and will be complete by December 15, 2019.

d. Permits

Anticipated permits on this project include the following:

- MPCA National Pollutant Discharge Elimination System (NPDES) Permit
- Minnehaha Creek Watershed District Erosion Control Permit
- MnDOT Miscellaneous Work on Trunk Highway Right of Way (Form 1723)

Permits will be obtained and approved prior to project letting.

e. Approvals

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

f. Funding / Expenditures

Hennepin County anticipates spending approximately \$50,000 by December 2018 to complete preliminary engineering, initial right of way need determination, and environmental documentation (project memorandum) for this project. Such work is being funded by Hennepin County. Final design and project procurement is expected to cost an additional \$200,000.

2. Justification for Extension Request

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

Since the 2016 Regional Solicitation, several ancillary projects have unfolded in the vicinity and within the project limits of CSAH 46, including MnDOT's I-35W project (downtown to crosstown) – currently under construction; Metro Transit's "D-Line" Bus Rapid Transit (BRT) project along Chicago Avenue – currently in design; and a city of Minneapolis' project along Grand Avenue – currently in planning. As CSAH 46 is an east-west route that is intersected by the above listed roadway projects, Hennepin County and its project partners believe it to be in the best interest of all three projects to consolidate project development and construction activities to best suit and minimize the overall duration of impacts to the traveling public.

Considering MnDOT's I-35W project, the freeway ramps to/from I-35W at CSAH 46 (46th Street) are expected to be closed starting in 2019 through 2021, with both on and off-ramps being closed simultaneously in the summer of 2020. These closures will likely divert traffic off CSAH 46 and would help facilitate construction along CSAH 46 during that time.

Metro Transit's "D-Line" project is anticipated to begin construction work in 2020, with an enhanced BRT station located at the intersection of CSAH 46 and Chicago Avenue. Though coordination with Metro Transit has been ongoing, design on this BRT project will not begin until late fall of 2018 and more time is required to best coordinate the improvements at this intersection, determine if design work should be moved to one project or the other, and determine if construction activities be consolidated into one contract.

The city of Minneapolis is also planning a reconstruction project along Grand Avenue in 2021 that includes the intersection of CSAH 46. Similarly to Metro Transit's project, more time is required to coordinate scope, design, and construction activities at this intersection.

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

If the project does not meet its current program year, federal funding would be lost and the project would be left competing for funding amongst other needs in Hennepin County's five-year Capital Improvement Program (CIP).

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

If the project does not obtain the requested extension, Hennepin County would likely not be able to deliver the project by the current program year deadline, in particular, the acquisition of right of way. The unknowns related to the previously mentioned nearby and concurrent projects may lead to unnecessary do-over work if project elements aren't properly coordinated; resulting in unnecessary impacts to users and administration inefficiencies. If construction work was to commence in accordance with the current program year, the traveling public would experience traffic impacts along the CSAH 46 corridor in 2019, 2020, and 2021. If the extension were approved, this could be reduced to 2020 and 2021.

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

Coordination with MnDOT, Metro Transit, and the city of Minneapolis will continue and formal agreements on work consolidation will be obtained. Right of way acquisition will commence upon finalizing preliminary design which will provide Hennepin County's land acquisition group the necessary time to obtain title and possession by the December 2019 deadline (assuming program year extension is granted). Hennepin County will also appropriate the necessary funding to complete the design work in 2019 and proceed with project bidding and construction in 2020.

ATTACHMENT 1

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION



Attachment 1: PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Enter request date

2020

INSTRUCTIONS:

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

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM

Reviewed by State Aid

If checked enter 4.

4

Date of approval **07/31/2018**

____ Completed/Approved

If checked enter 5.

Date of approval _____

____ EA

____ Completed/Approved

Date of approval _____

EITHER

____ Not Complete

Anticipated Date of Completion _____

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

NOTE: PM PENDING FINAL SIGNATURE AT THE TIME OF THIS STATUS UPDATE. ANTICIPATE FINAL SIGNATURE OCT/NOV 2018.

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

____ Completed

Date of Hearing _____

If checked enter 2.

N/A Not Complete

Anticipated Date of Completion _____

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

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

____ Completed/FONSI Approved

If checked enter 2.

Date of approval _____

N/A Not Complete

Anticipated Date of Completion _____

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

STUDY REPORT (required for Environmental Assessment Only)

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

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 12/15/2019
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 12/15/2019
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. 2
Date 09/11/2018
 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 04/21/2020
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 8

ACTION TRANSMITTAL No. 2018-60

DATE: November 14, 2018

TO: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: 2019-2022 TIP Amendment: Hennepin County's CSAH 46 Pedestrian Safety Project

REQUESTED ACTION: Hennepin County requests an amendment to the 2019-2022 Transportation Improvement Program (TIP) to change the cost and program year of its CSAH 46 Pedestrian Safety Project 027-646-010).

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to the Technical Advisory Committee approval of an amendment to the 2019-2022 Transportation Improvement Program (TIP) to change the cost and program year of Hennepin County's CSAH 46 Pedestrian Safety Project 027-646-010).

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is needed to reflect a proposed scope change and program year extension requested by Hennepin County. While the scope change does not change the project's description, it does reduce the project's cost. The program year extension from 2019 to 2020 necessitates not only moving the project from the former to the later year but adding an advance construction project line for fiscal year 2022.

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

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. The 2019-2022 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concur	

Please amend the 2019-2022 Transportation Improvement Program (TIP) to make the changes indicated in Project 1 below and to add the AC payback row in Project 2:

PROJECT IDENTIFICATION:

Project 1

SEQ #	State Fiscal Year	A	D	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles
	2019 <u>2020</u>	M	M	CSAH 46	027-646-010	Hennepin County	CSAH 46 (46th St) from Garfield Ave to 18th Ave in Mpls- Pedestrian ADA-accessible curb ramp reconstruction, APS and pedestrian countdown signal heads at signalized intersections, and pedestrian crossing improvements at Oakland Ave (payback in FY 2022)	1.89
Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
EN	Bike/Ped	STBG - TAP	1,150,000 <u>1,000,000</u>	506,480	506,480			643,520 <u>1,000,000</u>

Project 2

SEQ #	State Fiscal Year	A	D	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles
	2019 <u>2022</u>	M	M	CSAH 46	027-646-010	Hennepin County	CSAH 46 (46th St) from Garfield Ave to 18th Ave in Mpls- Pedestrian ADA-accessible curb ramp reconstruction, APS and pedestrian countdown signal heads at signalized intersections, and pedestrian crossing improvements at Oakland Ave (payback 1 of 1)	1.89
Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
EN	Bike/Ped	STBG - TAP	506,480	506,480				

PROJECT BACKGROUND:

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

This amendment is needed to reflect a change in scope for Hennepin County’s CSAH 46 pedestrian safety project. The change includes removal of improvements at two intersections. This does not impact the project description, but does lead to a reduction in cost. The County is also moving the project from FY 2019 to 2020, which is reflected in the request, as well.

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

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other (includes State TH funds under Corridors of Commerce Program) ✓

✓Regional Solicitation Funds and local match.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

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

✓Exempt from regional level analysis: AQ-2: Bicycle and pedestrian facilities.

ACTION TRANSMITTAL No. 2018-56

DATE: November 8, 2018

TO: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Steve Peterson, Mgr of Highway Planning and TAB/TAC Process
(651-602-1819)

SUBJECT: 2018 Regional Solicitation Scoring Appeals and Approval of Final Scores

REQUESTED MOTION: Fourteen applicants request changes to 29 scoring measures. Additionally, Metropolitan Council staff requests approval of final scores.

RECOMMENDED MOTIONS: Scorer recommendations are shown in the attached for each of 29 measures for which scores are appealed

BACKGROUND AND PURPOSE OF ACTION: Regional Solicitation applicants are afforded the opportunity to appeal their scores after the initial release of scores that occurred at the October 18 Funding & Programming Committee Meeting. Appeals were due on Wednesday, October 31. Metropolitan Council staff consulted with scorers and chairs, as needed, to generate the recommendations for each appeal in the subsequent attachment.

New material is not to be considered in review of an appeal. Appeals are meant only to challenge scoring errors or misinterpretations of the scoring guidelines.

Appeals were shared with scorers, who were informed that the appeals process is afforded to applicants. The burden is on the applicant to illustrate that an error occurred in the scoring of their application.

The Funding & Programming Committee, which makes the final decision on appeals, is not required to follow the scorer's recommendation.

Please note that any changes made to the scores will also be incorporated into the Cost Effectiveness formula, which could potentially change that score as well.

A summary of challenged measures and scorer recommendations is shown on the next page.

App #	Sponsor	Cat	Measure	Max Score	Original Score	Scorer-Suggested Score	Change
10764	Ramsey Co	RE	3A (equity)	30	0	0	0
10883	Carver Co	RE	1B (location)	50	0	0	0
			3A (equity)	30	8	8	0
			7 (Multi)	100	0	0	0
11001	Wash Co	RE	1C (Truck)	80	0	0	0
10969	Burnsville	RM	6 (Crash)	150	4	4	0
10587	St. Paul	TMT	5B (Emiss)	50	0	50	50*
10998	Move MN	TDM	5 (Innovat)	200	75	75	0
			6A (Tech Cap)	25	19	19	0
10913	Move MN	TDM	1 (Capitalize)	200	168	168	0
			3A (Equity)	80	53	59	6
			5 (Innovat)	200	100	100	0
			6A (Tech Cap)	25	19	19	0
			6B (Contin)	25	0	25	0
10961	HourCar	TDM	4B (VMT)	150	1	1	0
			5 (Innovat)	200	35	35	0
10941	Burnsville	B	2B (Maint)	50	0	0	0
			4A (Gaps)	100	45	45	0
10899	Fridley	B	2B (Maint)	50	0	0	0
10970	Chaska	B	2B (Maint)	50	0	0	0
10885	Carver Co	B	2B: (Maint)	50	0	0	0
			4A: (Gaps)	100	45	55	10
10744	Ramsey Co	B	2A (use)	150	51	51	0
			3A (equity)	50	33	33	0
			4B (defic)	150	90	125	35
			5 (multi)	100	83	83	0
			6 (risk)	130	88	88	0
			7 (CE)	100	8	8**	0
10996	Anoka Co	P	5 (multi)	150	0	38	38
10918	Apple Valley	TM	All	1,100	422	N/A	N/A
Mult	SW Transit	TE/TM	All	1,100	N/A	N/A	N/A

*A second project, 10907, would also increase to 50 points, as this would be a re-scoring of the entire category.

**Subject to change if any of the other scores change.

Roadway Expansion

Application 10764: Ramsey County

Lexington Parkway connection between Shepard Road and West Seventh Street (TH 5), in the City of St. Paul (proposed extension of CSAH 51)

Request:

Applicant requested re-evaluation of measure 3A: Connection to disadvantaged populations and project's benefits (30 points)

Measure:

This is a qualitative measure that is broken up into six scoring steps:

1. (0 to 3 points) Engagement. Project scored **1 point**.
2. (0 to 7 points) Project's benefits to key populations. **0 Points**.
3. (-3 to 0 points) Negative externalities. **-1 point**.
4. Total of steps 1 through 3: **0 points**.
5. Incorporation of the multiplier based on where the project is located. This project was located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly, providing a maximum of 40% of the total score (or 12 points). Given the 0 points in step 5, this step results in **0 points**.
6. Multiply the score by 3 (because steps one through three allow for a maximum of ten points and the measure is worth 30 points). Given the 0 points above, this step results in **0 points**.

The project was awarded **0 points**.

Applicant's Challenge:

The applicant's focus was on the engagement portion of the measure (#1 above). The applicant contends that the expectation of outreach prior to project development is not reasonable and that the County is working with City of St. Paul and will have extensive outreach in the future.

Scoring Review:

The scorer reported that she did not make any errors or overlook any information provided and recommends **no change**. NOTE: Joe Lux was chair of the Roadway Expansion Scoring Committee and as the applicant, he abstains from commenting.

October 25, 2018

Paul Oehme
Chair, TAC Funding & Programming Committee
C/O Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

**REQUEST FOR REEVALUATION OF SCORE IN CATEGORY 3A FOR SURFACE
TRANSPORTATION PROGRAM FUNDING PROPOSAL 10764, LEXINGTON PARKWAY
(FUTURE CSAH 51) CONNECTION BETWEEN SHEPARD ROAD AND WEST SEVENTH STREET
(TH 5)**

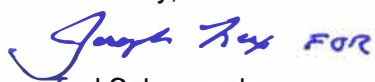
Dear Mr. Oehme:

Ramsey County respectfully requests the reevaluation of the scores we received in Category 3A, "Connection to disadvantaged populations and benefits, impacts, and mitigation" for the project listed above, the proposed extension of Lexington Parkway between Shepard Road and West Seventh Street, in the City of Saint Paul. This project received a zero score in Category 3A. We contend that the scorer expected a higher level of outreach to disadvantaged communities than would be appropriate at this phase in project development. This project will not immediately move forward without the requested funding and it would be premature for us to conduct outreach activities on a project that may not begin for several years.

Ramsey County conducts community outreach that is consistent with direction received from the city in which the project is located. The City of Saint Paul, has directed us to work with district councils on public outreach. In the case of the Lexington Parkway extension, the project would be a follow-up phase to a project that is now in the final design phase. We have discussed Phase Two at a conceptual level at three public meetings as well as at meetings of the Highland Park District Council and the Fort Road Federation, the two district councils with jurisdiction over the project area. At each of these meetings there was strong support from residents and the district councils to move forward with Phase Two. With STP funding, the project would begin its public outreach in 2019 or 2020; without funding, we would not begin Phase Two for several years. We believe that the project should be scored on the connections it would provide to areas of disadvantaged populations rather than penalized for not conducting outreach activities for an unfunded project.

Please let us know if any additional information is needed to consider this request. I can be contacted at 651-266-7116 or by email at ted.schoenecker@co.ramsey.mn.us.

Sincerely,



Ted Schoenecker
Director of Public Works/County Engineer

C: Elaine Koutsoukous
Joe Barbeau
Steve Peterson

Roadway Expansion

Application 10883: Carver County

US Highway 212 Expansion from Cologne to Carver

Request:

Applicant requested re-evaluation of three measures:

- 1B: Project Location Relative to Jobs, Manufacturing, and Education (50 points)
- 3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation (30 points)
- 7: Transit, bicycle, or pedestrian project elements & connections (100 points)

1B: Project Location Relative to Jobs, Manufacturing, and Education (50 points)

Measure:

Referencing the application-generated map, the measure measures the existing employment, manufacturing employment, and students within a mile of the project. The application scored **0 points**.

Applicant's Challenge:

The original response was based on the map output: 440 employment, 21 manufacturing/distribution employment, and no students. The measure does not adequately capture the employment impact of the project, i.e., the population beyond the one-mile buffer.

Scoring Review:

The appeal is a critique of the scoring measure. The scorer completed the measure itself correctly. The scorer recommends **no change**.

3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation (30 points)

Measure:

This is a qualitative measure that is broken up into six scoring steps:

1. (0 to 3 points) Engagement. Project scored 1 point.
2. (0 to 7 points) Project's benefits to key populations. 1 Point.
3. (-3 to 0 points) Negative externalities. 0 points.
4. Total of steps 1 through 3: 2 points.
5. Incorporation of the multiplier based on where the project is located. This project was located in a census tract that is above the regional average for population in poverty or population of color, providing a maximum of 60% of the total score. This step results in 1.2 points.
6. Multiply the score by 3 (because steps one through three allow for a maximum of ten points and the measure is worth 30 points). Given the 0 points above, this step results in **3.6 points**.
7. Adjust the top-scoring project to the maximum 30 points and all other proportionately. This brings the total to **8 points**.

The project was awarded **8 points**.

Applicant's Challenge:

The applicant felt that the project deserved a higher score.

Scoring Review:

The scorer reported that she did not make any errors or overlook any information provided and therefore recommends **no change**. NOTE: Joe Lux was chair of the Roadway Expansion Scoring Committee and because he sponsors an application for which this measure is being challenged, abstains from commenting.

7: Transit, bicycle, or pedestrian project elements & connections (100 points)

Measure:

Describe how the project positively affects the multimodal system.

Applicant's Challenge:

The applicant felt that the project deserved a higher score.

Scoring Review:

The scorer recommends **no change**. “The multimodal improvements described in this application did not match the quality of improvements described in other applications. Additionally, as recommended in the scoring guidance, I made sure that the multimodal elements described in the response were accounted for on the cost estimate form. In this application no multimodal elements were accounted for, however, as I read the application, there were also no true multimodal elements included in the design (e.g. bicycle facilities, sidewalks, pedestrian crossing aides, pedestrian ramps, etc.). Therefore, this application was not penalized for not including multimodal elements in the cost estimate.”



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

October 29, 2018

Elaine Koutsoukos
Transportation Advisory Board of the Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

SUBJECT: 2018 Regional Solicitation Score Re-evaluation for US Highway 212 (Carver to Cologne) Roadway Expansion Project (ID 10883)

Dear Ms. Koutsoukos:

Carver County respectfully requests the TAC Funding and Programming Committee to re-evaluate the scores for three measures for the US Highway 212 Roadway Expansion from Carver to Cologne Project application (ID 10883). Specific measures for re-evaluation are:

- **Measure 3A** – Equity and Housing Performance: Connection to disadvantaged populations and project’s benefits, impacts, and mitigation
- **Measure 7A** – Multimodal Elements and Existing Connections: Transit, bicycle, or pedestrian project elements & connections
- **Measure 1B** – Role in the Regional Transportation System and Economy: Project Location Relative to Jobs, Manufacturing, and Education

Please provide the scoring methodology used to determine the scores for these measures.

Reason for Re-Evaluation Measure 3A - Equity and Housing Performance: Connection to disadvantaged populations and project’s benefits, impacts, and mitigation

This project qualified in the socio-economic evaluation category of *‘Project’s census tracts are above the regional average for population in poverty or population of color’* per the standard, required mapping tool and ‘Socio-Econ Map’ submitted with the application. Please confirm the score was assigned using this category. This is also a request for the calculation of how the score was adjusted to equal the score out of the maximum 30 points because it was noted that projects with the same geographic category received the maximum score.

