

MEETING OF THE FUNDING & PROGRAMMING COMMITTEE

Thursday | August 20, 2020

Remote Meeting Via Webex# | 1:30 PM

Contact Joe Barbeau (joseph.barbeau@metc.state.mn.us) for access to the video conference.

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

June 18, 2020, meeting of the Funding & Programming Committee*

IV. TAB REPORT

V. BUSINESS

1. 2020-30: Program Year Extension Request: City of St. Paul Bridge Reconstruction
2. 2020-31: Program Year Extension Request: City of St. Paul Minnehaha Avenue Safety Improvements
3. 2020-32: 2020 Regional Solicitation: Arterial Bus Rapid Transit Project Selection Timeline Revision

VI. INFORMATION

1. Travel Behavior Inventory – Results of COVID Survey
2. Draft Regional Solicitation Scores. Maps of application locations and one-page application summaries:
 - a. [Roadway](#)
 - b. [Transit and Travel Demand Management](#)
 - c. [Bicycle and Pedestrian](#)

VII. OTHER BUSINESS

IX. ADJOURNMENT

* Additional materials included for items on published agenda.

Minutes of the REGULAR MEETING OF THE TAC FUNDING & PROGRAMMING COMMITTEE

Thursday, June 18, 2020

Committee Members Present: Paul Oehme (Chair, Lakeville), Jerry Auge (Anoka County), Angie Stenson (Carver County), John Sass (Dakota County), Jason Pieper (Hennepin County), John Mazzitello (Ramsey County), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Cole Hiniker (Metropolitan Council), Anna Flintoft (Metro Transit), Molly McCartney (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Innocent Eyoh (MPCA), Mackenzie Turner Bargaen (MnDOT Bike & Ped), Nancy Spooner-Mueller (DNR), Aaron Bartling (MVTA), Karl Keel (Bloomington), Jim Kosluchar (Fridley), Ken Ashfeld (Maple Grove), Michael Thompson (Plymouth), Nathan Koster (Minneapolis), Anne Weber (St. Paul)

Committee Members Absent: Robert Ellis (Eden Prairie)

I. CALL TO ORDER

A quorum being present, Chair Oehme called the regular meeting of the Funding & Programming Committee to order at 1:32 p.m. on Thursday, June 18, 2020. Due to the COVID-19 pandemic, the meeting was held via teleconference.

II. APPROVAL OF AGENDA

MOTION: It was moved by Keel and seconded by Ashfeld to approve the agenda. The roll-call-vote served also to take attendance. **Motion carried unanimously** via roll-call vote.

III. APPROVAL OF MINUTES

MOTION 1: It was moved by Kosluchar and seconded by Koutsoukos to approve the minutes of the May 21, 2020, regular meeting of the Funding & Programming Committee. Motion 1 carried unanimously via roll-call vote.

IV. TAB REPORT

Koutsoukos reported on the June 17, 2020, TAB meeting. This included discussion on a potential second two-year extension of projects in Brooklyn Center, which would be an exception to the program year extension policy. McCartney said that MnDOT intends to complete a full environmental impact statement (EIS), which is time-consuming.

V. BUSINESS

1. 2020-26: 2020 Regional Solicitation Qualifying Review

Barbeau said that due to the Covid pandemic, an extension on letters and resolutions was extended to September 1 by TAB. Staff created a list of projects that it is recommending for qualification pending receipt of letters and solicitation. Those are for removal of snow and ice, commitment of local match from partners, completion of an ADA self-evaluation, agreements with railroad providers, and a letter of support from MnDOT.

MOTION 2: It was moved by Keel and seconded by Spooner-Mueller that project applications numbered 14404, 14092, 14161, 14162, 14208, 14057, 14290, and 14297 be deemed qualified contingent upon submittal of the required letters or documentation by September 1, 2020. Motion 2 carried unanimously via roll call vote.

Barbeau introduced the first two projects being considering for disqualification, as they are similar. The first project, provided by Minnesota Valley Transit Authority (MVTA) requested

\$440,000, which is below the \$500,000 minimum federal request. Similarly, SouthWest Transit (SWT) requested \$443,520. Staff recommended allowing these requests and further recommended not moving the federal request to \$500,000, which would provide more federal funding for no additional benefit.

Bartling said that both MVTA and SWT agree with the staff recommendation.

Oehme asked whether the smaller cost could impact the cost effectiveness measure. Barbeau said that it may, in that the project costs will be lower than others, though in theory the benefits are reduced.

Hiniker suggested stating that this is being done as an exception based on the increased federal minimum. Koutsoukos said that this has happened before. Keel expressed agreement with Hiniker.

MOTION 3: It was moved by Stenson and seconded by Thompson that the MVTA project 14295 be qualified at the federal request amount submitted and that the Southwest Transit project 14191 be qualified at the federal request amount submitted, based on the change in the minimum federal request changing. Motion 3 carried via roll-call vote, with Bartling abstaining due to his connection with one of the projects.

Barbeau said that Move Minneapolis's Comprehensive Mode Share Measurement (14440, Travel Demand Management) is a survey tool that appears to have no direct impact on mode choice or travel reduction of individuals and is not eligible per federal or Metropolitan Council guidelines. Koutsoukos added that she shared that applications with Theresa Cain (Metro Transit) and Bobbi Retzlaff, Federal Highway Administration (FHWA). Retzlaff agreed that the staff's summary.

Mary Morse Marti, Move Minneapolis said that the project would work with telework on moving single-occupant drivers to other modes. McCartney asked whether this is a development of a tool or a survey. Morse Marti said that it's a survey that will lead to development of tools.

McCartney asked whether the work it could be funded through STBG Program. Koutsoukos said that the CMAQ funds have been set aside for earlier years so there may not be STBG Program funds available. She added that she would have to work with FHWA to determine eligibility.

Hiniker asked how trip reduction was accounted for in the application. Koutsoukos said that the application predicted a 523,000 reduction in vehicle miles travelled, based on a 10 percent reduction in driving alone.

Koster asked whether this could be a unique project. Steve Peterson, Metropolitan Council, said that it may fit, though the unique project criteria has yet to be drafted.

Koutsoukos said that the United States Department of Transportation (USDOT) would not reimburse this project. Morse Marti said that it would be easy to add a direct TDM element to the project. Elaine suggested that the existing pieces would still not be eligible, to which Retzlaff expressed uncertainty.

Keel suggested an approval contingent on eligibility, though expressed the desire to not change scope to make it eligible.

Hiniker said that he supports the staff recommendation because the project is a better fit in the unique application category.

Thompson said that with FHWA's uncertainty, he supports this application and the Move Minnesota application being qualified conditional on federal approval.

Stenson asked why TDM only uses CMAQ funding. Koutsoukos replied that CMAQ funds are set aside for TDM and, since TDM is funded on an expedited timeline, funding with STPB Program funds might lead to unprogrammed CMAQ funds. She added that she is uncertain as to whether there is STPB Program funding available in the next two years.

Barbeau introduced the application from Move Minnesota, Changing the School Commute—Shifting Youth to Transit (14041, Travel Demand Management). Based on Council staff's initial understanding of the application and input provided by FHWA staff, it is unclear whether all elements of this project are eligible for federal CMAQ funding. Specifically, there are questions as to whether portions of the project should be considered a "study" and whether all elements are open to the general public, as it appeared the fare incentive is limited only to students. Each of these concerns could lead to project elements being ineligible.

Sam Rockwell from Move Minnesota expressed disagreement with the notion that public-school students, parents, and staff are not part of the general public. He added that his agency has completed projects with colleges. Oehme, on behalf of someone on the "chat" asked whether previous projects completed at colleges were CMAQ funded. Koutsoukos said that colleges have been eligible for projects open to more than just students.

Elissa Schufman from Move Minnesota said that the application provides data based on students because that was the data that was available.

MOTION 4: Keel moved to that projects 14440 and 14441 be qualified as TDM projects subject to review of eligible costs by FHWA, and a commitment by the applicant to fund any costs deemed federally ineligible using local funds (above the local match). Seconded by McCartney.

Hiniker said he would vote against the motion because the Move Minneapolis project is not eligible per the Solicitation requirements.

Motion 4 was approved with Hiniker voting against and Koster abstaining due to having missed much of the discussion.

McCarthy asked how much CMAQ funding is slated for TDM. Koutsoukos replied that \$1.2 million is available. Barbeau said that the four applications ask for a total of \$1.3 million and given that some elements may be disqualified, all projects may be able to be funded.

Hiniker asked that the scorer pay careful attention to Move Minneapolis's estimates on single-occupancy-vehicle reduction, given that it's a study. Barbeau said that scorers have reduced projections based on reasonableness.