This scoring measure was calculated based on the raw score out of 10 points from a narrative response to three questions. Please provide the raw score received out of 10 points and the scoring methodology used to derive this score. The County requests re-evaluation of this raw score due to the significant amount of project development, study, and outreach completed over a 10 year period (Question 1), the substantial benefit to disadvantaged populations (Question 2), and the absence or mitigation of negative externalities confirmed through the Environmental Assessment process (Question 3), as defined in the original application narrative. This project significantly addresses and fulfills these three

CARVER COUNTY

qualitative questions. Below is selected text from the submitted application for these three qualitative questions:

1. “Community engagement for this project has been underway for over 10 yrs. The approved EA, Dec. 2009, notes extensive efforts made during the project development process to provide info to & gather info from the public. Residents, businesses, and officials along the corridor were sent announcements of public mtgs for the project. Public mtgs were held at locations near affected areas. Public mtgs included: July 10, 2007 (119 attendees), Oct. 23, 2007 (73 attendees), May 19, 2009 (92 attendees). Residents & businesses within ½ mile of the project corridor were informed of upcoming events and project developments via reminder postcards and newsletters. The 212 Corridor Study (2015) incorporated engagement techniques to reach out to local governments, businesses, legislators, and citizens. The process included outreach via newsletters, open houses, and a project website. 16 major freight generator businesses were interviewed as part of the outreach. Public open houses were held on Nov. 14, 2013, Nov. 11, 2014, and July 21, 2016. The stakeholder group was integral in determining the preferred alignment. Each alternative was presented to the public to demonstrate the benefits & costs. The preferred alignment was chosen by stakeholders to reduce the r/w needs and still achieve safety, mobility, and access outcomes. All public mtgs were held in accordance with Title VI regs.”
2. “The proposed project connects on the eastern end to a Census Tract above the regional average concentration for race/poverty. The project is located in Dahlgren Township, which has a higher % of population over 65, % population with a disability, and % population below the poverty level compared to the County and Twin Cities MSA percentages. The project corridor also directly connects the cities of Cologne and Carver, which have higher percentages of population under 18. These populations will be served by the safety, access, and mobility improvements made as part of the proposed project. Safety and access improvements including RCUT facilities at intersections, center median, shoulder widening, and snow fence mitigation techniques will benefit residents using the corridor. Expanding the roadway facility from 2 to 4 lanes will decrease emissions and delay experienced by corridor users and improve the regional connection to job and economic opportunities.”
3. “An Environmental Assessment was completed and approved for the proposed project in December 2009. The EA found that the proposed project is not expected to cause adverse impacts to any community or neighborhood. No categories of people uniquely sensitive to transportation would be unduly impacted. The EA also found that the project impacts are distributed evenly throughout the project corridor and the proposed improvements would provide benefits for all who utilize the roadway. The environmental justice section concluded that the proposed project would not have disproportionately high and adverse human health or environmental effects to any minority population or low-income population.”

Reason for Re-Evaluation of Measure 7A – Multimodal Elements and Existing Connections: Transit, bicycle, or pedestrian project elements & connections

The interpretation of the scoring guidance for this measure resulted in a score of 0 out of 100 points for this project. Please provide definition of the scoring methodology used to score this criterion and consider re-evaluation based on the reasons below.

The scoring guidance specifies “*Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN) or regional trail, or for making connections with existing multimodal systems.*” At a minimum, the project should receive points for ‘*making connections with existing multimodal systems,*’ specifically

connections to transit systems, per the original narrative response. Below is the first part of the original response for this scoring criterion, which describes transit connections made by the project:

- a. “This project provides a direct multimodal benefit by increasing access from rural areas to the existing fixed-route transit system and park & ride facilities. The proposed project connects directly to the Carver Station Park & Ride at CSAH 11. This transit station provides an enclosed, climate-controlled station and surface parking for 400 vehicles. SouthWest Transit operates three fixed routes from this location: 697, 698, and 699, which provide connections to Downtown Minneapolis, Chaska, Chanhassen, Eden Prairie, and the University of MN. US 212 also connects just beyond the project limits to East Creek Transit Station with a parking ramp for over 700 vehicles. In addition to fixed and express route service, SouthWest Transit operates SW Prime, an on-demand ride service, in this area allowing residents to request a transit ride connection within and between service areas.

The project also serves transit service operated by SmartLink Transit. The SmartLink vehicles are stored and operate from the western end of the project corridor at the Carver County PW facility. SmartLink operates dial-a-ride transit service for the general public and provides Medical Assistance trips for individuals that qualify. This transit service serves the rural residents along the project corridor and provides a transit connection for residents to connect anywhere in the 7 county metro area.”

The scoring guidance also states: “*Scorers should make sure that new multimodal elements described in the response are accounted for on the cost estimate form earlier in the application.*” Specific multi-modal project elements are included in the cost estimate for this project under the ‘Specific Roadway Elements’ cost. Multi-modal elements are not specifically defined as off-road elements, which would not be an appropriate or allowable addition to this US Highway in a rural area.

As provided in the original narrative response, this project provides significant multi-modal improvements: 10 ft. wide shoulders for bicycle, pedestrian, and school bus use (vs. 0 to 4 ft. wide existing shoulders) and center median R-CUT intersection improvements for improved pedestrian crossings. See the narrative response below included in the submitted application text for description of specific multi-modal elements included in the project:

- b. “US 212 is currently a two-lane undivided Principal Arterial roadway with free-flow speeds at and above 60 mph and existing AADT ranging from 13,200 to 14,500 on the project corridor. The existing conditions make this section of US 212 a barrier to bicycle and pedestrian activity for access on and across US 212. Although bicyclists and pedestrians are encouraged to use parallel routes or separated trail facilities more compatible for bicyclist and pedestrian travel, bicyclists and pedestrians are not prohibited from using the non-freeway section of US 212. Should bicyclists or pedestrians choose to use US 212 for travel, the proposed facility will offer substantial improvements including a four-lane divided roadway with 10 ft. wide shoulders and a center median. This will allow vehicles and truck traffic to pass bicyclists without waiting for an opening in an authorized passing zone and using the on-coming traffic lane to pass. The center median will also act as a refuge for pedestrians or bicyclists needing to cross US 212, allowing one direction of traffic to be crossed at a time.”

Note the scoring guidance for the Roadway Modernization and Reconstruction project category has the same language for this measure and was not interpreted as requiring costs to be listed in the ‘Specific Bicycle and Pedestrian Elements’ cost section in order to receive points in this scoring measure. This inconsistency weakens the reliability of the scoring process.

The County requests this project receive a score for this measure reflecting the multi-modal elements and connections included as part of the project.

Reason for Re-Evaluation of Measure 1B – Role in the Regional Transportation System and Economy: Project Location Relative to Jobs, Manufacturing, and Education

This critical segment of US Highway 212 expansion received a score of 0 out of 50 on this scoring measure for the project’s impact on the Regional Economy relative to jobs, manufacturing, and education. This scoring measure is intended to capture the importance of a project or roadway to the regional economy based on how it serves existing employment, manufacturing/distribution related employment, and post-secondary students.

US Highway 212, including the project corridor, serves as a primary route linking Minnesota’s economic regional trade centers. Along the 138 mile span of US Highway 212 from the South Dakota state line to I-494, there are over 65 major freight generators that funnel freight east and west through the project area in order to access the Twin Cities. In addition, this corridor is part of the National Highway System, is identified by MnDOT as a Critical Rural Freight Corridor, and serves over 22,000 square miles of rural Minnesota and South Dakota with highway access in the absence of an interstate facility.

The measure, as calculated based on the ‘Regional Economy’ map generated by the Metropolitan Council mapping tool, does not adequately capture the role, extents, and attributes that a major roadway such as US Highway 212 provides. The map generates the existing employment within 1 mile, existing manufacturing/distribution-related employment within 1 mile, and existing post-secondary students within 1-mile. The score is then calculated based on the numbers generated by the mapping tool compared to other projects. No consideration is given to employment impacted greater than 1 mile from the project location, the project or roadway’s context or hierarchy, and no narrative or other factors are calculated into the score for consideration.

Please provide confirmation of the score calculation and methodology for this measure. The County requests future review of this scoring measure to better reflect a project’s impact on the regional economy and especially on existing manufacturing/distribution related employment served by the project but greater than 1 mile from the project site.

Carver County appreciates the funding opportunity made available through the Regional Solicitation process and the specific opportunity for review and re-evaluation of specific scores. If you have any questions related to this request please contact Angie Stenson, Senior Transportation Planner at 952-466-5273, astenson@co.carver.mn.us or me.

Sincerely,



Lyndon Robjent, PE
Carver County Public Works Director/County Engineer
612-247-6348

Roadway Expansion

Application 11001: Washington County

Helmo/Bielenberg Bridge

Request:

Applicant requested re-evaluation of measure 1C: Regional Truck Corridor Study Tiers (80 points)

Measure:

This criterion relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals.

- Along Tier 1: 80 points
- Along Tier 2: 60 points
- Along Tier 3: 40 points
- Direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: 10 points

The project scored **0 points**.

Applicant's Challenge:

“The structure of question 1C Regional Truck Corridor Study Tiers, and scoring criteria regarding benefits to the Regional Freight Corridors, does not have an option that captures the benefits of this type of bridge project.” Applicant further questions why ten points were not awarded for crossing a Tier 1 Truck corridor, even though the project does not make a direct connection.

Scoring Review:

The criterion is explicit in that it requires the improvement be made either along an existing freight facility or directly connect to an existing freight facility. The proposed project neither improves an existing freight facility nor directly connects with an existing facility. Therefore, per the existing scoring guidance, the proposed project **cannot be given points for this measure**. The Chair agrees that the criterion was followed and cannot be changed at this time.



Public Works Department

Donald J. Theisen, P.E.
Director

Wayne H. Sandberg, P.E.
Deputy Director/County Engineer

October 29, 2018
Ms. Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

RE: Washington County's Roadway Expansion Application to the Transportation Advisory Board's 2018 Regional Solicitation

Dear Ms. Koutsoukos,

Thank you for sharing the draft scores from the 2018 Regional Solicitation. The purpose of this letter is to formally request an appeal of the score for Washington County's Helmo Bielenberg Bridge Project application in the Roadway Expansion category. Washington County appreciates the opportunity to review and requests re-evaluation. We respectfully request an additional look at the following scoring measure, which we believe does not fully capture the benefits for our proposed project.

The Helmo Bielenberg Bridge will run along and parallel to I-694 and perpendicular to I-94. The proposed new bridge will provide an alternative route for traffic moving between Oakdale and Woodbury by allowing traffic to travel north and south between the two cities without utilizing the I-694/I-494/I-94 interchange and the interchange access points at 10th Street, Tamarack Road and Radio Drive. The structure of question 1C Regional Truck Corridor Study Tiers, and scoring criteria regarding benefits to the Regional Freight Corridors, does not have an option that captures the benefits of this type of bridge project.

For example, per synchro analysis included in Washington County's application, the Helmo Bielenberg Bridge will provide direct benefit to I-94, a Tier 1 Truck Corridor in Metropolitan Council's Truck Freight Corridor Study. The bridge is anticipated to improve operations at the I-94 signalized ramp terminals with Inwood Avenue/Radio Drive. At the I-94/Inwood Avenue (WB ramp) terminal, the overall intersection delay is reduced by approximately 4.3 seconds per vehicle, and with a total peak hour volume of 3,895 vehicles, the overall delay reduction is anticipated to be 17,233 seconds. At the I-94/Radio Drive (EB ramp) terminal, the overall intersection delay is reduced by approximately 0.1 seconds per vehicle. With a total peak hour volume of 4,845 vehicles, the overall delay reduction is anticipated to be 485 seconds. In total, the overall delay reduction at the I-94 ramp terminal is anticipated to be **17,233** seconds during the peak hour.

It appears most bridge projects would never be eligible to receive full points for this question. In the case of Washington County's application, the proposed Helmo Bielenberg Bridge scored 0 out of 80 points in this criteria. The proposed Helmo Bielenberg Bridge would alleviate congestion on I-94. However, the proposed bridge does not physically touch I-94, and therefore

does not “intersect” the Tier 1 Truck Corridor – which is the threshold to receive a mere 10 out of 80 points. The funding available in the Regional Solicitation is not near the level needed to expand the interstate highway system. The interstate highway system represents 211 miles of the Tier 1 Truck Corridors therefore projects that create alternative routes or reduce congestion on the Tier 1 interstate corridor should be scored the same as projects proposing to expand Tier 1 principal and minor arterials.

As the question and scoring criteria currently stands, this benefit is not adequately reflected in the overall score of the Helmo Bielenberg Bridge, and therefore puts the application at an unfair disadvantage. As shown above, the Helmo Bielenberg Bridge provides a direct benefit to I-94 as a means of congestion relief. This application should be considered to receive the full 80 points as it directly benefits the congestion along I-94, which is designated as a Tier 1 Regional Truck Corridor.

Thank you for your time and careful consideration of scoring for this application.

Sincerely,

A handwritten signature in black ink that reads "Jan Lucke". The signature is written in a cursive, flowing style.

Jan Lucke
Planning Director
Washington County Public Works

Roadway Reconstruction/Modernization and Spot Mobility
Application 10969: City of Burnsville
Cliff Road at I-35W South Ramps Improvement Project

Request:

Applicant requested re-evaluation of measure 6: Crashes reduced (150 points).

Measure:

Using HSIP B/C worksheet, determine the benefit of crashes reduced. The application scored **4 points**.

Applicant's Challenge:

In the original application, the applicant provided the B/C ratio of 0.11 and therefore suggests that the correct number, the benefit cost of \$528,799 that is shown on the handout should be used.

Scoring Review:

The scorer caught the errant input of 0.11 in the B/C ratio sheet, which showed a benefit of \$528,799. The scorer adjusted the "discount rate" to 1.3 for consistency, which raised the benefit to \$743,668. This brought the score from 3 to 4. **No change** is needed at this time.

Good Morning Elaine,


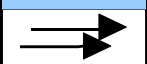



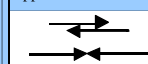
The City of Burnsville would like to appeal the score for our Cliff Road at I-35W South Ramps Improvement Project we have in the Roadway Reconstruction/Modernization and Spot Mobility section. The requested review is for category 6 as we entered the wrong number from the benefit/cost pdf attached, and included, in the original application submittal. The correct number to be scored for category 6 is the benefit cost for the project of \$528,000.

Thank you for your time and consideration of the Cliff Road at I-35W South Ramps Improvement Project. The City of Burnsville greatly appreciates the opportunity to apply for these funds.

Please respond so that I know you received this.

Sincerely,

Ryan Peterson Public Works Director
100 Civic Center Parkway | Burnsville, MN | 55337
952-895-4459 (office) | 952-895-4404 (fax) | www.burnsville.org/engineering

HSIP worksheet		Control Section	T.H. / Roadway	Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
			I-35W	SB On/Off Ramp at Cliff Rd					Dakota Co.	1/1/2013	12/31/2015
		Description of Proposed Work		Move existing intersection south, construct single lane roundabout							
Accident Diagram Codes		1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction		6, 90, 99		
									Pedestrian	Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B									
		C			1						1
Property Damage	PD				1					1	
% Change in Crashes <small>*Use Desktop Reference for Crash Reduction Factors</small>	Fatal	F									
	PI	A									
		B									
		C			-100%						
Property Damage	PD				-100%						
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F									
	PI	A									
		B									
		C			-1.00						-1.00
Property Damage	PD				-1.00					-1.00	
Year (Safety Improvement Construction)		2022									
Project Cost (exclude Right of Way)		\$ 4,600,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	<div style="border: 1px solid black; padding: 5px; display: inline-block; background-color: #fce4ec;">B/C= 0.11</div> <i>Using present worth values,</i> B= \$ 528,799 C= \$ 4,600,000 <i>See "Calculations" sheet for amortization.</i>			
Right of Way Costs (optional)			F			\$ 1,140,000					
Traffic Growth Factor		3.0%	A			\$ 570,000					
Capital Recovery			B			\$ 170,000					
1. Discount Rate		5%	C	-1.00	-0.33	\$ 83,000	\$ 27,692				
2. Project Service Life (n)		20	PD	-1.00	-0.33	\$ 7,600	\$ 2,536				
			Total			\$ 30,228		Office of Traffic, Safety and Technology August 2015			

Traffic Management Technologies

Application 10587: City of St. Paul

West Side Signalized Intersection Control Enhancements

Request:

Applicant requests re-evaluation of measure 5B: Emissions and congestion benefits of project (50 points).

Measure:

Discuss how the project will reduce emissions and congestion. The applicant should focus on any reduction in CO, NOX, and VOC. Projects on roadways that provide relief to congested, parallel principal arterial roadways should reference the current MnDOT Metro Freeway Congestion Report and discuss the systemwide emissions and congestion impact of the proposed improvements. The project that is most likely to reduce emissions and congestion will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The application scored **0 points**.

Applicant's Challenge:

The applicant states that its project includes congestion-reducing elements that should have received points and the scorer's use of quantitative analysis only was not consistent with the scoring guidance.

Scoring Review:

The scorer agreed with the applicant's assertion that he should have considered likely emissions reductions characteristics as opposed to only quantitative data. He recommends **awarding the project 50 points**. Further, he recommends **awarding 50 points to project 10907** (City of Minneapolis ITS Upgrades and Enhancements).



CITY OF SAINT PAUL
Melvin W. Carter, Mayor

Traffic Engineering Division
Randy Newton, Manager
800 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6200
Fax: 651-298-4559

October 29, 2018

Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101
elaine.koutsoukos@metc.state.mn.us

Dear Ms. Koutsoukos,

The City of Saint Paul Department of Public Works (SPPW) requests that the TAC Funding & Programming Committee re-evaluate criterion score 5B for the West Side Signalized Intersection Control Enhancements application submitted for funding in the recent Metropolitan Council Regional Solicitation for Federal Funding.