Barbeau said that Metro Transit's Gold Line Downtown Modernization (14392, Transit Modernization) includes the building of transit stations and it is unclear whether these stations should be considered new or upgraded existing stations. New stations should compete in the Transit Expansion application category while upgraded stations compete in the Transit Modernization application category. In past Regional Solicitation cycles, projects that upgraded existing transit stops were funded in the Transit Modernization application category. In this case, the application refers to Gold Line stations that appear to be new and also refers to some upgrades to existing transit stops served by local routes. The Solicitation instructions do say that the applicant has discretion between Transit Modernization and Transit Expansion when there

are elements of each. However, this project is more of an expansion and staff viewed it as a gray area.

Charles Carlson from Metro Transit said that he felt Modernization was the best fit due to the upgrading of some specific stations and because the new corridor benefits many existing.

Bartling said that this project seems like more of an expansion project and suggested that the language be clarified in the future.

MOTION 5: Thompson moved that the Metro Transit project 14392 be qualified as a Transit Modernization. Seconded by Jorgensen. Motion 5 was approved unanimously.

VI. INFORMATION

1. Freeway System Interchange Study

Tony Fischer, Metropolitan Council, provided a summary on the Freeway System Interchange Study

Turner Bargaen asked whether environmental justice impacts were measured and whether there were considerations around the facilities as regional bicycle barriers. Fischer said that this is a high-level technical analysis and did not include an equity component, though there may be ways to explore that. Regarding bicycle barriers, these interchanges are large nodes, whereas bicycle barriers are usually addressed along corridors.

Ashfeld asked whether there is any identification of what costs are based upon. Fischer replied that instances where costs exceed benefits are not reported. Ashfeld asked what the \$10 million to \$30 million figure for the Fish Lake interchange entailed. Fischer said that he can share more information.

Koster echoed Turner Bargaen's comment that environmental justice needs to be considered. Fischer added that the study is high-level and that individual projects would have to go through a lot of process before coming to fruition.

Oehme asked whether there will be specific studies or projects with the interchanges identified. Fischer said that there's no funding identified, except for the low-cost projects, which are in the current revenue scenario of the draft TPP.

Via chat, Hiniker asked whether there was consideration for evaluation of vehicle miles traffic (VMT) increases. Fischer replied that any VMT increase would be along the nearby corridors.

VII. OTHER BUSINESS

Barbeau said that MnDOT has an interest in city and county participation on the HSIP scoring committee. Jenson expressed interest.

VIII. ADJOURNMENT

MOTION 6: It was moved by Koster and seconded by Koutsoukos to adjourn the meeting. Motion carried unanimously via voice vote and the meeting was adjourned.

Joe Barbeau
Recording Secretary

ACTION TRANSMITTAL – 2020-30

DATE: August 13, 2020

TO: TAC Funding & Programming Committee

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

SUBJECT: Program Year Extension Request: Saint Paul Kellogg Boulevard Bridge

REQUESTED ACTION: Saint Paul requests a program year extension for its Kellogg Boulevard Bridge project (SP# 164-158-025) from fiscal year 2021 to fiscal year 2022.

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC approval of Saint Paul's program year extension request to move its Kellogg Boulevard Bridge project (SP# 164-158-025) from fiscal year 2021 to fiscal year 2022.

BACKGROUND AND PURPOSE OF ACTION: Saint Paul received \$7,000,000 from the 2016 Regional Solicitation to fund Reconstruction of the Kellogg Boulevard bridge from East 7th St. to Market Street (near the RiverCentre and Xcel Energy Center) in program year 2021. The City is requesting an extension of the program year to 2022 as it awaits the results of its request for state funds from the 2020 legislative session.

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 2022.

The project is on track for completion in terms of milestones. Existing right-of-way is adequate and construction plans and environmental documentation are on track to be completed by December of 2020. The request has been submitted because the city is requesting state funds from the 2020 legislative session. The request includes a scoresheet, scored by MnDOT Metro District's State Aid office, that tracks progress. The minimum score of seven points was achieved on this request.

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 2024 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. In that case 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 SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/20/2020
Technical Advisory Committee	Review & Recommend	9/2/2020
Transportation Advisory Board	Review & Accept	9/16/2020

REQUEST FOR PROGRAM YEAR EXTENSION

For

SP 164-158-025

MSAS 158, FROM W 7TH ST TO MARKET ST IN ST PAUL - RECONSTRUCT BRIDGE # 90378, WALLS,
APPROACH ROADWAYS AND SIGNAL REPLACEMENTS

City of Saint Paul, MN

REQUESTED BY:

Paul Kurtz

Phone: +1-651-266-6203

Email:

Paul.Kurtz@ci.stpaul.mn.us

1. PROJECT BACKGROUND

a. Project Name: Reconstruct Bridge No. 90378 Kellogg Boulevard (MSAS 158), from W 7th St to Market St in Saint Paul, including Retaining Walls and Approach Roadways

b. Location Map: City of Saint Paul, MN (**Figure 1 – Project Location Map**)

c. Sponsoring Agency: City of Saint Paul, MN

d. Other Participating Agencies: N/A

e. Project Description: Reconstruct Bridge No. 90378, walls, approach roadways and replace signals on MSAS 158, From W 7th St to Market St in St Paul

f. Funding Category:

The project is funded with STP funds.

g. Federal Funds Allocated:

Federal funds in the amount of \$7,000,000 have been secured for Fiscal Year 2021.

2. PROJECT PROGRESS

a. Project Schedule:

The list below outlines the project schedule from preparation of preliminary plans to approval of project memorandum to approval of final plans for construction. The dates highlight current status and upcoming milestones for the project without the program year extension.

Activity / Milestone Date Completed

Design - Conceptual Layouts Completed – May 2020
ROW Certs #1A Completed – June 2020
Design – Preliminary Bridge Plans Submit/Approve – July/August 2020
Design – 30% Preliminary Layouts Underway – October 2020
Design - Draft Project Memorandum – November 2020
Design - Project Memorandum Approval – December 2020
Design – 60% Plan Layouts – December 2020
Design – 90 % Plan Layouts – March 2021
Final Plans Approval and Authorization – June 2021
Project Bid Opening – September 2021
Desired Construction Start – October 2021

b. Right of Way Acquisition:

The City has issued Right of Way Certification No. 1A certifying that existing Right of Way is adequate to facilitate construction of the Project.

c. Plans:

The project involves the reconstruction of the Eastbound Kellogg Bridge No. 90378 at RiverCentre. The bridge is approximately 1000 feet long and carries two eastbound lanes on Kellogg Boulevard between W. 7th Street and Market Street. The bridge spans over the Exchange Street viaduct, which carries one lane of traffic in each direction. Additionally, the Xcel Energy/RiverCentre Loading Dock Exit Road runs parallel to the Exchange Street viaduct underneath the bridge. Commercial delivery vehicles and buses use the Loading Dock Road to exit onto the Exchange Street viaduct.

Adjoining properties add to the complexity of this project. The bridge is situated near or adjacent to major attractions in downtown Saint Paul including Xcel Energy Center, RiverCentre, the Science Museum of Minnesota, RiverCentre Parking Ramp and District Energy Downtown Plant. The City convened a stakeholder meeting in May 2020 and has started the coordination with property owners, facility managers, and utility operators.

30% preliminary plans are current being developed and the plan preparation will be at 60% completion by December 2020. To date, TKDA used a 3D model to check minimum State Aid standards for speed, lane widths, and horizontal and vertical alignments. The City of Saint Paul does not anticipate requesting any variance to meet minimum State Aid requirements.

Attached are plan layout sheets for the City's preferred option including typical sections and profile sheets. **(Figure 2 – Project Layout)**

d. Permits:

Table 1 – Permits required

PERMITS		
Permitting Agency	Required (Y/N)	Permit Status
DNR - Water	No	No DNR properties will be impacted
DNR – Public Waters	No	No DNR properties will be impacted
DNR – Retaining Walls	No	No DNR properties will be impacted
MPCA – NPDES	Yes	City will obtain permit prior to construction
Watershed District	Yes	City will obtain permit prior to construction
Railroad	No	No RR property will be impacted

e. Approvals:

The following is a list of agencies with approval authority and the status of each approval:

Table 2 – Agency Approval Required

AGENCY APPROVAL REQUIRED		
Agency for Approval	Requirement	Status
MnDOT State Aid	Project Memorandum	Approval by December 1, 2020
	Preliminary Plans	Prelim bridge plans due July 2020 30% plans due October 2020 60% plans due December 2020
	Final Plans and Specifications	Approved by June 1, 2021
City of Saint Paul	Conceptual Layouts	Completed – <i>May 2020</i>
	Preliminary Bridge Plans	Complete by July 2020
	30% Plans	Complete by October 2020
	60% Plans	Complete by December 2020
	Final Plans and Specifications	Complete by June 2021

f. Identified Funds Spent to Date on Project:

The City of Saint Paul has encumbered more than \$1 million of local funds to advance the design of this project in 2020. The City will advance local funding to carry out the design and aims to complete all design phase engineering work by June 2021, in anticipation of securing full construction phase funding for this project.