According to the methodology provided, the scoring committee awarded points based solely on quantitative analyses that were not required as part of the application. In previous solicitations, this category was scored based on the results of required simulation modeling, which provided a quantitative output estimating the reduction in specific pollutants. For this solicitation, the scoring measures for this category were modified to eliminate the need to perform simulation modeling, and allowing for a qualitative response, which the City provided in its application.

The City of Saint Paul provided multiple ways in which the proposed project would reduce congestion and emissions through traffic signal coordination and improved incident response, but was ultimately awarded zero points in this category.

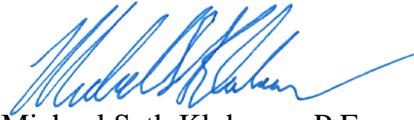
City of Saint Paul Department of Public Works thanks you for your effort in evaluating the many applications submitted, and looks forward to your response. Please contact me if you have any questions about this request.



An Affirmative Action Equal Opportunity Employer



Sincerely,



Michael Seth Klobucar, P.E.

Assistant City Traffic Engineer
City of Saint Paul
Department of Public Works
800 City Hall Annex
25 4th Street West
Saint Paul, Minnesota 55102
651.266.6208

Travel Demand Management

Application 10998: Move Minnesota

TDM Cultural Ambassadors

Request:

Applicant requested re-evaluation of two measures:

- 5: Project innovations and geographic expansion (200 points)
- 6A: Technical capacity of applicant's organization (25 points)

5: Project innovations and geographic expansion (200 points)

Measure:

Describe how the project is innovative or expands the geographic area of an existing project.

- Project introduces a new policy, program, or creative strategy (Up to 200 Points),
- Project replicates another project done in another region or applies research from another organization (Up to 125 Points),
- Project expands the geographic scope of an existing successful project, serves or engages a new group of people, or significantly enhances an existing program (Up to 75 Points)

The application scored **75 points**.

Applicant's Challenge:

Scorer may not have understood that a primary focus on equity and communities of color is in and of itself a continued innovation when looking at historical TDM work in our region, and that this represents a fundamental shift in the TDM model.

Scoring Review:

Scorer recognizes the crucial and potentially transformative emphasis on equity in TDM, but multiple applicants share that emphasis and he scored on the merits on how successful he believes their approach towards that end will be. The scorer recommends **no change**.

6A: Technical capacity of applicant's organization (25 points)

Measure:

Describe the technical capacity of the applicant's organization and what makes them well suited to deliver the project.

- Organization has experience implementing similar projects: Up to 10 Points, plus
- Organization has adequate resources to implement the project in a timely manner: Up to 15 Points

The application scored **19 points**.

Applicant's Challenge:

“Scorer may not be familiar with the importance of successfully drawing down allocated dollars received through prior awards in the Regional Solicitation process. As noted in our proposal, Move Minnesota has been awarded and successfully completed work on multiple previous Regional Solicitation projects.”

Scoring Review:

The scorer re-examined his scoring of the application and recommends **no change**.

Attn: Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101
elaine.koutsoukos@metc.state.mn.us

Regional Solicitation Score Re-evaluation Request

Move Minnesota

2446 University Avenue West, Suite 170
Saint Paul, MN 55114

For questions, please contact:

Emma Pachuta, director of programs
emmap@movemn.org
(651) 789-1416

Project ID 10998 (TDM Cultural Ambassadors in Minneapolis and Brooklyn Center)

Measure 5: Innovation and Geographic Expansion

Reason the score may be incorrect: Scorer may not have understood that a primary focus on equity and communities of color is in and of itself a continued innovation when looking at historical TDM work in our region, and that this represents a fundamental shift in the TDM model.

Measure 6A: Technical Capacity of Applicant's Organization

Reason the score may be incorrect: Scorer may not be familiar with the importance of successfully drawing down allocated dollars received through prior awards in the Regional Solicitation process. As noted in our proposal, Move Minnesota has been awarded and successfully completed work on multiple previous Regional Solicitation projects.

Travel Demand Management

Application 10913: Move Minnesota

Transforming Renters' Transportation Choices

Request:

Applicant requested re-evaluation of five measures:

- 1: Ability to capitalize on existing regional transportation facilities and resources (200 points)
- 3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation (80 points)
- 5: Project innovations and geographic expansion (200 points)
- 6A: Technical capacity of applicant's organization (25 points)
- 6B: Continuation of project after initial federal funds are expended (25 points)

1: Ability to capitalize on existing regional transportation facilities and resources (200 points)

Measure:

The applicant will receive points based on the quality of the response. Projects that effectively use existing organization and regional infrastructure and manage congestion and use on key facilities will receive the most points. The applicant with the top score will receive full points. Remaining projects will receive a share of the full points. The application scored **168 points**.

Applicant's Challenge:

Scorer may not have fully considered ridership projections along the Green Line and its role in connecting the downtowns as major economic anchors.

Scoring Review:

This was the second-highest score in this measure, and the score did incorporate the significance of the connection to the Green Line. The main reason the application did not receive the full points was because compared to MOVE MN's other project, it did not provide connections to multiple regional facilities. The other application mentions C-Line, Green Line, and Blue Line. The scorer suggests **no change**.

3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation (80 points)

Measure:

This is a qualitative measure that is broken up into six scoring steps:

- (0 to 20 points). Outreach to targeted groups. Project scored 10 points.
- (0 to 60 points) Description of the project's benefits. 40 Points.
- (-10 to 0 points) Description of any negative externalities. 0 points.
- Total of steps 1 through 3: 50 points.
- Adjust the top-scoring project to the maximum 80 points and all other proportionately. This brings the total to **53 points**.

Applicant's Challenge:

"Scorer may not be aware that the identified groups are all underrepresented in mobility conversations and have low access to mobility options, particularly students."

Scoring Review:

While the scorer felt the score she awarded in the description of the project's benefits was appropriate, she adjusted a portion of her outreach score (related to engagement with equity communities) to bring that component to 15 points, changing the raw score to 55. This would increase the final score to **59 points**. Her breakdown is as follows (scorer's reply shown verbatim):

Based on my scoring methods for Outreach, this project originally received
0 out of 2 points on pre-engagement of communities prior to project conception
2 out of 2 points for good engagement (regardless of targeted communities)
2 out of 4 points for some engagement with "equity communities"
.... In my re-read I am willing to provide 4 out of 4 points for good engagement with "equity communities".
Therefore I recommend creating a new score of 6 out of 8 points or 15 out of 20 for Outreach

Based on my scoring methods for Project Elements, this project originally received
2 out of 2 points for good general benefits for all (regardless of targeted communities)
2 out of 4 points for some benefits for "equity communities"
... I do not see any evidence in the proposal for "good" benefits to targeted equity communities; therefore I do not recommend a change in this score.

Based on my scoring methods for Negative Externalities, this project originally received
0 out of -10 points for no negative externalities to this project, nor anything to mitigate
2 out of 4 points for some engagement with "equity communities"
... I do not recommend a change in this score.

Therefore, I recommend this project to have a new RAW score of 55. (Staff note: raw score is currently 50; proportionate adjustment to bring the top score to the maximum points, raised it to 53.)

5: Project innovations and geographic expansion (200 points)

Measure:

- Project introduces a new policy, program, or creative strategy (Up to 200 Points),
- Project replicates another project done in another region or applies research from another organization (Up to 125 Points),
- Project expands the geographic scope of an existing successful project, serves or engages a new group of people, or significantly enhances an existing program (Up to 75 Points)

The application scored **100 points**.

Applicant's Challenge:

Scorer may not be aware that regional TDM work has been oriented toward businesses and employers, and that traditional TDM work does not target apartment complex owners or renters. This is a new market for TDM.

Scoring Review:

The scorer did not find an error in his scoring and does not want to review the qualitative merits of the reply, as that would not be fair to the other applicants. Each application would then need to be reconsidered. The scorer recommends **no change**.

6A: Technical capacity of applicant's organization (25 points)

Measure:

Describe the technical capacity of the applicant's organization and what makes them well suited to deliver the project.

- Organization has experience implementing similar projects: Up to 10 Points, plus
- Organization has adequate resources to implement the project in a timely manner: Up to 15 Points

The application scored **19 points**.

Applicant's Challenge:

Scorer may not be familiar with the importance of successfully drawing down allocated dollars received through prior awards in the Regional Solicitation process. As noted in our proposal, Move Minnesota has been awarded and successfully completed work on multiple previous Regional Solicitation projects.

Scoring Review:

The scorer re-examined his scoring of the application and recommends **no change**.

6B: Continuation of project after initial federal funds are expended

Measure:

Describe if the project will continue after the initial federal funds are expended. Identify potential future sources of funding, if needed, to continue the project. (Max 25 points for identified /secured funding to a future phase, max 15 for identified funding sources that could support project beyond initial funding period, or zero points for no identified future sources). The application was awarded **0 points**.

Applicant's Challenge:

“Scorer may not have understood Move Minnesota’s assertion that fee-for service is an important component of this type of work, and our experience expanding that work has been successful in recent years.”

Scoring Review:

6B: The applicant did not state that the program would be carried on with a fee-for-service component. The scorer suggests **no change**. Additionally, the scorer also asserted that it would be difficult to justify allowing this proposal to be modified to add supporting documentation without offering the same opportunity to all other applicants.

Attn: Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101
elaine.koutsoukos@metc.state.mn.us

Regional Solicitation Score Re-evaluation Request

Move Minnesota

2446 University Avenue West, Suite 170
Saint Paul, MN 55114

For questions, please contact:

Emma Pachuta, director of programs
emmap@movemn.org
(651) 789-1416

Project ID 10913 (Transforming Renters' Transportation Choices Along Green Line)

Measure 1: Ability to capitalize on existing facilities and resources

Reason the score may be incorrect: Scorer may not have fully considered ridership projections along the Green Line and its role in connecting the downtowns as major economic anchors.

Measure 3A: Connection to disadvantaged populations and benefits, impacts, and mitigation

Reason the score may be incorrect: Scorer may not be aware that the identified groups are all underrepresented in mobility conversations and have low access to mobility options, particularly students.

Measure 5 Innovation and Geographic Expansion

Reason the score may be incorrect: Scorer may not be aware that regional TDM work has been oriented toward businesses and employers, and that traditional TDM work does not target apartment complex owners or renters. This is a new market for TDM.

Measure 6A: Technical Capacity of Applicant's Organization

Reason the score may be incorrect: Scorer may not be familiar with the importance of successfully drawing down allocated dollars received through prior awards in the Regional Solicitation process. As noted in our proposal, Move Minnesota has been awarded and successfully completed work on multiple previous Regional Solicitation projects.

Measure 6B: Continuation after initial federal funding

Reason the score may be incorrect: Scorer may not have understood Move Minnesota's assertion that fee-for-service is an important component of this type of work, and our experience expanding that work has been successful in recent years.

Travel Demand Management

Application 10961: HourCar

HOURCAR Community Engagement and Outreach Initiative

Request:

Applicant requested re-evaluation of two measures:

- 4B: Emissions Reduction (150 points)
- 5: Project innovations and geographic expansion (200 points)

4B: Emissions Reduction (150 points)

Measure:

Show that the project will reduce CO, NO_x, CO₂e, PM_{2.5}, and/or VOC due to the reduction in VMT. Referencing the application-generated map, the measure measures the existing employment, manufacturing employment, and students within a mile of the project. The application scored **1 point**.

Applicant's Challenge:

The score feeds in part off of Usage (Measure 2). Provided usage of 212 (424 one-way). Usage scorer changed usage to 7 because the 212 HOURCAR users were said to be using it once to twice per month. Applicant disagrees with that change. Applicant contends that it's not the use of the car-share that should be counted, but the other non-SOV uses created by the car sharing option.

Scoring Review:

The applicant states that new users will give up cars and transfer to transit, biking, and walking, with HourCar as their backup transportation once or twice a month. The applicant assumes that transit is available to users. No methodology is provided for calculating the number of trips for each mode of transportation (transit, bike, walk), only the number of people that would register. The number of registered users was just doubled. Also, no statement is made regarding trip length for each mode (12.1 miles is not a likely average length for biking or walking trips). The scorer recommends **no change**.

5: Project innovations and geographic expansion (200 points)

Measure:

- Project introduces a new policy, program, or creative strategy (Up to 200 Points),
- Project replicates another project done in another region or applies research from another organization (Up to 125 Points),
- Project expands the geographic scope of an existing successful project, serves or engages a new group of people, or significantly enhances an existing program (Up to 75 Points)

The application scored **35 points**.

Applicant's Challenge:

The applicant feels that the scorer interpreted the proposal and an effort to "expand existing service", rendering the maximum score at 75. Applicant states that the key innovation will be in program design, as opposed to geographic expansion and the maximum score should therefore be 200.

Scoring Review:

The scorer feels he categorized the project correctly. The project could be scored through another "lens" but qualitatively he would still see them the same, and thus wouldn't have an opportunity to improve their

standing. He does not want to review the qualitative merits of the reply, as that would not be fair to the other applicants. Each application would then need to be reconsidered. Therefore, the scorer suggests **no change**.



October 29, 2018

Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

Dear Elaine,

I am writing to appeal and request review of scoring for two measures of HOURCAR's TDM proposal to the Regional Solicitation.

MEASURE 4B – Emissions Reduction

The scorer made changes to our calculation, calculating our daily VMT and emissions reduction by multiplying the total number of unique individuals by the number of monthly carshare trips by the number of miles traveled, divided by the number of days in the month.

SCORER'S CALCULATION: $VMT = \frac{[\text{unique users}] \times [\text{number of monthly trips}] \times [\text{avg. miles per trip}]}{[\text{number of days in the month}]}$

The scorer erred in this change. The calculation used by the scorer arrives at the total amount of VMT and emissions *produced* by the project, not the VMT and emissions *reduced* by the project. As the 2013 Interim CMAQ guidance states in section 12 on carsharing, "sponsors need to demonstrate an emissions reduction from the carsharing program." FHWA, in its cost-effectiveness evaluation table for the VMT and emissions reductions of various modes,¹ states that emissions reduction for (internal combustion) carshare programs are calculated by "modal shift;" that is, by the success of the program in enabling commuters to reduce their use of personally-owned vehicles and increase their use of public transit, biking, and walking.

This methodology contrasts with the emissions reduction calculations for other transportation modes, which are figured on a per-mile basis. Per the FHWA guidance referenced above, bus and rail lines calculate emissions reduction per mile traveled because they replace SOV trips with HOV trips. Electric vehicle projects (including EV carsharing) also calculate emissions reduction per mile traveled because they replace ICE trips with zero source-emission BEV trips.

Our application takes the approach recommended by FHWA. With the increased availability of carshare, as well as increased knowledge of how it works and its advantages, 212 new users will shed or defer purchase of a car, stop commuting by car, and start commuting using transit, biking, or walking. They will use the carshare vehicle for car-only errands for which they previously needed their own car. Each of the 212 monthly users will average 2 one-way commute trips each day using public transit, biking, or walking. We calculated VMT reduction of these users as follows:

¹ "FHWA - Cost Effectiveness Tables Summary,"
https://www.fhwa.dot.gov/Environment/air_quality/cmaq/reference/cost_effectiveness_tables/index.cfm

OUR CALCULATION: VMT reduced = [unique HOURCAR users recruited through the project] x [number of daily commute trips previously by SOV but now by transit, enabled by carsharing] x [avg. miles per trip]

This aligns with the language of the FHWA guidance regarding “modal shift,” and calculates the true reduction of VMT and emissions resulting from our project. HOURCAR’s pricing structure, two-way model, hub locations, and Go To Card integration have all been carefully calibrated over many years to maximize use of transit, biking, and walking for most trips, while providing an occasional flex option that allows people to live without purchasing a car.

Every study that examines VMT and emissions impacts resulting from carsharing (including several referenced in our proposal) uses the methodology adopted by our proposal: measuring the difference between miles traveled in SOVs when carsharing services are available vs. what they would have been had these services not been available (i.e., modal shift). The scorer’s methodology, on the other hand, measures only the miles traveled in carshare vehicles. This creates a perverse incentive whereby the more VMT and emissions produced by carshare trips, the higher the score. This cannot be correct.

MEASURE 5 – Innovation

The scorer interpreted our proposal as an effort to “expand existing service” (scorer’s notes) and thus assigned our project to the “expansion” category, with a maximum score of 75 points. Although our project does involve geographic expansion into several new ACP50 neighborhoods, the primary focus of our proposal is creating and implementing a new community engagement strategy in disadvantaged neighborhoods. As noted in our response to measure 5, “The key innovation will be in program design,” *not* in geographic expansion of services.

As detailed in our project description, our prior efforts to increase carsharing awareness in the ACP50 neighborhoods where we currently operate has consisted primarily of outreach to community-based organizations (CBOs) and price reductions targeted at these neighborhoods. These efforts have not succeeded in increasing membership in ACP50 neighborhoods or usage at carsharing hubs in these neighborhoods. The project description went on to articulate an entirely new strategy:

We have created an outreach strategy that envisions sustained engagement and intentional, ongoing relationships with community organizations and residents. Implementing this strategy exceeds our current organizational capacity and budget. We are therefore applying for funding to support this strategy, which includes:

- *A Stakeholders' Committee to help identify barriers and create solutions to mitigate and/or eliminate these barriers for low-income users and people of color.*
- *A full-time Community Engagement Manager who will leverage community partnerships, engage residents, and promote the benefits of car-sharing across the region.*
- *Customized marketing and communication materials.*
- *Focus groups with residents that determine the needs and opportunities in their communities.*

This creative strategy (developing a Community Outreach Manager position, assembling a paid Stakeholder’s Committee, creating materials customized to the needs of disadvantaged communities, holding focus groups with low-income residents) is entirely new and innovative by definition; neither we nor anyone else has tried this before. Not even the SUMC Twin Cities Action Plan included representation from disadvantaged communities. Moreover, although the scorer’s notes state, “No

evidence of where this approach has been successful [sic] in the past,” we noted in our response to this measure that this strategy “seeks to expand upon experiences from a similar program in Los Angeles” that was used successfully in the launch of the BlueLA electric vehicle carsharing program.

The scorer misunderstood the focus of our proposal as an effort at service expansion, when in fact the thrust of the project is in engaging low-income communities in program design, including such activities as “[a]dvising HOURCAR on pricing, locations, and recruitment/hiring,” and “[c]ontributing to the day-to-day connections (individuals and organizations) that will be central to the Outreach Manager’s work as a community organizer.” Our project does include geographic expansion elements; however, we note that the “Closed Network Carshare Development” project received full points for a proposal that “Expands geographic scope/Introduces creative strategy” (scorer’s notes). Our project also expands geographic scope while introducing a creative strategy for engaging with low-income communities. It therefore should be assigned to the category, “introduces a new policy, program, or creative strategy,” with a maximum score of 200 points, and measured accordingly.

I appreciate your consideration of our request. Please let me know if you require further information.

Sincerely,

A handwritten signature in blue ink that reads "P. Paul Schroeder". The signature is fluid and cursive, with a large initial "P" and a long, sweeping tail.

Paul Schroeder
CEO

Multiuse Trails and Bicycle Facilities

Application 10941: City of Burnsville

Highway 13 and Nicollet Avenue Grade Separated Pedestrian Crossing

Request:

Applicant requested re-evaluation of two measures:

- 2B: Snow and Ice Control (50 points)
- 4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (100 points)

2B: Snow and Ice Control (50 points)

Measure:

Confirm that the applicant and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage. The application scored **0 points**.

Applicant's Challenge:

Applicant feels that its response and attached policy warrants awarding of the points.

Scoring Review:

This measure was challenged in three other applications. The scorer responded generally that the problem with these was a lack of any clarification, explanation or even some indication of commitment on the applicant's part regarding the winter maintenance **for the proposed facility**. Some of these agencies are doing winter maintenance on only a portion of their bikeway networks. In these cases, he felt they should have provided documentation that they were going to include the proposed project as well. In this specific case, the attached policy is unclear as to whether the proposed project would rate as a high priority for winter maintenance. The application does not include any other confirmation, clarification or explanation regarding winter maintenance activities for the proposed facility. No specific commitment was made within the application for winter maintenance. The scorer recommends **no change**. This was a new measure that was open to a great deal of interpretation.

4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (100 points)

Measure:

Discuss how the project will close a gap and/or improve continuity or connections between jurisdictions. The applicant should include a description of gap improvements for the project.

- A. Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier (0-90 Points). Application was awarded 45 out of 90 points for the grade separation over the wide high speed/volume highway.
- B. Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability): (10 Points). Application was awarded 0 out of 10 points because there was no interjurisdictional connection. This element is not being challenged.

The application scored **45 points**.

Applicant's Challenge:

Applicant feels that the trails grade separation of TH 13 warrants more than 45 points.

Scoring Review:

The scorer gave this project a score of 45 of 90 points based on the following considerations: Though a grade separated crossing improves safety and comfort for bicyclists and pedestrians, the existing signal at this location provides a safe opportunity for pedestrians and bicyclists to cross the highway. Grade separations at signalized intersections were given the same score (45 points) because the scorer felt that the need was less significant when compared to projects proposing grade separated crossings at uncontrolled locations or across controlled access freeways. When comparing the significance of the gap or barrier for each project, she thought about what would deter a pedestrian or bicyclist from making the trip. Though a busy highway crossing at a signal is a barrier to some, she felt that other projects that provided facilities where none existed (whether they be along the roadway or across a barrier) filled a more significant gap and were therefore given more points in this category. The scorer recommends **no change**.

Scorer's verbatim response:

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier (90 points)

I gave this project a score of 45 of 90 points based on the following considerations:

- Though a grade separated crossing improves safety and comfort for bicyclists and pedestrians, the existing signal at this location provides a safe opportunity for pedestrians and bicyclists to cross the highway. Grade separations at signalized intersections were given the same score (45 points) because I felt that the need was less significant when compared to projects proposing grade separated crossings at uncontrolled locations or across controlled access freeways.
- When comparing the significance of the gap or barrier for each project, I thought about what would deter a pedestrian or bicyclist from making the trip. Though a busy highway crossing at a signal is a barrier to some, I felt that other projects that provided facilities where none existed (whether they be along the roadway or across a barrier) filled a more significant gap and were therefore given more points in this category.

I propose maintaining my original score of 45 of 90 points for this measure.

Improves continuity and/or connections between jurisdictions (10 points)

For this category, scoring was determined according to the following scale:

- 10 of 10 points: projects that directly connect 2 jurisdictions with the project.
- 5 of 10 points: projects entirely within 1 jurisdiction but that made broader network connections to other jurisdictions.
- 0 of 10 points: projects entirely within 1 jurisdiction that did not make broader network connections to other jurisdictions.

Project 10941 was given 0 of 10 points on this measure because the grade separation was entirely within the City of Burnsville and the connections to other jurisdictions will only be complete once additional trail connections are built.

I maintain that **45 points** is the appropriate score for measure 4A.

Good Morning Elaine,

The City of Burnsville would like to appeal the score for our Highway 13 and Nicollet Avenue Pedestrian Crossing in the Multiuse Trails and Bicycle Facilities section. The requested review is for two categories:

2b- Snow and Ice Control policy: 0/50 points received

The City's policy was attached to the application, but was not awarded the 50 points.

4a- Closes gap or crosses barrier: 45/100 points received

Seems like this should have scored much higher. TH 13 is identified as a barrier in the regional bikeway barrier study (as mentioned in the app). It would provide a safe crossing over this major barrier that lines up to the trail on Nicollet Ave south of TH 13 to the MVTA transit station north of the TH 13 as well as the existing trail north of TH 13 that goes to the northeast and likely future trail in this Tier 1 Corridor.

Thank you for your time and consideration of the Highway 13 and Nicollet Avenue Pedestrian Crossing Project. The City of Burnsville greatly appreciates the opportunity to apply for these funds.

Please respond so that I know you received this.

Sincerely,

Ryan Peterson Public Works Director

100 Civic Center Parkway | Burnsville, MN | 55337

952-895-4459 (office) | 952-895-4404 (fax) | www.burnsville.org/engineering

Multiuse Trails and Bicycle Facilities

Application 10899: City of Fridley

Fridley 7th Street and 57th Ave Trail Connections

Request:

Applicant requested re-evaluation of measure 2B: Snow and Ice Control (50 points).

Measure:

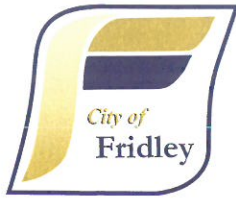
2B: Snow and Ice Control (50 points). Confirm that the applicant and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage. The application scored **0 points**.

Applicant's Challenge:

Applicant feels that its response and policy warrants awarding of the points. It is the City's policy to plow the streets first and then plow the sidewalks, starting with sidewalks closest to schools. Next plowed are bus stops, City trails, County trails, and lastly private trails. Snow removal policy referenced.

Scoring Review:

This measure was challenged in three other applications. The scorer responded generally that the problem with these was a lack of any clarification, explanation or even some indication of commitment on the applicant's part regarding the winter maintenance for the proposed facility. Some of these agencies are doing winter maintenance on only a portion of their bikeway networks. In these cases, he felt they should have provided documentation that they were going to include the proposed project as well. In this specific case, the plow map was referred to as supporting information, however the reference document did not include the proposed bikeway alignment. No additional clarification or explanation was provided on the map. The application itself did not provide any additional explanation nor documentation regarding whether there was an intent to maintain the proposed trail in winter. None of the attached support letters mentioned maintenance. Research on the City's website (which had been provided) did not appear to provide any clarification regarding the proposed trail maintenance. No specific commitment was made within the application for winter maintenance. The scorer recommended **no change**. This was a new measure that was open to a great deal of interpretation.



Fridley City Hall

6431 University Ave N.E. Fridley, MN 55432-4303
(763) 571-3450 • FAX (763) 571-1287 • FridleyMN.gov

Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

October 29, 2018

Subject: Regional Solicitation Appeal - City of Fridley

Dear Ms. Koutsoukos,

The City of Fridley is appealing the score on Section 2.B. of our Regional Solicitation grant application for Multi-Use Trail funding. Our appeal statement is as follows:

2.B. Usage

Fridley received a score of 0 out of 50 in this category regarding snow and ice control. We do not agree with a zero score for our project in this category, as we answered all the questions that indicate that this new trail would be maintained year-round to include winter as with our other trail/sidewalk infrastructure. We checked the affirmative response that we have a maintenance plan for year-round use and provided a description of maintenance plan language as required by the application. We also included a summary of our maintenance plan (in graphic format) that shows all City trails are maintained year-round by the City, including mandated snow and ice control. The graphic did not include the conceptual trail in the application, as we include existing and funded future trails and walks in our maintenance plan.

The City has every intention of maintaining the trail that is the subject of our application or we would have 1) not applied for funding, 2) not checked the affirmative response to the question, and 3) not provided a description of maintenance plan language.

MEASURE: Confirm that the applicant and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage.

Include a link to and/or description of maintenance plan language.

- Maintenance plan or policy for snow-removal for year-round use (50 Points)

Applicants that have policy language that commits to year-round usage by controlling snow and ice on from trails will receive 50 points. Those who do not will receive zero points.

It is the City's policy to plow the streets first and then plow the sidewalks, starting with sidewalks closest to schools. Next plowed are bus stops, City trails, County trails, and lastly private trails. Thank you for the opportunity to clarify this part of Fridley's application.

Sincerely,

A handwritten signature in cursive script that reads 'Julie Jones'.

Julie Jones
Planning Manager
City of Fridley

Multiuse Trails and Bicycle Facilities

Application 10970: City of Chaska

Circle the Brick Trail Connection

Request:

Applicant requested re-evaluation of measure 2B: Snow and Ice Control (50 points).

Measure:

2B: Snow and Ice Control (50 points). Confirm that the applicant and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage. The application scored **0 points**.

Applicant's Challenge:

The applicant points to language in the same map that states that 20 miles of trail are plowed during the winter months, adding that the trail in the application would be plowed. The applicant provided a Trail System map that includes denotation of "Plow Routes" in the City of Chaska. "Future trails" tend not to be shown as plow routes. Therefore, much (or all) of this route is not shown as a plow route. There is a plow route denoted near the eastern portion of the trail, though it's not easy to determine whether that is along the proposed project route.

Scoring Review:

This measure was challenged in three other applications. The scorer responded generally that the problem with these was a lack of any clarification, explanation or even some indication of commitment on the applicant's part regarding the winter maintenance **for the proposed facility**. Some of these agencies are doing winter maintenance on only a portion of their bikeway networks. In these cases, he felt they should have provided documentation that they were going to include the proposed project as well. In this specific case, the trail plow route map submitted with the application for support documentation does not appear to address future trail maintenance. The language on the route map specifically addressed existing facilities. The application did not elaborate, confirm, or provide any documentation of a commitment to whether the proposed project would be maintained in the winter. The scorer recommended **no change**. This was a new measure that was open to a great deal of interpretation.

Elaine,

Please accept the following appeal on the behalf of the City of Chaska.

The City of Chaska would like to appeal the score received for 2B in the Circle the Brick multiuse trail application. We request that the scoring committee take note of the language provided in the attached trail maintenance map that was attached and submitted in the online application. The language states that "20 miles of trail (existing) are plowed during the winter months to provide pedestrian access between neighborhoods and main destination points". The proposed Circle the Brick Trail segment would be an addition to the plowed trails as it connects some of our most disadvantaged neighborhoods to primary community destinations, including our core downtown business district and transit stops.

Thank you for your time and consideration. The City of Chaska greatly appreciates the opportunity to apply for Regional Solicitation funds.

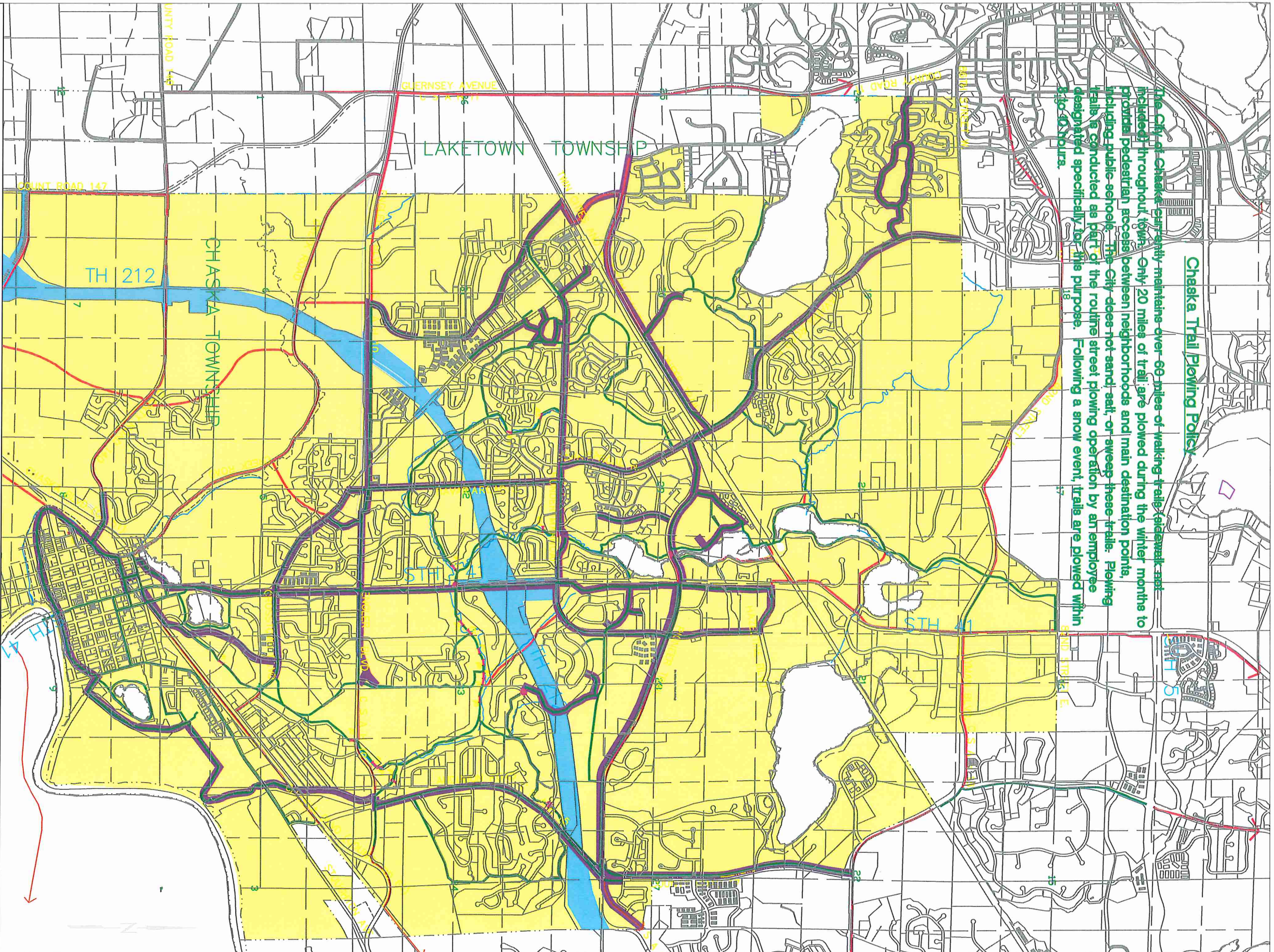
On Behalf of Kevin Ringwald
Community Development Director
City of Chaska

Phone: 952-448-9200

Email: KRingwald@chaskamn.com

The City of Chaska currently maintains over 60 miles of walking trails (sidewalks not included) throughout town. Only 20 miles of trail are plowed during the winter months to provide pedestrian access between neighborhoods and main destination points, including public schools. The City does not sand, salt, or sweep these trails. Plowing trails is conducted as part of the routine street plowing operation by an employee designated specifically for this purpose. Following a snow event, trails are plowed within 8 to 40 hours.

Chaska Trail Plowing Policy



- PLOW ROUTES
- CITY LIMITS
- EXISTING TRAILS
- FUTURE TRAILS
- UNDER CONSTRUCTION
- REGIONAL TRAILS
- ANNEXATION AREA
- CITY BRIDGE
- CITY UNDERPASS

0 1200 2400
 Scale in feet
 JANUARY 2017

COMMUNITY TRAIL SYSTEM CITY OF CHASKA



Chaska

Multiuse Trails and Bicycle Facilities

Application 10885: Carver County

Lake Minnetonka Regional Trail from Stieger Lake Boat Launch to Rolling Acres Road

Request:

Applicant requested re-evaluation of two measures:

- 2B: Snow and Ice Control (50 points)
- 4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (100 points)

2B: Snow and Ice Control (50 points)

Measure:

Confirm that the applicant and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage. The application scored **0 points**.

Applicant's Challenge:

Applicant feels that its response and attached policy warrants awarding of the points.

Scoring Review:

This measure was challenged in three other applications. The scorer responded generally that the problem with these was a lack of any clarification, explanation or even some indication of commitment on the applicant's part regarding the winter maintenance for the proposed facility. Some of these agencies are doing winter maintenance on only a portion of their bikeway networks. In these cases, he felt they should have provided documentation that they were going to include the proposed project as well. In this specific case, the trail is currently plowed by the City of Victoria via an agreement with Three Rivers Parks - the copy of the agreement submitted with the application expired in 2017. No mention was made regarding whether the maintenance agreement is being renewed or not nor what the intent of the on-going maintenance plan was. The support letter submitted from the City of Victoria made no mention of maintenance. The City Council agenda item submitted dated August 13, 2012 referred to the Three Rivers Parks permit (which now had expired). No mention was made in the application regarding any intent by the City of Victoria to renew the permit with Three Rivers Parks. The scorer recommends **no change**.

4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (100 points)

Measure:

Discuss how the project will close a gap and/or improve continuity or connections between jurisdictions. The applicant should include a description of gap improvements for the project.