The City of Saint Paul has committed an additional \$2.71 million of local funds in 2021 to complete the design of this project and to gain State Aid approval of final plans and specifications. Since 2018, the City has dedicated staff resources to administer project design and to carry forward its high-priority bonding request at State legislative sessions.

3) Justification for Extension Request:

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

Bridge No. 90378, originally built in 1936, has served downtown Saint Paul for more than 84 years. As the only remaining load-posted structure on Kellogg Boulevard, the bridge is impeding on the unrestricted movement of freight through downtown. Advancement of steel corrosion and concrete degradation have rendered the bridge structurally deficient. At 84 years old, the bridge is beyond its useful service life and unable to sustain its function in the road transportation network. Recognizing a need for reconstruction, the City of Saint Paul placed the bridge on its 5-year bridge replacement prioritization plan and has since submitted capital funding requests to the State Legislature (beginning in the 2018 session). Currently, the City is requesting State funds for the 2020 legislative session. In the meantime, the City assumed the cost of engineering and design of the bridge and will proceed with design in anticipation of construction funding assistance from the State level.

It is possible that the State funds may be deferred in 2020 and the City will then submit request to the State again in 2021/22. If an extension of the program year is granted, the City of Saint Paul may be able to guarantee full project funding ahead of the 2022 federal authorization.

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, the City will continue to incur a budget shortfall. The City has committed all available local funds to advance the project, but it will not be able to start construction until the funding gap is narrowed. The size and complexity of this bridge, as well as its role in the regional transportation network, places the City in an untenable funding situation without external funding support.

The expected financial impact of program year extension to 2022 is that there may be construction cost escalation to address factors including inflation, changes in labor and industry, or material cost changes due to the introduction of tariffs or resource availability. In recent prior years the City has estimated an annual escalation rate of 3.5%. Increased construction cost will add to the project funding shortfall.

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

Without obtaining the requested program year extension, financing the project in its program year will not be feasible and Federal funding will be forfeited, placing the City in an even less manageable position to reconstruct the bridge, which is a core component of Kellogg Boulevard and a major key to providing continued access to major Saint Paul attractions. The City must rely on leveraging all available Federal (and State) funds to accomplish the Project

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

The project follows an aggressive design schedule. Our goal is to continue to work with MnDOT to deliver final plans and specifications by June 1, 2020. In terms of the project schedule, the City of Saint Paul issued a design RFP at the beginning of this year and had an agreement in force with its design consultant TKDA on April 1, 2020. TKDA immediately developed multiple alternative plans for review and comments by City traffic engineers, roadway engineers and transportation planning group.

In May 2020, the City narrowed the concept plans to two main options and Bridge Division held its first key stakeholder meeting (virtual) to discuss the vision and gather information about logistical and operational needs of nearby facilities. TKDA presented their 3D model of the proposed bridge.

In June 2020, TKDA completed plan layouts for the City's preferred option and compiled preliminary cost estimate for the project. The design of the project is on schedule to deliver 30% plans to Metro State Aid in July 2020 and 60% plans in December 2020.

The following activities have been planned and scheduled to occur in the next few weeks and months:

1. Soil boring and environmental investigations – June 2020 through July 2020
2. Topographic survey work of project area – June 2020 through July 2020
3. Utility locates and verification – June 2020
4. Obtain ROW Certificates – June 2020
5. Bridge Preliminary Plans Approved – July 2020
6. Stakeholder Coordination – Ongoing
7. 30% plans to Metro State Aid – October 2020
8. 60% Plans to Metro State Aid – December 2020
9. Design Project Memorandum Approved – December 1, 2020

The City and its design consultant in partnership with stakeholders, Metro State Aid, and City Public Works will strive to remain on schedule for completing design for this project.

Regional Program Year Policy

TAB Adopted: April 17, 2013

Administrative Modifications: August 20, 2014

CONSTRUCTION PLANS

_____ Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
_____ Completed (approved by District State Aid as to SA Standards but not signed) 2
Date December 2020 _____ If checked enter 2. _____
_____ Not Complete
Anticipated Date of Completion _____
If prior to June 30 of the program year, enter 1. _____

RIGHT OF WAY ACQUISITION

_____ Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. 2
Date June 2020 _____
_____ Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