- A. Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier (0-90 Points). Application was awarded 40 out of 90 points for the grade separation over the wide high speed/volume highway.
- B. Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability): (10 Points). Application was awarded 5 out of 10 points because while the

trail is entirely within Victoria, it has broader connections to other communities once the gap is filled.

The application scored **45 points**. This breaks down to 40 in part A and 5 in part B.

Applicant's Challenge:

Applicant feels that the trails grade separation of TH 13 warrants more than 45 points.

Scoring Review:

The scorer gave this project a score of 40 of 90 points in part A above because she didn't feel that upgrading an existing unpaved trail to a paved surface was as significant of a gap when compared to many other projects in the category that were providing bike facilities where none exist. In reviewing how this scored relative to other projects in the category, it scored similarly to projects proposing to resurface existing trails. Upon reconsidering, the scorer suggests **providing ten extra points (i.e., 50)** points in this category in recognition that: 1) paving a 1-mile segment of unpaved trail is a more significant upgrade than resurfacing an existing paved trail and 2) the RRFB and median at Rolling Acres Road provide an improved crossing of a County highway where there is currently just a crosswalk. This 50 would be in addition to the 5 in part B, for a **total of 55**.

Scorer's verbatim reply:

The score for 4A is comprised of two elements:

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier (90 points)

I gave this a score of 40 out of 90 points because I didn't feel that upgrading an existing unpaved trail to a paved surface was as significant of a gap when compared to many other projects in the category that were providing bike facilities where none exist. In reviewing how this scored relative to other projects in the category, it scored similarly to projects proposing to resurface existing trails.

Upon reconsidering, I have decided to give the project 50 of 90 points in this category in recognition that: 1) paving a 1-mile segment of unpaved trail is a more significant upgrade than resurfacing an existing paved trail and 2) the RRFB and median at Rolling Acres Road provide an improved crossing of a County highway where there is currently just a crosswalk.

Improves continuity and/or connections between jurisdictions (10 points)

For this category, scoring was determined according to the following scale:

- 10 of 10 points: projects that directly connect 2 jurisdictions with the project.
- 5 of 10 points: projects entirely within 1 jurisdiction but that made broader network connections to other jurisdictions.
- 0 of 10 points: projects entirely within 1 jurisdiction that did not make broader network connections to other jurisdictions.

Project 10885 was given 5 of 10 points because it was entirely within the city limits of Victoria, but the connection would allow someone to travel to another jurisdiction along the route. I do not wish to change this score.

My proposed revised total score for Measure 4A is **55 points**.



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

October 29, 2018

Elaine Koutsoukos
Transportation Advisory Board of the Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

SUBJECT: 2018 Regional Solicitation Score Re-evaluation for Lake Minnetonka Regional Trail Project (ID 10350)

Dear Ms. Koutsoukos:

Carver County respectfully requests the TAC Funding and Programming Committee to re-evaluate two scoring measures for the Lake Minnetonka Regional Trail from Stieger Lake Boat Launch to Rolling Acres Road Project application (ID 10350). Specific measures for re-evaluation are:

- Measure 2A – Potential Usage: Snow and Ice Control measure
- Measure 4A – Deficiencies and Safety: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

Please provide the scoring methodology and reasoning used to score both measures. Specifically provide an explanation for altering the County's response to Measure 2A that there is a "Maintenance plan or policy for snow removal for year-round use."

Reason for Re-Evaluation of Measure 2A – Potential Usage: Snow and Ice Control

The County requests a change in this scoring measure from 0 out of 50 points to 50 out of 50 points. The proposed project is to pave the existing Lake Minnetonka Regional Trail. The existing trail has been plowed by the City of Victoria since 2003. The trail is located in the City of Victoria and is owned by Three Rivers Park District. The existing trail is currently plowed by the City of Victoria, which is regulated through a permitting process with Three Rivers Park District.

The documentation attached to the application included an adopted City of Victoria Council Agenda item that specifies **"The City provides winter maintenance for the LRT which includes plowing and trash pick-up."** Also attached was a 5-year plowing permit issued by Three Rivers Park District to the City of Victoria. The attached permit has expired and a new permit was not available to submit with the application; however, the documentation provided shows the City adopted a policy to provide winter maintenance to the trail regardless of the permit status with Three Rivers Park District.

Reason for Re-Evaluation of Measure 4A – Deficiencies and Safety: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

The County requests an increase to the project's score in this category, which is currently 45 out of 100 points. Most notably, the project close an unpaved trail gap in the regional trail and RBTN systems and addresses a roadway crossing barrier for a regional trail with the proposal of an RRFB safety crossing improvement at a major County Highway. Please provide the methodology used for scoring this measure and consider re-evaluation of the score.

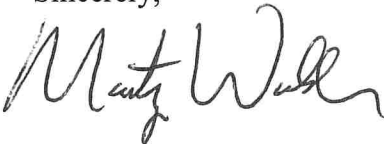
Overall Feedback on Project Scoring and Rank

It is clear that suburban and rural community projects, especially regional trail projects, struggle to compete for funding in this modal category. The County proposes three issues be investigated prior to the next Regional Solicitation cycle.

1. Development of two tiers of project types, defined by Community Designation, with separate funding allocations.
2. Lower the project award amount from \$5.5 million to \$3.5 million in order to fund more projects and distribute funding to more agencies or cap the number of \$5.5 million awards.
3. Review the scoring spread for each measure to ensure equity across measures. For example, Measure 2A creates a wide gap in scoring, with suburban and rural projects receiving very low scores. A similar gap is not reflected in other scoring measures such as multi-modal, safety, or risk assessment.

Carver County appreciates the funding opportunity made available through the Regional Solicitation process and the specific opportunity for review and re-evaluation of specific scores. If you have any questions please don't hesitate to contact me or Angie Stenson, Senior Transportation Planner, 952-466-5273, astenson@co.carver.mn.us.

Sincerely,



Marty Walsh
Carver County Parks and Recreation Director
952-466-5252

Multiuse Trails and Bicycle Facilities

Application 10744: Ramsey County

Bruce Vento Regional Trail Extension - Buerkle Road to Highway

96

Request:

Applicant requested re-evaluation of three measures:

- 2A: Existing population and employment within 1 mile (150 points)
- 3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation (50 points)
- 4B: Deficiencies corrected or safety problems addressed (150 points)
- 5: Transit or pedestrian elements of the project and connections (100 points)
- 6: Risk Assessment Form (130 points)
- 7: Cost effectiveness (100 points)

2A: Existing population and employment within 1 mile (150 points)

Measure:

Referencing the application-generated map, the measure measures the existing employment, manufacturing employment, and students within a mile of the project. The application scored **51 points**.

Applicant's Challenge:

The measure does not adequately capture the employment impact of the project, i.e., the population beyond the one-mile buffer.

Scoring Review:

2A: This appears to be a critique of the measure rather than a challenge as to how it was scored. **No change is recommended.**

3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation (50 points)

Measure:

This is a qualitative measure that is broken up into six scoring steps:

- (0 to 3 points). Outreach to targeted groups. Project scored 2.5 points.
- (0 to 7 points) Description of the project's. 4 Points.
- (-3 to 0 points) Description of any negative externalities. 0 points.
- Total of steps 1 through 3: 6.5 points.
- Incorporation of the multiplier based on where the project is located. This project was located in a census tract that is above the regional average for population in poverty or population of color, providing a maximum of 60% of the total score. Adjustment at this point this step results in 3.9 points.
- Multiply the score by 5 (because steps one through three allow for a maximum of ten points and the measure is worth 50 points). This step results in 19.5 points.
- Adjust the top-scoring project to the maximum 50 points and all other proportionately. This brings the total to **33 points**.

Applicant’s Challenge:

The applicant cites project benefits and questions the measure’s provision of data related to connection to key populations.

Scoring Review:

Scorer reviewed the project and did not make an error or miss anything and therefore recommends **no change**. The following rationales were provided

- Trail touches an above-average area, which qualifies it for a 0.6 multiplier.
- Engagement process is exemplary, and very well described, which is reflected in the score of 2.5 out of 3.
- Benefits are well described; projects that scored higher have either more benefits identified or more detailed descriptions or quantification.

4B: Deficiencies corrected or safety problems addressed (150 points)

Measure:

Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility. Applications that provide crash data can score up to 150 points while applications that do not can score up to 100. The application scored **90 points**.

Applicant’s Challenge:

The applicant generally felt that a better score was warranted. During the course of the letter, the applicant alluded to crash data, which the scorer did not acknowledge in his write-up.

Scoring Review:

Scorer missed the inclusion of the crash data. Based on his original read of the project, along with the inclusion of the crash data, he recommends **increasing the score to 125 points**. As a note, a part of the reason this was missed was because the application was 318 pages in length.

5: Transit or pedestrian elements of the project and connections (100 points)

Measure:

Discuss any transit or pedestrian elements that are included as part of the project. The application scored **83 points**.

Applicant’s Challenge:

As indicated by the project’s success in other measures, this measure does not adequately capture the multimodal connections.

Scoring Review:

‘Per the Ramsey County appeal letter comment that measure 5 uses a different approach than measures 1 & 4A. This is correct. Measure 1 focuses purely on RBTN. Measure 4A reviews projects that best close gaps and improve connections between jurisdictions. Per the scoring guidance, Measure 5 awards the most points to projects that have the most comprehensive enhancement of the travel experience and safe integration with other modes. Measure 5 is also focused on the quality of improvements. The scoring approach for Measure 5 was discussed among the Multimodal Scoring work group; a scoring approach consistent with past Solicitation cycles was maintained. The majority of the applicant Solicitation response (and the appeal letter for item 5) details access and connecting networks or destinations. There is a limited description of specific enhancements, safe integration across modes, or quality of the improvements. Therefore, these are areas where points were reduced. As an example, the following statement from the application is a sample of the kind of response that could potentially gain more points if text describing specific improvements would have been expanded: “The trail is also planned to have multi-modal elements for improved use such as separated off-road trail alignments, improved at-grade

road crossing for safety, trailhead areas with site amenities that will accommodate the needs for trail users”.’ The scorer recommends **no change**.

6: Risk Assessment (130 points)

Measure:

Applicants provide a layout and report on whether there are potential delays related to Section 106 historic resources, right-of-way, and railroad involvement. Project scored **88 points**.

Applicant’s Challenge:

Applicant was awarded full points for layout and Section 106 resources. Reduced points were awarded for right-of-way, and railroad involvement. The challenge entails explanation on how the project serves the needs identified in the 2016 Regional Solicitation’s risk assessment sheet.

Scoring Review:

Scorer rewarded points based on the information (i.e., check boxes) filled out in the original submission. As such she recommends **no change**.

7: Cost Effectiveness (100 points)

Measure:

This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost. The application was awarded **8 points**.

Applicant’s Challenge:

Applicant stated several benefits of the project.

Scoring Review:

The scorer made sure he’d scored the project correctly, which he had. The “benefits,” for the purpose of this score, is based on the total score on the other measures. The score recommends **no change**.



October 31, 2018

Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
390 North Roberts St
St. Paul, MN 55101

RE: Bruce Vento Regional Trail – Appeal of TAB Draft Scores for Application ID 10744

Dear Ms. Koutsoukos:

Thank you for providing the draft scores for review on the 2018 Regional Solicitation for Bicycle and Pedestrian Facilities. After further review of the draft scores for application ID 10744, Ramsey County is appealing the draft scores, and is requesting additional clarification and review for items 2A, 3A, 4B, 5, 6, and 7.

Item 2A – Potential Usage

Additional clarification and review is requested for the method of scoring for this section. According to *Measure A* for this section, it appears the scoring is based on existing population and employment within 1 mile of the project area. This measure does not provide an accurate data of potential usage for the project area, since this is only one small section of a large regional trail that extends through six different municipalities (St. Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake, and White Bear Township). The Bruce Vento Regional Trail is 13 miles in length, and extends from the east side of downtown St. Paul to the north County line (County Road J) in White Bear Township. Only the southern 7 miles of trail is constructed from downtown St. Paul to Buerkle Road in White Bear Lake, however this trail serves as a major regional bicycle and pedestrian route within Ramsey County.

Based on 2016 Regional Trail visitation numbers identified by the Metropolitan Council, the Bruce Vento Regional Trail section within the City of St. Paul had approximately 237,000 yearly visitations, and Ramsey County had approximately 345,500 yearly visitations totaling 582,500 combined yearly visitations. In addition, the 2017 Metropolitan Council identified the regional trail segment in St. Paul with 293,900 yearly visitations, and the Ramsey County segment with 384,600 yearly visitations totaling 678,500 yearly visitations. This serves as a main reason why the trail usage numbers cannot be based just off the population summary of the project area alone, since the regional trail extends through other municipalities with higher populations. In addition, the Ramsey County section of trail has higher visitation numbers than the City of St. Paul, because the Ramsey County section is a primary RBTN Tier 1 north-south that provides a direct connection into the City of St. Paul from northern communities of Ramsey County, and vice versa for connections to northern communities within Ramsey County.

The extension of regional trail from Buerkle Road to Highway 96 in White Bear Lake will connect northern Ramsey County to the Metropolitan Regional Trail System. This connection will eliminate a major barrier and will allow additional trail use and connection to other regional trails throughout the regional trail corridor such as the Sam Morgan Trail, Trout Brook Regional Trail, Gateway State Trail, Highway 96 Regional Trail, Lakes Links Regional Trail, South Shore Trail, and the Rice Creek North Regional Trail and Birch Lake Regional via connection

through the Highway 96 Regional Trail. This project will also complete a major gap in the national trail system (USBR 41) as well.

Item 3A – Connection to disadvantaged populations and projects benefits, and impacts

Additional clarification and review is requested for the method of scoring for this section. According to *Measure A* for this section, it appears the scoring is based on connection to disadvantaged populations, projects benefits, impacts and mitigation. This measure does not provide an accurate data of connection to disadvantaged populations, projects benefits, impacts and mitigation for the project area since this is only one small section of a large regional trail that extends through six different municipalities (St. Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake, and White Bear Township). A major project benefit is eliminating a major barrier/gap between two Above Regional Average Concentrated areas of Race/Poverty in addition to eliminating equity disparities between two northern communities. This project does not impact or cut off any existing residential housing in the project area. In addition, since the regional trail extends north/south throughout Ramsey County, the trail project area will eliminate a major barrier, and will also connect concentrated poverty within St. Paul and Maplewood to northern Ramsey County via the Bruce Vento Regional Trail, or through connection to other regional trails such as the Lakes Link Regional Trail, South Shore Trail, Highway 96 Regional Trail, and the Rice Creek North and Birch Lake Regional Trail via connection through the Highway 96 Regional Trail.

Item 4B - Safety

Additional clarification and review is requested for the method of scoring for this section. According to *Measure B* for this section, it appears the scoring is based on deficiencies corrected or safety problems addressed. As noted within the application and above, this project will provide a safe off-road trail that currently does not exist. This project eliminates pedestrian conflicts with major vehicular corridors, and providing a safe alternate method of travel for bikeways. Safety improvements will be gained throughout the project area by improving at-grade crossing areas, elimination of pedestrian impacts in major vehicular corridors by providing an off-road trail for bypass of County Road E and Highway 61, in addition to improving intersection crosswalk components at the intersection of White Bear Avenue and Highway 61, and the intersection of Highway 96 and Highway 61.

Buerkle Road –Buerkle Road has medium ADT due to the adjacent office, retail and industrial business, and is used as a connecting street between White Bear Avenue and highway 61. The location of the proposed trail crossing at Buerkle Road has poor sightlines for vehicles because the trail crossing is located at an S-curve. An improved at-grade crossing will be provided as part of the Rush Line Bus Rapid Transit project at this intersection and will be included within the signalized section to provide additional safety. Rush Line BRT improvements for this area is anticipated in 2022-2023, which is consistent with Bruce Vento Regional Trail construction.

County Road E and Highway 61 – The trail is planned to eliminate pedestrian conflicts by avoiding at grade trail crossing in these two high vehicular corridors. The trail is planned to go under these two roads at existing vehicular roadway bridge locations.

Highway 61 – According to the 2015 Minnesota Department of Transportation Bikeway Map, there currently is a north-south bikeway located on the shoulders of Highway 61 in the project area. The Rush Line Bus Rapid Transit project is proposing to utilize the road shoulders of Highway 61, and will conflict with bikeway routes. In addition, Highway 61 is an area of high bicycle and pedestrian traffic stress, with nearly nonexistent level of pedestrian service along the length of the project corridor. This project provides a safe alternate method of bike travel that would be able to reduce potential bicycle impacts on this highly traveled vehicular corridor.

Intersection of White Bear Avenue and Highway 61 – The project will improve existing pedestrian crosswalk areas for east-west connections across Highway 61. The intersection is planned to be improved by relocating existing curb lines, possible shifting of existing vehicular light standards, and reconfiguring crosswalk locations to allow safer travel across Highway 61. This intersection will be the primary crossing point, and connection to a RBTN Corridor (South Shore Trail), and business districts located on the east side of Highway 61 in the project area.

Intersection of Highway 96 and Highway 61 – The project will improve existing pedestrian crosswalk areas for east-west links across Highway 61 for connection to the Lakes Link Regional Trail, and alternate connection to the South Shore Trail. This project will also improve existing pedestrian crosswalk locations and provide improved north-south across Highway 96 to the areas of White Bear Lake on the north side of Highway 96. This is a critical intersection because it sets the stage for future extension of the Bruce Vento Regional Trail to County Road J for connection to the Hardwood Creek Regional.

Additionally, as a component to this question, crash data provides a major emphasis for receiving higher point values. Crash data was provided within the attachment section of the application. Information provided identified both pedestrian and bicycle crashes within the project corridor for non-incapacitating and incapacitating injuries. Crashes were located at County Road E/Hoffman Road, County Road F/Highway 61 and on Highway 61 near Highway 96. Crashes are continuing to occur from the lack of pedestrian and bicycle facilities within the project corridor. In addition, several crashes were identified out, but near the project corridor, which represents pedestrians are trying to find other corridors to navigate around the barrier/gap to connect to the Bruce Vento Regional Trail.

Item 5 - Multimodal

Additional clarification and review is requested for the method of scoring for this section. According to the *Measure* for this section, it appears the scoring is based on transit or pedestrian elements of the project and connections. Draft scores for this section do not seem to make sense, and are not consistent with the scoring approach used for Item 1 and 4A. According to the information provided by the Metropolitan Council, the Bruce Vento Regional Trail project plays an extremely important role in Regional Bicycle Transportation Network (RBTN) as a Tier 1 Alignment. This project also connects into other RBTN Tier 1 Alignments such as the Highway 96 Regional Trail, Gateway State Trail, Trout Brook Regional Trail, and the Rice Creek North Regional Trail via connection from the Highway 96 Regional Trail. This project has direct connection to a RBTN 2 Corridor for the South Shore Trail and Lakes Link Regional Trail. This information is identified on the Metropolitan Council Multiuse Trail and Bikeway Map. In addition, this project also connects to bike routes on Highway 61, which are currently located within the roadway shoulders throughout the length of the project corridor.

Also, as indicated in the application, this project provides critical multi-modal connections and will remove barriers to the Rush Line Bus Rapid Transit between Buerkle Road and Highway 96. Pedestrian will be able to utilize the Bruce Vento Regional Trail to Rush Line stops at Buerkle Road, County Road E, Cedar Avenue/Highway 61, and along Highway 61 by Whitaker Street. These connections are critical in providing increased ridership and alternate methods of travel. Rush Line BRT improvements for this area is anticipated in 2022-2023, which is consistent with Bruce Vento Regional Trail construction.

Item 6 – Risk

Additional clarification and review is requested for the method of scoring for this section. According to the *Measure* for this section, it appears the scoring is based on the risk associated with the project. I want to clarify the steps that have been taken already for the proposed trail section.

Stakeholder Process – Stakeholders holder groups/agencies along the corridor have been identified and have been part of the process of developing the trail alignment. Public stakeholder’s agencies along the corridor are Maplewood, Gem Lake, New Brighton, White Bear Township, White Bear Lake, Ramsey County, and Burlington Northern Santa Fe (BNSF). Multiple meetings have been held with the stakeholders for project coordination. In addition, several public input meetings where held to gain input on the proposed project as part of the preliminary design study. Several items were added to the proposed trail project as a direct result of the public open house meetings.

Layout or Preliminary Plan – Detailed preliminary development plans were completed for the proposed trail project area. These plans identify all impacts and proposed improvements along the trail corridor including a detailed estimate. Final construction plans are underway and are based on the preliminary development plans. It should be noted that the preliminary development plans were completed to 30% level of construction plans to provide accurate information as it relates to project benefits, and costs associated for implementation.

Environmental Documentation - Environmental documents have not been completed, but are underway as a component to the final construction plans and will be included in the preparation of the State-Aid Project Manual (PM). The PM document is anticipated to be completed by the end of 2019.

Review of Section 106 - These documents have not been completed, but are underway as part of the PM documentation preparation. Due to the existing land uses and impact to the project corridor, it is not anticipated Section 106 items will not be identified within the project corridor.

Review of Section 4F or 6F properties - No 4F or 6F property is in the project area.

Right of Way- Most of the trail alignment is located either in Ramsey County road right-of-way, City of White Bear Lake road right-of-way, or other public property owned by the City of White Bear Lake, and White Bear Township. There is no conflict in obtaining right-of-way certificates between these agencies as they are in favor of the project, and have been part of the stakeholder group. Additionally, the process has been started for potential easements (permanent and or temporary) with private landowners adjacent to proposed trail.

Railway - Several meetings had occurred with Burlington Northern Santa Fe (BNSF) Railway and the County throughout the preliminary design plan phase, and are continuing to occur on a regular basis for final design components for sections of trail within the railway. Negotiations with BNSF have led to a point where they have agreed to issuing a trail permit, rather than creating an easement within the railway. The BNSF will not issue this permit until one year prior to the start of construction.

Interchange Approval – Interchange approval would consist of improvements at the intersection of White Bear and Highway 61, and the intersection of Highway 96 and Highway 61 for improved pedestrian/crosswalk connections.

Construction Plans – Final construction plans are underway and are based on the preliminary development plans. It should be noted that the preliminary development plans were completed to 30% level of construction plans. It anticipated construction plans would be completed by the end of 2019.

Item 7 – Cost Effectiveness

Additional clarification and review is requested for the method of scoring for this section. According to the *Measure* for this section, it appears the scoring is based on the project’s cost effectiveness (benefit) on the total-eligible project cost and total points awarded in the criteria 6. As part of the preliminary design study, a detailed

(accurate) cost estimate was prepared to identify project components. The cost estimate was based on several public input meetings for design accommodations and detailed preliminary design plans (designed to a 30% construction document level) rather than schematic cost estimates typically submitted with regional solicitation applications. The costs identified within the detailed cost estimate are relative to a project of this nature, and have been vetted to verify accuracy.

Regarding the benefit component, this project eliminates a major gap in the national and regional trail system. The benefit is gained locally throughout Ramsey County and State-wide. This connection will eliminate a major barrier within the regional and national trail (USBR 41) to allow additional trail use and connection to other regional trails throughout the regional trail corridor such as the Sam Morgan Trail, Trout Brook Regional Trail, Gateway State Trail, Highway 96 Regional Trail, Lakes Links Regional Trail, South Shore Trail, and the Rice Creek North Regional Trail and Birch Lake Regional via connection through the Highway 96 Regional Trail. This project will also complete a major gap in the national trail system (USBR 41) as well.

In addition, a major project benefit is eliminating a major barrier/gap between two Above Regional Average Concentrated areas of Race/Poverty in addition to eliminating equity disparities between two northern communities, and for connecting Concentrated Poverty areas of Race/Poverty within St. Paul and Maplewood to northern Ramsey County via the Bruce Vento Regional Trail.

If you have any questions or require additional information please do not hesitate to call me at 651-363-3786 or scott.yonke@co.ramsey.mn.us.



Scott Yonke, PLA | Director of Planning and Development
Ramsey County Parks and Recreation Department
2015 Van Dyke Street
Maplewood, MN 55109-3796
651-363-3786
www.co.ramsey.mn.us

Pedestrian Accommodations

Application 10996: Anoka County

CSAH 9 (Round Lake Blvd.) Pedestrian Accommodations over US 10 in Coon Rapids

Request:

Applicant requested re-evaluation of measure 5: Multimodal Facilities and Existing Connections (150 points).

Measure:

Discuss any transit or bicycle elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Also, describe the existing transit and bicycle connections. Furthermore, address how the proposed pedestrian facility project safely integrates all modes of transportation (i.e., pedestrians, transit, bicyclists, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why mode may not be incorporated into the project. The project was awarded **no points**.

Applicant's Challenge:

Applicant feels that the project makes an adequate connection to transit and is worth points based on that. The project was awarded zero points.

Scoring Review:

The scorer scored applications based on their connections to the following multimodal elements:

- Local bus
- Existing transitway
- Future transitway
- On-street bicycle facility
- Off-street bicycle facility
- Planned bike facility

He also gave a small number of points to pedestrian projects that directly enhanced adjacent bicycle or transit facilities. This is the same scoring method used in the previous solicitation. Implicit in the scoring is the assumption that the project could plausibly improve a pedestrian's connection to one of these other modes. Specific to this application, the proposed pedestrian improvement is an 8' sidewalk on the east side of Round Lake Blvd over TH10, including the approaches. This parallels Route 805, but since there are already bus stops on both sides of TH10, the scorer says he can't think of a situation of how this new crossing would improve access to transit. That is, why would someone walk to the other side of TH10 to catch a bus when there's already a stop on their side of the highway? Likewise, the 8' width of the sidewalk falls short of state guidelines on shared bike/pedestrian lanes. For this reason, the scorer assumed the sidewalk was not bikeable, so no points were given for improving connections to bicycle facilities.

The scorer recognized that the applicant probably isn't aware of the specifics of the above scoring methodology. Under the circumstances he feels that it seems reasonable to **award 38 points** for access to local bus.



Anoka County

TRANSPORTATION DIVISION

Highway

Douglas W. Fischer, PE
County Engineer

October 26, 2018

Ms. Elaine Koutsoukos (elaine.koutsoukos@metc.state.mn.us)
Transportation Advisory Board Coordinator
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

Re: 2018 Regional Solicitation Score Re-evaluation

Dear Ms. Koutsoukos:

Upon review of our 2018 STBGP application for Pedestrian Accommodations for CSAH 9 (Round Lake Blvd) over US 10 in Coon Rapids and corresponding score we received, we respectfully request re-evaluation of our score for measure No. 5 Multimodal Facilities and Existing Connections.

We believe that the scorer was incorrect in their assessment of how well this project would address this measure, which accounts for 15 percent of the total points. For this measure, we received a score of zero (0). Our initial thought was that this must be an error as no other project received a score of zero (0) for this or any of the other measures used to evaluate projects under this funding category.

In reviewing our response given in the application to this measure, we stated the presence of transit stops for transit routes (Anoka Traveler bus route 805) within the project area and that this project would serve to link pedestrians to this route. One would think that this alone should garnish some points for addressing this measure. Reading further, we also identified the key multimodal goals that this project would achieve, which include:

- Provide a sidewalk to safely channel pedestrians over Highway 10 to access a larger economic/employment hub.
- Reduce pedestrian and bicycle exposure, while improving pedestrian and bicycle access and mobility.
- Promote and encourage walking in Coon Rapids.
- Enhance transit ridership for the Anoka Traveler
- Eliminate circuitous pedestrian and bicyclists routes over Highway 10.

Thank you for the opportunity to review the scoring methodology used in the assessment of our 2018 STBGP application for providing a pedestrian crossing on CSAH 9 over US 10 in Coon Rapids. We believe this is a critically important project to address needs related to multimodal facilities and existing connections within the Riverdale Village Shopping Center and Walmart retail areas adjacent to CSAH 9 on either side of US 10. If you have any questions or need any additional information, please let me know.

Sincerely,

Jack Forslund
Transportation Planner
Anoka County Highway Department

Our passion is your safe way home!

1440 Bunker Lake Blvd. NW ▲ Andover, MN 55304-4005
Office: 763-862-4200 ▲ Fax: 763-862-4201 ▲ www.anokacounty.us/highway

Affirmative Action / Equal Opportunity Employer

2018-56; Page 52

Transit

Letters provided by Apple Valley and Southwest Transit

Southwest Transit and the City of Apple Valley submitted appeals of the evaluation process for scoring transit projects and requests that TAB review the scoring methodology for selecting projects in the Transit Expansion and Transit Modernization categories. The Funding & Programming Committee can only approve scores per the TAB-approved Regional Solicitation scoring guidance. The letters are attached because they came in response to the call for appeals and the authors hope they will inform project selection.



City of

**Apple
Valley**

7100 147th Street West
Apple Valley, MN 55124-9016

Telephone (952) 953-2500
Fax (952) 953-2515
www.cityofapplevalley.org

October 31, 2018

Ms. Elaine Koutsoukos
Met Council – TAB Coordinator
390 Robert Street North
St. Paul, MN 55101

Re: Request for Scoring Reconsideration
City of Apple Valley's 2018 Regional Solicitation Grant Application
Red Line BRT 147th St. Station Skyway

Dear Ms. Koutsoukos:

The City of Apple Valley respectfully requests a reconsideration of the scoring for the City's application for the above referenced 2018 Regional Solicitation Grant Application. The requested reconsideration is not in respect to an individual specific scoring measure but that the evaluation process overall be more inclusive of transit projects outside of the urban core and specifically non-Metro Transit submitted projects.

After reviewing the preliminary scores for the 2018 Regional Solicitation applications in which the top four highest scoring projects in both the Transit Expansion and Modernization categories were Metro Transit submitted applications, it is the opinion of the City that the current scoring methodology tends to favor urban core projects more heavily than suburban projects, like Apple Valley's submission. This is a change from past solicitations where projects outside the urban core scored better overall. In order to achieve more regional balance and equity, the City requests that the Transportation Advisory Board (TAB) review the scoring methodology to ensure that awarded projects are more regionally distributed by requiring that all awarded projects not be Metro Transit submissions.

If you have any questions, please feel free to contact me at 952-953-2578 or by e-mail at: tlawell@cityofapplevalley.org.

Sincerely,

CITY OF APPLE VALLEY

Thomas Lawell
City Administrator

C: Matt Saam, Public Works Director

s:\public-works\private\projects\cedar 147th station skyway\2018 regional solicitation\reconsider scoring letter.docx



13500 Technology Dr., Eden Prairie, MN 55344
swtransit.org • 952-949-2287

October 22, 2018

James Hovland, Chair
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

Dear Chair Hovland:

The purpose of this letter is to draw attention to the scoring of the Transit Expansion and Transit Modernization categories in the 2018 Regional Solicitation. It is SouthWest Transit's (SWT) belief that the draft scoring of the transit projects submitted to the 2018 Regional Solicitation shows a clear bias towards Metro Transit/Met Council-submitted projects when compared to projects submitted by SWT, the Minnesota Valley Transit Authority (MVTA), Scott and Dakota Counties. Out of 19 total submitted transit projects, Metro Transit/Met Council submitted nine projects (this includes the City of Apple Valley's project benefiting the Met Council's Red Line BRT). All nine of said projects scored highest in their respective categories and above all other projects submitted by non-Metro Transit/Met Council organizations.

Intentional or not, the draft scoring represents a highly troubling imbalance in regional equity. In previous solicitations such an imbalance was never seen. Non-Metro Transit/Met Council transit applications would regularly score among the highest in their categories. SWT certainly has had its fair share of success in receiving funding through the Regional Solicitation process. In fact, SWT has even returned awarded funding back to the Met Council so that it could give other transit agencies the opportunity to access Regional Solicitation funding. It appears such examples of regional cooperation and equity have gone by the wayside.

As you may be aware, Metro Transit is facing an estimated \$100 million budget deficit over the next biennium, and it appears the Regional Solicitation scoring process failed to consider the ability of Metro Transit to fund services beyond the awarded demonstration period. This is a change in scoring methodology from past solicitations. Previously, applicants had to demonstrate the financial capacity to operate services beyond the timeframe of awarded funds. I think we all can agree that it makes little sense to award millions of dollars to projects that cannot be sustained beyond their demonstration period.



13500 Technology Dr., Eden Prairie, MN 55344
swtransit.org • 952-949-2287

SWT is aware that the scoring methodology for the Regional Solicitation has undergone changes over the past few rounds of applications. While it is my belief that the changes were made to allow for as fair of a process as possible, it's clear the results of the scoring methodology have created unfair consequences. This being the case, SWT respectfully requests the following actions be considered by the TAB:

- Have the TAB direct the TAC to revisit the Regional Solicitation scoring methodology for both the Transit Expansion and Transit Modernization categories and make adjustments that will promote greater regional balance/equity.
- Reinstate the requirement that transit project applicants must demonstrate the financial capacity to operate projects beyond the life of awarded funds. This requirement should include an analysis of an applicant's projected budget surplus/deficit in the coming years.
- Ensure at least one Suburban Transit Association member receives a minimum of one awarded project in both the Transit Modernization and Transit Expansion categories.

SWT greatly appreciates your thoughtful consideration of these requests. We look forward to working together with the TAB in addressing the issues identified above.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brad Aho', is written over a circular stamp.

Brad Aho
Chair, SouthWest Transit Commission

Cc: Randy Maluchnik, TAB Member – Carver County
Jan Callison, TAB Member – Hennepin County
Denny Laufenburger, TAB Member – Chanhassen
Jeff Wosje, TAB Member – Suburban Transit Association
Brad Tabke, TAB Member – TAB District B
Elaine Koutsoukos, TAB Coordinator
Luther Wynder, MVTA Executive Director
Len Simich, SWT CEO
James Clark, Suburban Transit Association

ACTION TRANSMITTAL No. 2018-61

DATE: November 5, 2018

TO: TAC Funding and Programming Committee
Steve Peterson, Manager of Highway Planning and TAB/TAC
Process (651-602-1819)

PREPARED BY: Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Scope Change Consultation and Evaluation Process

REQUESTED ACTION: The Scope Change Work Group requests approval of the Scope Change Policy.

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to the Technical Advisory Committee the Scope Change Policy.

BACKGROUND AND PURPOSE OF ACTION: Projects funded through the Regional Solicitation process are selected based on how well they will address safety, congestion, air quality and other criteria used in the scoring evaluation. TAB wants to ensure that the benefits from any re-scoped projects are essentially intact. Therefore, applicants that want to make changes to a project's scope are currently subject to the following policies:

- Scope Change Consultation Process (2015). When an applicant wishes to change a project's scope, this process guides staff in the determination of whether a formal scope change request is needed.
- Process to Evaluate Scope Change Requests for Regionally-Selected Projects (2011). Once a formal request is needed, this process guides the analysis of whether a request should be granted.

The proposed scope change policy will address some of the shortcomings of the two existing policies and incorporate the following principles:

- Simplify: Combine the two existing policies into one policy.
- Evaluate Regional Benefits: Transition from a precise, but somewhat inaccurate rescoring of the measures to a qualitative review of the impacted measures, consideration of the total scoring gap between the project being evaluated and unfunded projects, and evaluation of the overall benefits gained/lost based on the requested scope change.
- Clarify: Clearly lay out the scope change process, what types of project scope changes need to go through the process, and whether federal funds can be shifted to similar, adjacent projects.
- Provide Consistency: Treat project requests in a fair and consistent way by requesting the same information from all applicants in the same year of costs.
- Ease of Combining Projects: Make it easier for project sponsors to combine two adjacent projects to minimize disruption to the public and improve efficiency.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to policies and scrutiny when sponsors want to change project scopes.

When TAB approves a program of projects, it does so with the expectation that projects will be completed as shown in the applications. A scope change policy is needed to ensure that projects are designed and constructed according to the plans and intent described in the original application.