ENGINEERS ESTIMATE OF COSTS

_____ Completed May 2020 If checked enter 2. 2
Date _____
_____ Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

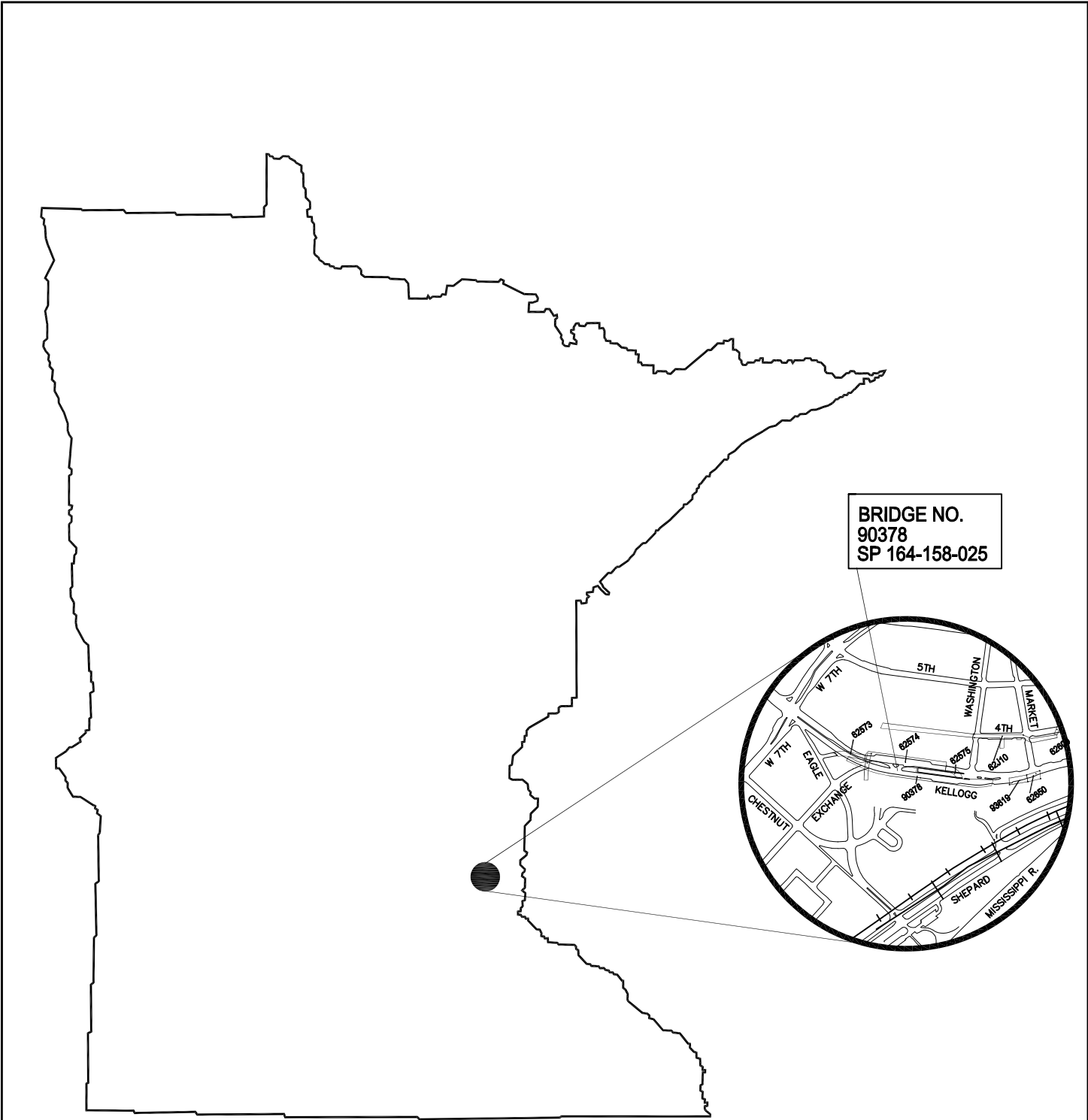
AUTHORIZED

Anticipated Letting Date September 1, 2021
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.

7

TOTAL POINTS

FIGURE 1 - PROJECT LOCATION MAP



BRIDGE NO.
90378
SP 164-158-025



NOT TO SCALE

Z:\bridges\dwgs\B1212 EB kellogg Bridge no. 90378 @ river Centre\Financing\Federal Extension Request\location-map.dwg Jun 19, 2020 - 9:05am