STAFF ANALYSIS: Over the past year, stakeholders have identified the following shortcomings of the two existing policies:

- Projects were scored at a moment at time, so comparing one project that has completed major engineering, public involvement, and environmental documentation to a project still in the concept stage is difficult. For example, rescoring the cost effectiveness measure is no longer comparing “apples to apples” since the project with the scope change request has been fully developed, as opposed to project concepts whose costs would likely also rise as they are developed.
- There are two separate policies regarding scope changes with some overlapping language.
- Major changes starting in the 2014 Regional Solicitation involving online application submittal, use of mapping software, and the need to submit output from traffic analysis programs make it more difficult and time-consuming for project applicants, scorers, and Council staff to precisely rescore project applications.
- It is difficult for volunteer scorers to rescore applications three or four years after their original scoring.
- More clarity is needed for what types of projects need to go through each of the three scope change processes.
- More clarity is needed for what year revised cost estimates should be used to ensure consistent treatment of all requests.
- A recent trend in scope changes is to remove project elements and “replace” them with new elements with the intent of keeping all federal funding. No policy language exists to allow, or prohibit, this type of request.
- There is confusion as to whether separate adjacent projects can be combined and how this change impacts the scope change process.

Led by TAC Funding & Programming Chair Paul Oehme, a multi-agency Scope Change Workgroup met three times to address these identified issues and included the following individuals:

- Paul Oehme, City of Chanhassen
- Lyndon Robjent, Carver County
- Karl Keel, City of Bloomington
- Colleen Brown, MnDOT Metro State Aid
- Jen Lehmann, MVTA
- Adam Harrington, Metro Transit
- Mary Gustafson, Metro Transit
- Jeni Hager, City of Minneapolis
- Craig Jenson, Scott County
- Gina Mitteco, MnDOT
- John Sass, Dakota County
- Elaine Koutsoukos, TAB Coordinator
- Joe Barbeau, Met Council
- Steve Peterson, Met Council

Staff discussed the proposed policy with TAB in August 2018 and then supplied an example project to TAB in November 2018 to illustrate how the new policy would be implemented compared to the existing ones. If the new policy is approved, staff will provide TAB with an evaluation on the new scope change policy within one year of approval to analyze how well it is working and if any changes need to be

made. It should also be noted that approval of the Scope Change Policy will replace two existing policies: Scope Change Consultation Process and the Process to Evaluate Scope Change Requests for Regionally-Selected Projects.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

Scope Change Policy

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

Scope Changes

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

Three Levels of Scope Changes

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

Administrative scope changes:

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

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

Informal scope changes:

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

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

- Combining two separate TAB-funded projects, provided this does not threaten to negatively impact either project.
- Changing the termini of a project, provided this does not threaten to negatively impact the project.
- Changing a pedestrian overpass to an underpass; or an underpass to an overpass.
- Changing an intersection treatment (e.g., a traffic signal to a roundabout) or an interchange design.
- Changing bus length, fuel source, type, or number, provided there is no resulting decrease in transit service.

Formal scope changes:

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

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

Ineligible Requests

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

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

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

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

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

Determining the Scope Change Approval Recommendation

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

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

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

Determining the Federal Funding Amount Recommendation

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

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

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

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

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

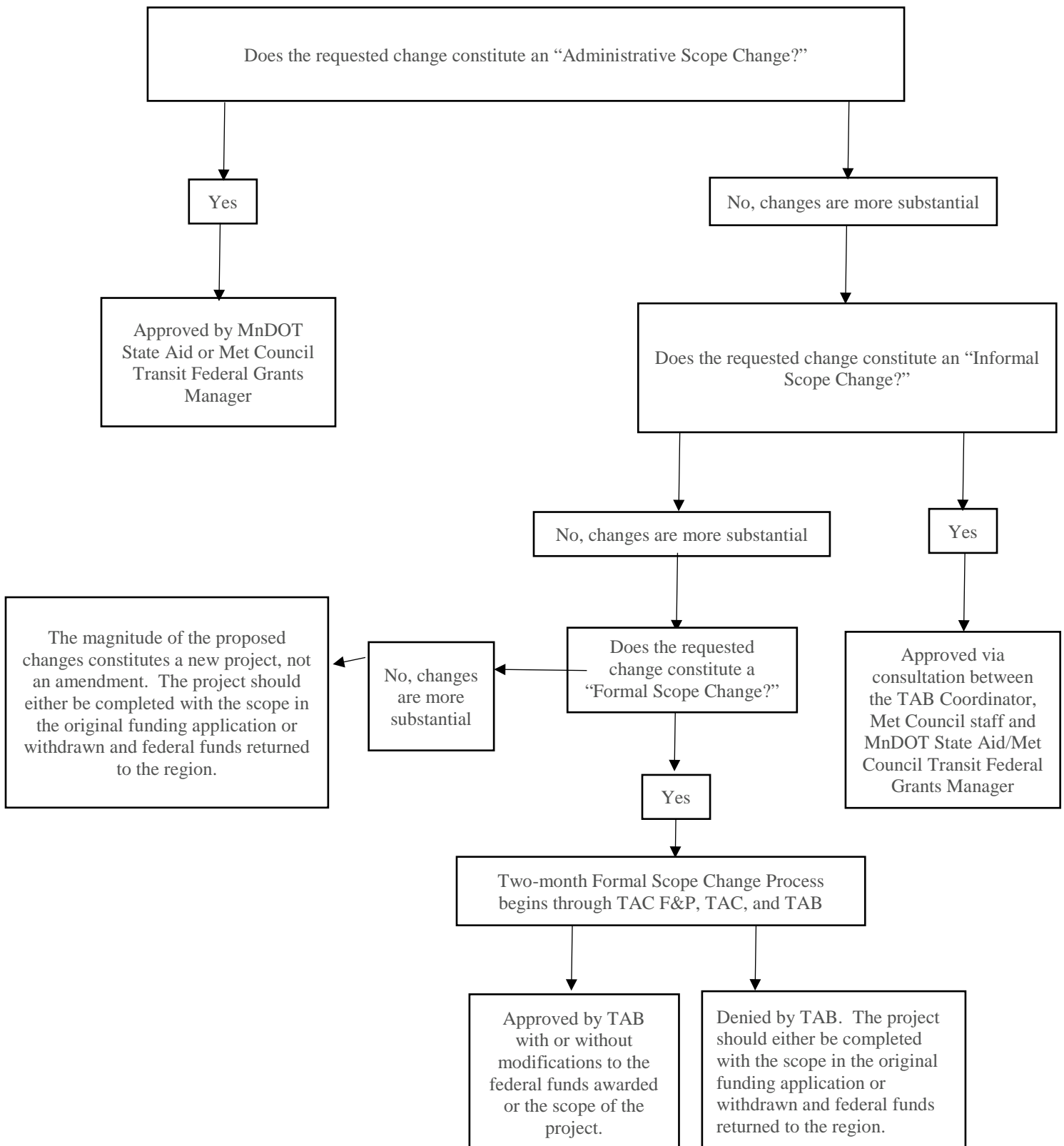
Project Elements Being Removed:

	Original Application Cost

New Project Elements:

	Cost (Based on Year of Costs in Original Application)

SCOPE CHANGE POLICY DECISION TREE



Does the requested change constitute an "Administrative Scope Change?"

Yes

Approved by MnDOT State Aid or Met Council Transit Federal Grants Manager

No, changes are more substantial

Does the requested change constitute an "Informal Scope Change?"

No, changes are more substantial

Yes

Approved via consultation between the TAB Coordinator, Met Council staff and MnDOT State Aid/Met Council Transit Federal Grants Manager

Does the requested change constitute a "Formal Scope Change?"

No, changes are more substantial

The magnitude of the proposed changes constitutes a new project, not an amendment. The project should either be completed with the scope in the original funding application or withdrawn and federal funds returned to the region.

Yes

Two-month Formal Scope Change Process begins through TAC F&P, TAC, and TAB

Approved by TAB with or without modifications to the federal funds awarded or the scope of the project.

Denied by TAB. The project should either be completed with the scope in the original funding application or withdrawn and federal funds returned to the region.

Scope Change Policy

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

Scope Changes

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

Three Levels of Scope Changes

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

Administrative scope changes: Changes allowed with Metro State Aid or Metropolitan Council Grants Manager review and approval:

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

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

Informal scope changes: Project modifications allowed through informal consultation process:

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

- Slightly changing a bike or pedestrian trail route alignment while still making the major connections.
- Combining two separate TAB-funded projects, provided this does not threaten to negatively impact either project.
- Changing the termini of a project, provided this does not threaten to negatively impact the project.
- Changing a pedestrian overpass to an underpass; or an underpass to an overpass.
- Changing an intersection treatment (e.g., a traffic signal to a roundabout) or an interchange design.
- Changing bus length, fuel source, type, or number, provided there is no resulting decrease in transit service.
- ~~Very minor change in project termini, such as adding one block of project, such as a roadway or trail, to make better connection~~
- ~~Change in bike path width (must still meet standards)~~
- ~~Adding locally-funded project to the federally-funded project (such as mill and overlay adjacent to project)~~

Formal scope changes: ~~Scope changes requiring approval by TAB:~~

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

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

Ineligible Requests ~~When is a scope change a new project?~~

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

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

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

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

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

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

- Approval of the scope change as requested;
- Approval of the scope change request with modifications to the scope and/or a recommended reduction of federal funds; or
- Denial of the requested change

Determining the Scope Change Approval Recommendation

To determine whether the scope change request should be approved, the TAC Funding & Programming Committee will discuss the merits of the proposed changes and weigh the overall benefits or reduction of benefits to the region. Council staff will provide a written analysis regarding the potential impacts of the proposed changes. The affected scoring measures, except for cost-effectiveness (any cost increases are paid for by the local agency and not federal funds), will be analyzed by Council staff to determine if each sub-score would have likely increased, decreased, or stayed the same with the scope change (a precise rescoring of the application is not possible since applications were scored against each other at a specific moment in time). Council staff will then evaluate whether the total score would have likely increased, decreased, or stayed roughly the same based on the summation of the sub-score changes. This relative change in the total score will be compared to the scoring gap between the project's original score and the highest unfunded project in the same application category. The TAC Funding & Programming Committee may consider recommending denial of the scope change request if it is clear that the project would have scored fewer points than the highest-scoring unfunded project (i.e., the project would have been undoubtedly below the funding line). Council staff may confirm their findings with the original scorer of the measure and/or request additional information of the applicant, if necessary. ~~The project sponsor must also recalculate the responses to certain key criteria based on the revised project scope and provide them to the TAC F&PC. Met Council and TAB staff may consult with the scoring group chair and individual project scorers if necessary to evaluate the recalculated responses and estimate the change in the original project score. The TAC F&PC will base their recommendation on whether the estimated score of the revised project scope would have been high enough to have been awarded funds through the regional solicitation. A recommendation to approve the scope change and adopt a TIP amendment will go before the TAC, TAB Programming Committee and full TAB for adoption, then to the Metropolitan Council for concurrence. A recommendation to reject the scope change and TIP amendment will go before the TAC, TAB Programming Committee and full TAB for approval.~~

Determining the Federal Funding Amount Recommendation

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

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

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

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

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

Project Elements Being Removed:

	Original Application Cost

New Project Elements:

	Cost (Based on Year of Costs in Original Application)

ACTION TRANSMITTAL No. 2018-62

DATE: November 5, 2018

TO: TAC Funding and Programming Committee

PREPARED BY: Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Federal Funds Management Process

REQUESTED ACTION: The Scope Change Work Group requests revisions to the Federal Funds Management Process.

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to the Technical Advisory Committee revisions to the Federal Funds Management Process.

BACKGROUND AND PURPOSE OF ACTION: Projects selected through the Regional Solicitation sometimes are delayed or withdrawn due to unforeseen circumstances. When this happens, it is important for the region to be able to reallocate funds to keep them in the region and maximize the utility thereof. In 2015, the Federal Funds Management Process was created to establish a consistent policy for redistributing funds when project delays or withdrawals occur. The policy prioritizes reallocating funds to projects in the same mode slated to receive Advanced Construction (AC) payback, followed by projects able to be advanced. When those options cease to exist, the process, provides funds to existing projects with capacity to take more federal funds (i.e., those that do not have 80% federal funding).

The policy states:

- Pro-rate remaining federal funds to regional solicitation current program year projects in the same mode in the original program year up to the maximum 80%.

This approach often leads to a tedious administrative process of distributing a small amount of funding to multiple projects. The attached Federal Funds Reallocation Policy includes a proposed change that all these funds go first to the project able to absorb the smallest amount of federal funds up to the federal maximum percentage, which will reduce administration and make a bigger impact on the recipient project.

This action also proposes a title change from “Federal Funds Management Process” to “Federal Funds Reallocation Policy.”

These changes were recommended by the Scope Change Workgroup and were discussed as an information item in the summer of 2018.

RELATIONSHIP TO REGIONAL POLICY: Moving Ahead for Progress in the 21st Century (MAP-21), the federal transportation bill signed into law in 2012, reduced the ability for federal funds to be deferred

to subsequent years. Therefore, it is important for the Council to have a simple and consistent policy for reallocating funds when projects are delayed or withdrawn.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	-
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Approve	-

Federal Funds ~~Management Process~~ Reallocation Policy

Projects awarded federal funds by the Transportation Advisory Board (TAB) as part of the Regional Solicitation or Highway Safety Improvement Program (HSIP) in the Twin Cities TIP can be advanced or deferred based on TAB policy, project deliverability and funding availability, provided fiscal balance is maintained. The process assumes some projects will be deferred, withdrawn, or advanced. This process establishes policy and priority in assigning alternative uses for federal transportation funds when TAB-selected projects in the Transportation Improvement Program (TIP) are deferred, withdrawn, or advanced. This process also addresses the distribution of the limited amount of federal funds available to the region at the end of the fiscal year, known as “August Redistribution.” This process does **not** address how to distribute new federal dollars available through larger, specific programs (~~i.e., ARRA~~). TAB will make separate decisions specific to those kinds of programs and timing.

Current Program Year Funds

For funding that is available due to project deferrals or withdrawals, the funds shall be reallocated as shown in the below priority order. When there is insufficient time to go through the TAB committee process, TAB authorizes staff (Minnesota Department of Transportation (MnDOT) Metro District State Aid or Metropolitan Council Grants Department, as appropriate), working with the TAB Coordinator, to reallocate funds to projects that have been selected through the regional solicitation per the below priorities on TAB’s behalf.

Reallocation priorities¹ for available funding programmed for the current fiscal year:

1. Regionally selected projects in the same mode slated for advanced construction/advanced construction authority (AC/ACA)² payback that have already advanced because sponsors were able to complete them sooner. If more than one project is slated for AC/ACA payback, the projects using the smallest amount of federal funding will be funded first. Partial AC/ACA payback can be paid on a project up to available levels of funds.
2. Projects in the same mode slated for AC/ACA payback that have been moved due to previous deferrals. If more than one project is slated for AC/ACA payback, the projects using the smallest amount of federal funding will be funded first. Partial AC/ACA payback can be paid on a project up to available levels of funds.
3. Regionally selected projects in the same mode that are able to be advanced.
4. ~~Pro rate remaining federal funds to r~~Regionally-selected-solicitation projects programmed in the current program year ~~projects in the same mode in the original program year~~ up to the federally allowed maximum. If more than one project can accept additional federal funds, the project needing the smallest amount of funds to achieve full federal participation³ based on the latest engineer’s estimate will be funded first up to the federal maximum, followed by the project needing the second smallest amount of federal funds, and so on.

¹ Regional Solicitation and HSIP funds should be considered separately for purposes of this policy.

² Note: Advanced construction (AC) is used for Federal Highway Administration-funded projects. Federal Transit Administration-funded projects use advanced construction authority (ACA).

³ Up to 80% of eligible project costs paid for with the federal funds, except in the case of HSIP, which funds up to 90% of eligible costs with federal funds.

5. ~~Select a r~~Regionally-selected project(s) from another mode to pay back or advance using steps 1-4 above. Should this action be used, TAB shall consider the amount when addressing modal distribution in programming the next regional solicitation.

Future Program Year Funds

While history shows that most deferrals and withdrawals will be in the current program year, even current year withdrawals can affect future year funding by advancing a project from a future year into the current year. For future-year funds, the TAB Coordinator will work with MnDOT Metro State Aid and/or Metro Transit Grants staff, Metropolitan Council staff and project sponsors to provide a set of options to be considered by the Technical Advisory Committee (TAC) Funding & Programming Committee, TAC, and TAB.

The first priority for use of future-year funds will be to include the funds in a future TAB solicitation process if at all possible. When not possible, TAB should first consider items 1-3 and 5 from the above list. It can also consider other options such as selecting an unfunded project from the most recent ~~regional~~solicitation⁴ that could be delivered within the required timeframe. Other options could include setting up a special solicitation, depending on the amount of funds and time available, or other measures as TAB deems appropriate to address unique opportunities. TAB will consider the established “Guiding Principles” in making its decisions.

⁴ Note that projects must be selected prior to December 1 of the program year.

Information Item

DATE: November 15, 2018
TO: TAC Funding and Programming Committee
PREPARED BY: Steve Peterson, Manager of TAB/TAC Process (651-602-1819)
SUBJECT: Draft 2018 HSIP Solicitation Scores, Rankings, and Funding

BACKGROUND: The Highway Safety Improvement Program (HSIP) is a core federal program designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. HSIP requires a data-driven, strategic approach to improving safety on all public roads that focuses on performance. Project funding is not limited to highway projects and can include improvements for other modes. In order to obligate HSIP funds, the state must develop, implement, and update a Strategic Highway Safety Plan and produce a program of projects.

During summer/fall 2018, MnDOT conducted a solicitation and 38 project applications were evaluated by a team of transportation professionals, representing city, county, regional, and state agencies. For the first time, projects were given a score of between 0 and 1,000 points and are ranked from the highest-scoring project to the lowest-scoring project. This change provides greater transparency to the process and will assist in future scope changes and reallocation of funds and help decide where to distribute any additional HSIP funds that come to the region. Projects were scored based on the criteria outlined in the HSIP application. It is anticipated that a work group will be convened in 2019 to further detail the scoring measures with the end result being detailed, written scoring guidance provided to applicants, similar to the Regional Solicitation.