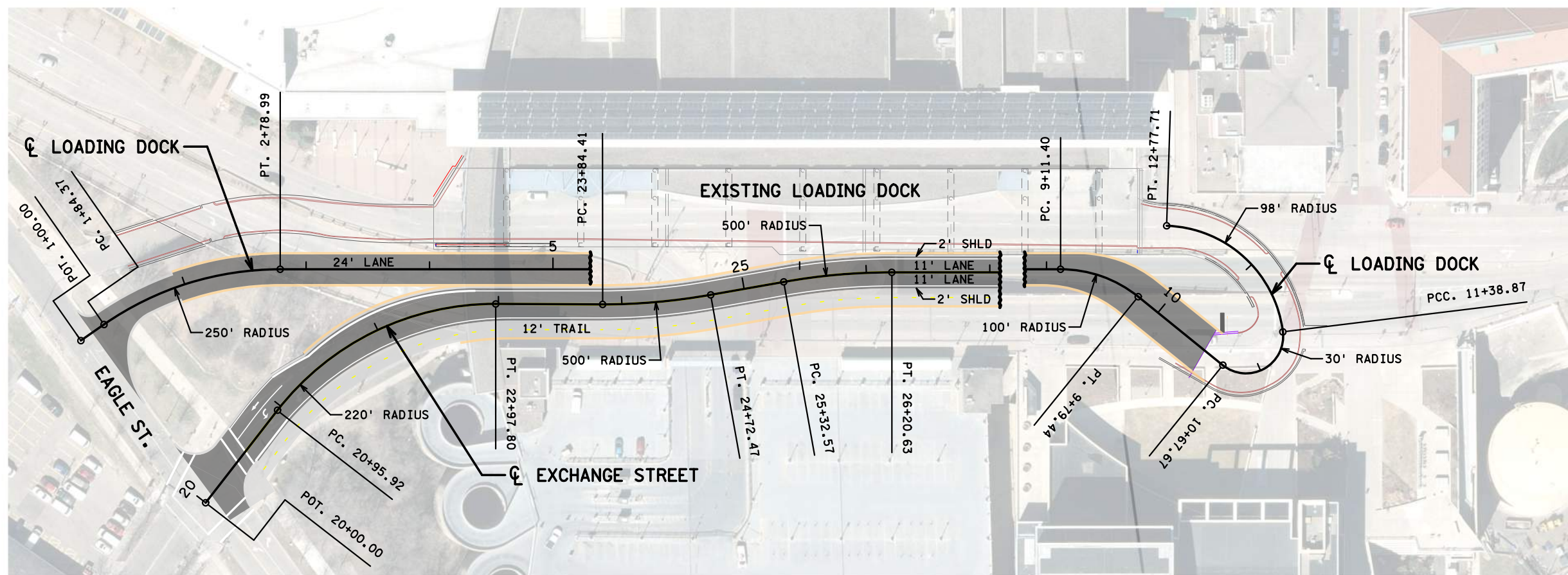
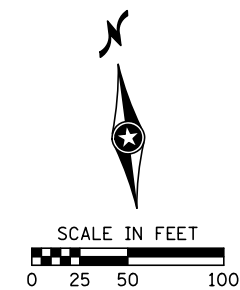
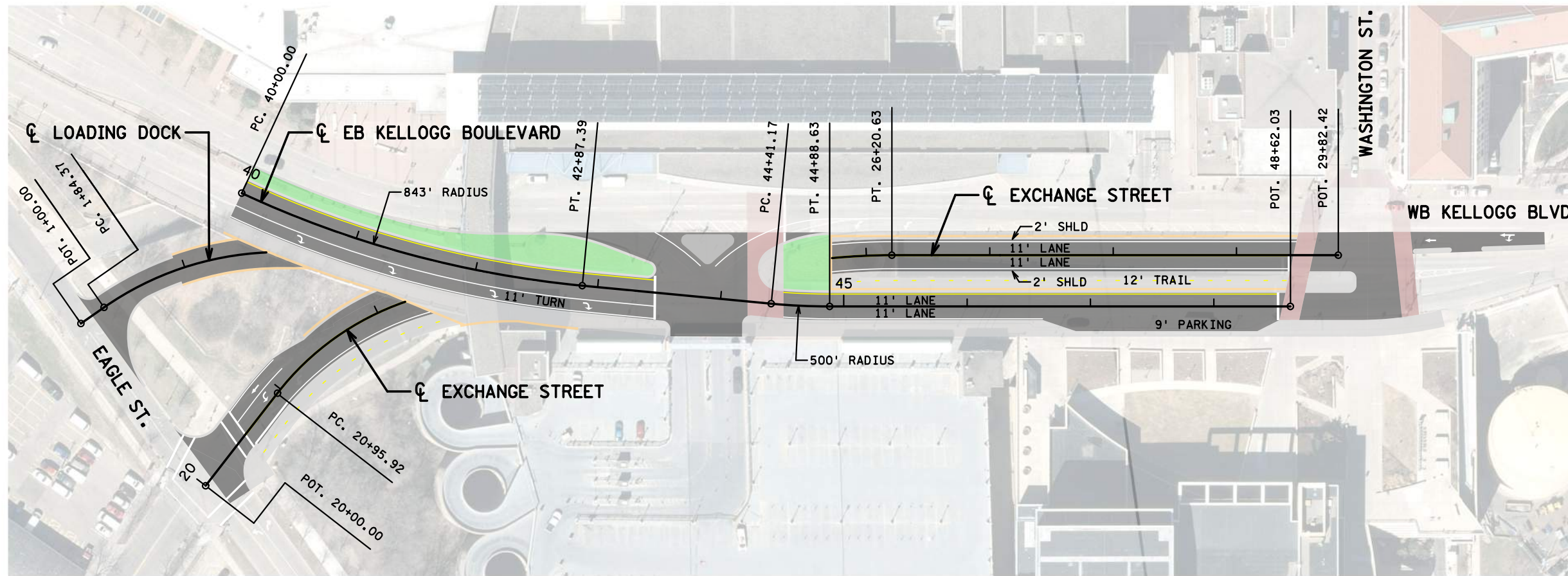