The project scores, ranking, and 25 projects recommended for funding by the HSIP scoring committee are in the attached tables and maps. If approved, the projects will be included in the 2020-2023 TIP to be released for public comment in June, 2019. The proposed program shows over-programming of between 7% and 8% in 2022 and 2023 for total budget of approximately \$24.5 million.

With guidance and recommendation from its technical committees, the TAB's role is to approve the HSIP application materials and select projects in the 7-county metropolitan area to be awarded HSIP funds. The one Chisago County project in the list was selected by MnDOT and is not part of the TAB approval. An action item on the HSIP project selection will be presented to the TAC Funding & Programming Committee in December 2018, with a TAC recommendation and TAB approval in January 2019.

2018 Funding Cycle for 2022/2023 HSIP Projects (Reactive)

11/1/2018

Project #	Submitting Agency	Roadway	Location	Project Description	Funding Year Requested			HSIP FUNDING					POINTS		TOTAL POINTS (1,000)	
					Any	2022	2023	Original HSIP Amount Requested	2022 HSIP \$ Awarded	2023 HSIP \$ Awarded	Local Match (10%)	TOTAL PROJECT COST	B/C Ratio	B/C Points (750)		Meets Intent of HSIP Program Points (250)
R21	St. Paul	Minnehaha Ave	at Forest St, at Earl St, at Johnson Pkwy, at Ruth St	Rebuild signal systems at each intersection including adding mast arms, countdown timers, APS, upgrade from 8" to 12" indications		X		\$1,080,000	\$1,080,000		\$120,000	\$1,200,000	7.75	712	180	892
R18	Minneapolis	Lake Street	at Dean Pkwy, at Thomas Ave, at Minnehaha Pkwy	Replace 3 signal systems, add mast arms, countdown timers, APS, increase from 8" signal lenses to 12"	X			\$990,000	\$990,000		\$110,000	\$1,100,000	8.16	750	130	880
R7	Bloomington	CSAH 1	at Xerxes Avenue	Install left turn lanes on each approach; convert thru lane to right turn lane on both Xerxes approaches; signal upgrades to include FYA and retroreflective pavement markings		X		\$469,800	\$469,800		\$52,200	\$522,000	7.77	714	120	834
R1	Anoka County	CSAH 83	at Alpine Drive	Construct roundabout	X			\$1,350,000	\$1,350,000		\$150,000	\$1,500,000	5.20	478	200	678
R12	Dakota County	CSAH 9 (Dodd Blvd)	at Icenic Trail / Heritage Drive	Construct center median to allow Dodd left turns and restrict east/west thru and lefts		X		\$360,000	\$360,000		\$40,000	\$400,000	5.57	512	150	662
R15	Hennepin County	CSAH 34	at 98th Street	Remove channelized right turn islands; Replace signal system; install blue enforcement lights; bike/ped/ADA		X		\$1,170,000	\$1,170,000		\$130,000	\$1,300,000	4.76	438	190	628
R8	Carver County	TH 5	at CSAH 33 / Reform Street	Construct roundabout	X			\$1,346,400	\$1,346,400		\$149,600	\$1,496,000	4.30	395	200	595
R14	Columbia Heights Fridley	53rd Ave	from TH 65 to 1,100' west	Extend center median; construct Turnabout	X			\$730,800	\$730,800		\$81,200	\$812,000	4.75	437	140	577
R9*	Chisago County	CSAH 23	at CSAH 24 (Lofton Avenue)	Construct roundabout; flatten horizontal curve	X			\$1,512,000	\$1,512,000		\$168,000	\$1,680,000	3.96	364	210	574
R17	Hennepin County	CSAH 35 (Portland Ave) CSAH 52	CSAH 35 within City of Bloomington CSAH 52 within City of Richfield	Signal improvements including signal head replacement, retiming, additional signal heads, enforcement lights, left turn phasing; Ped improvements including curb extensions, ADA, APS, countdown timers		X		\$846,000	\$846,000		\$94,000	\$940,000	5.06	465	80	545
R16	Hennepin County	CSAH 50 Rebecca ParkTri	from west of Koala Street to east of CSAH 92 (Dogwood St)	Eliminate bypass lanes, restripe to introduce left turn lanes at Koala and Sterling; widen to construct WB LTL at CSAH 92; install intersection lighting; raised center median			X	\$405,000	\$405,000		\$45,000	\$450,000	3.74	344	130	474
R20	Ramsey County	CSAH 51 (Lexington Ave)	at CSAH 78 (County Road B2)	Widen CR B2 to provide dedicated right and left turn lanes; Replace signal system, FYA, ADA, APS, ped ramps, countdown timers	X			\$746,690	\$746,690		\$82,965	\$829,655	3.75	345	90	435
R2	Anoka County	CSAH 1	at Blackfoot Street	Install additional signal heads; change from protected only to FYA	X			\$405,000	\$405,000		\$45,000	\$450,000	2.82	259	140	399
R19	MnDOT	Multiple	WB TH 55 to EB TH 5, WB 694 to SB TH 100, SB TH 77 to EB Killebrew, WB 494 to SB I-35E	Apply high friction treatment on 4 ramps	X			\$410,130	\$410,130		\$45,570	\$455,700	3.04	279	90	369
R6	Anoka County	CSAH 1	at Mississippi Blvd	Install additional signal heads; change from protected only to FYA	X			\$450,000	\$450,000		\$450,000	\$500,000	2.51	231	120	351
R3	Anoka County	CSAH 35	at Gardena Avenue	Construct roundabout	X			\$1,350,000	\$1,350,000		\$150,000	\$1,500,000	2.55	234	80	314
R13	Dakota County	CSAH 62 (190th St)	at County Road 47 (Northfield Blvd)	Reconstruct intersection by removing skew; construct left and right turn lanes		X		\$1,350,000			\$150,000	\$1,500,000	1.55	142	170	312
R11	Dakota County	CSAH 73	at County Road 6	Construct roundabout		X		\$1,395,000			\$155,000	\$1,550,000	2.01	185	120	305
R4	Anoka County	CSAH 22	at County Road 66	Construct roundabout	X			\$1,350,000			\$150,000	\$1,500,000	1.57	144	100	244
R10	Columbia Heights	TH 65	from 43rd Ave to 47th Ave	Install ped-level and vehicle-level lighting; reconstruct sidewalk and ped ramps	X			\$1,117,710			\$124,190	\$1,241,900	1.33	122	100	222
R5	Anoka County	CSAH 17	at CSAH 23 (Lake Drive)	Install additional signal heads; change from protected only to FYA	X			\$450,000			\$50,000	\$500,000	1.22	112	80	192
								\$16,744,730	\$7,242,930	\$6,378,890	\$2,542,725	\$21,427,255				

Projects above the red line are recommended for funding. R9 approved separately by MnDOT.

2018 Funding Cycle for 2022/2023 HSIP Projects (Proactive)

11/1/2018

Project #	Submitting Agency	Roadway	Location	Project Description	Funding Year Requested		Original HSIP Amount Requested	Available 2020 HSIP \$ Awarded	Available 2021 HSIP \$ Awarded	HSIP FUNDING		Local Match (10%)	TOTAL PROJECT COST	POINTS						TOTAL POINTS (1,000)
					Any	2023				2022 HSIP \$ Awarded	2023 HSIP \$ Awarded			Connection to SHSP (100)	Cost per mile or Intersection (200)	Wide Strategy vs Single Spot (200)	AADT (50)	Fatal and A injury crashes (50)	Crash Reduction Factor (250)	
P16	Scott County	Multiple locations	County wide	Install 40-50 miles of ground in reflective lane lines and pavement markings; install street lights at at least 10 rural intersections		X	\$1,017,000			\$1,017,000	\$113,000	\$1,130,000	100	200	200	4	8	120	150	782
P2	Carver County	County Wide	County Wide	Rural intersection lighting improvements at 30-40 intersections	X		\$292,500		\$292,500		\$32,500	\$325,000	100	200	200	4	21	99	150	774
P14	MnDOT	TH 169 N	from 85th St to West River Road	Install cable median barrier	X		\$963,000			\$963,000	\$107,000	\$1,070,000	100	26	200	50	5	250	75	706
P12	MnDOT	TH 51	from County Road C to I-694	Install cable median barrier, close median at Hamline Ave, restrict median at Glenhill Rd, lengthen SB LTL's at CR C, CR C2, Lydia Ave		X	\$585,000			\$585,000	\$65,000	\$650,000	100	21	200	32	13	250	75	691
P13	MnDOT	TH 169	from TH 19 to TH 25	Install cable median barrier, close or modify access or median for up to 12 access/medians	X		\$1,800,000			\$1,800,000	\$200,000	\$2,000,000	100	20	200	17	16	250	75	678
P7	Minneapolis	Nicollet Ave	Minnehaha Parkway to 60th Street	Signal system and ped ramp improvements at 8 intersections, install overhead signals on mast arms and curb extensions	X		\$1,755,000			\$1,755,000	\$195,000	\$1,950,000	100	8	150	11	3	193	75	540
P5	Hennepin County	CSAH 3 (Lake St)	CSAH 42 (42nd St)	Ped Crossing Safety Improvements: Curb extensions, raised medians, crossing beacons, ADA, pavement markings, signage		X	\$828,000			\$828,000	\$92,000	\$920,000	60	10	100	14	18	182	150	534
P10	MnDOT	I-694	from TH 61 to CSAH 10	Install continuous freeway lighting	X		\$1,800,000	\$1,800,000			\$200,000	\$2,000,000	60	22	200	39	50	83	75	529
P6	Hennepin County	CSAH 17 (France Ave)	American Blvd to 76th Street	Safety Improvements: remove raised right turn islands, upgrade ped ramps, APS, off road facilities, enhance medians, signal upgrades including additional signal heads, improved timing, wayward signing, revised pavement markings		X	\$1,800,000			\$1,800,000	\$200,000	\$2,000,000	60	2	200	31	5	73	150	521
P9	MnDOT	I-494	from Minnesota River to TH 3	Install continuous freeway lighting	X		\$1,620,000				\$180,000	\$1,800,000	60	2	200	50	29	83	75	499
P1	Andover	CSAH 18	Nightingale Street	Construct roundabout, and possibly 2 ped underpasses	X		\$2,000,000				\$853,000	\$2,853,000	100	1	50	9	0	188	150	498
P8	Minneapolis	Park Ave Portland Ave	34th St to Diamond Lake Road	Signal system and ped ramp improvements at 5 intersections, install overhead signals on mast arms and curb extensions		X	\$1,485,000				\$165,000	\$1,650,000	100	6	100	7	11	193	75	492
P15	Ramsey County	University Ave	from Curfew St to Farrington St	Install RRFB's at 15 locations on University; also 2 on Grotto St at Concordia and at St. Anthony Av; and 2 on Chatsworth St at Concordia and at St. Anthony Ave	X		\$665,042				\$73,894	\$738,936	60	48	200	15	0	138	0	461
P18	Washington County	CSAH 15 (Manning)	at 124th St, at CSAH 7 (122nd), and at Lynch Road	Construct left turn lanes at 3 intersections	X		\$1,575,000				\$175,000	\$1,750,000	100	3	100	6	0	70	150	429
P3	Carver County	TH 25	CSAH 20	Realign TH 25 / CSAH 20 intersection to remove skew, widen shoulders, add turn lanes, improve sight lines	X		\$1,073,700				\$119,300	\$1,193,000	100	2	50	4	0	99	150	405
P4	East Bethel	TH 65	187th Lane to Viking Blvd	Construct new east side frontage road	X		\$1,765,800				\$196,200	\$1,962,000	60	2	50	1	16	0	150	279
P17	St. Francis	TH 47	Pederson Drive	Install a new signal	X		\$378,000				\$42,000	\$420,000	100	4	50	11	0	0	75	240
							\$21,403,042	\$1,800,000	\$292,500	\$3,168,000	\$5,580,000	\$3,008,894	\$24,411,936							

Projects above the red line are recommended for funding.

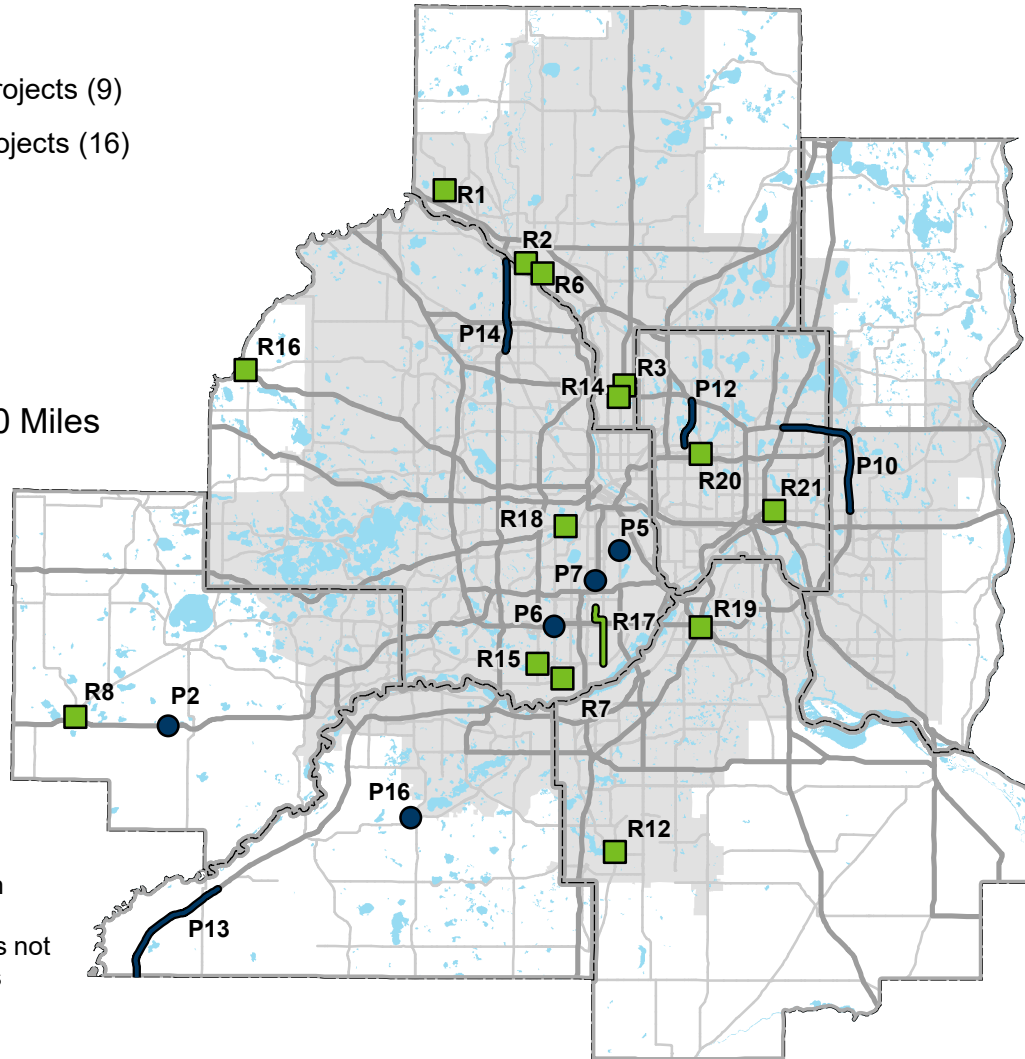
SHSP = Minnesota Strategic Highway Safety Plan

Recommended Locations for 2018 Highway Safety Improvement Program Projects

Reference Items:

- Proactive Safety Projects (9)
- Reactive Safety Projects (16)
- Principal Arterials
- A-Minor Arterials
- Lakes And Rivers
- Urbanized Area

0 5 10 15 20 Miles



Projects with an asterisk are countywide projects. Location noted is the county highway department location and does not represent all project locations included in the application.

Proactive Projects

- P2.* Carver County - Rural intersection lighting improvements at 30-40 intersections
- P5. CSAH 3 (Lake St) at CSAH 42 (42nd St) - Pedestrian crossing safety improvements
- P6. CSAH 17 (France Ave) - Safety improvements
- P7. Nicollet Ave - Signal system and ped ramp improvements
- P10. I-694 - Install continuous freeway lighting
- P12. TH 51 - Safety improvements including installing cable median barriers
- P13. TH 169 - Install cable median barrier and median access modification
- P14. TH 169 - Install cable median barrier
- P16.* Scott County - Install 40-50 miles of ground in reflective lane lines and 10 street lights at rural intersections

Reactive Projects

- R1. CSAH 83 (Armstrong Blvd) at Alpine Dr - Construct roundabout
- R2. CSAH 1 (Coon Rapids Blvd) at Blackfoot St - Install additional signal heads
- R3. CSAH 35 (Old Central) at Gardena Ave - Construct roundabout

- R6. CSAH 1 (Coon Rapids Blvd) at Mississippi Blvd - Install additional signal heads
- R7. CSAH 1 (Old Shakopee Rd) at Xerxes Ave - Lane modifications and signal upgrades
- R8. TH 5 at CSAH 33 (Reform St) - Construct roundabout
- R9. CSAH 23 (Chisago Blvd) at CSAH 24 (Lofton Ave) - Construct roundabout (approved separately by MnDOT)
- R12. CSAH 9 (Dodd Blvd) at Icenic Trail / Heritage Dr - Construct center median
- R14. 53rd Ave - Extend center median; construct turnabout
- R15. CSAH 34 (Normandale Blvd) at 98th Street - Replace signal system; bike/ped/ADA accommodations
- R16. CSAH 50 Rebecca Park Trl - Lane modifications and intersection lighting
- R17. CSAH 35 (Portland Ave) and CSAH 52 (Nicollet Ave) - Signal and ped improvements
- R18. Lake St and Minnehaha Pkwy - Replace 3 signal systems
- R19. Multiple locations - Apply high friction treatment on 4 ramps
- R20. CSAH 51 (Lexington Ave) at CSAH 78 (County Road B2) - Provide dedicated right and left turn lanes; Replace signal system.
- R21. Minnehaha Ave - Rebuild signal systems