DESIGNED
DGN CHECK
DRAWN
DWG CHECK

PREPARED BY BRIDGE DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS
EASTBOUND KELLOGG BOULEVARD
BRIDGE NO. 90378
STATE LOCATION MAP

STATE AID
PROJECT NUMBER:
S.P. NO. 164-158-025
CITY PROJECT NO.:
B-1212
DATE: 06/19/2020
PAGE:





DATE: 6/18/2020 TIME: 6:50:52 PM
FILENAME: ...Concept_B_Plan.dgn

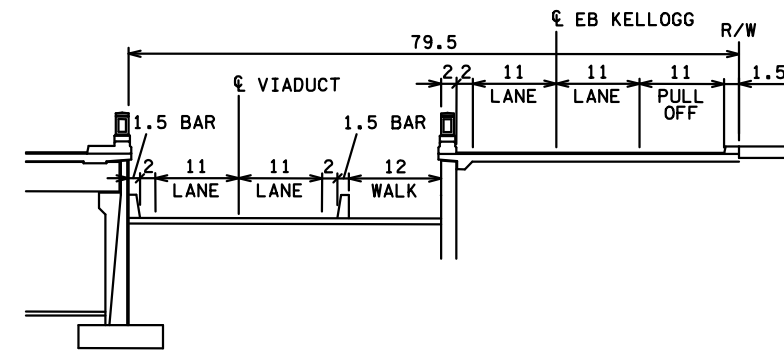
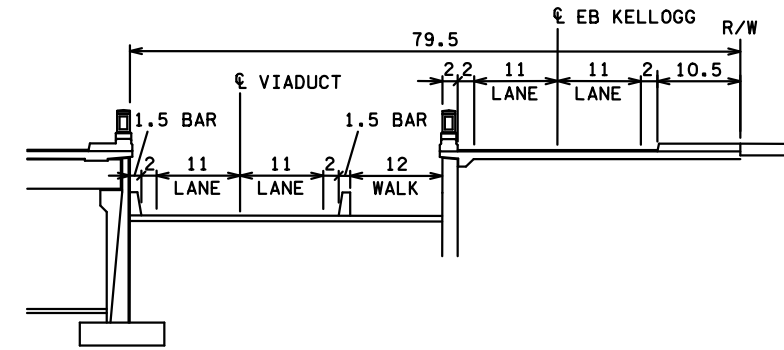
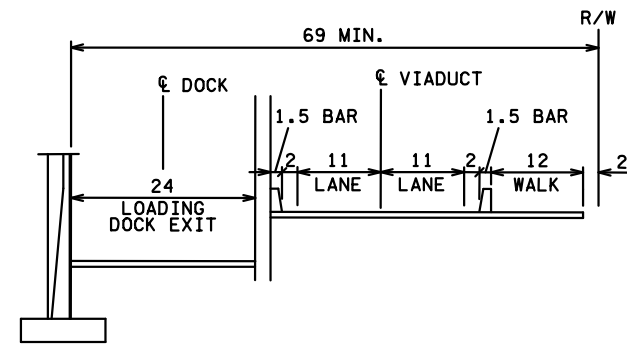


CITY OF SAINT PAUL

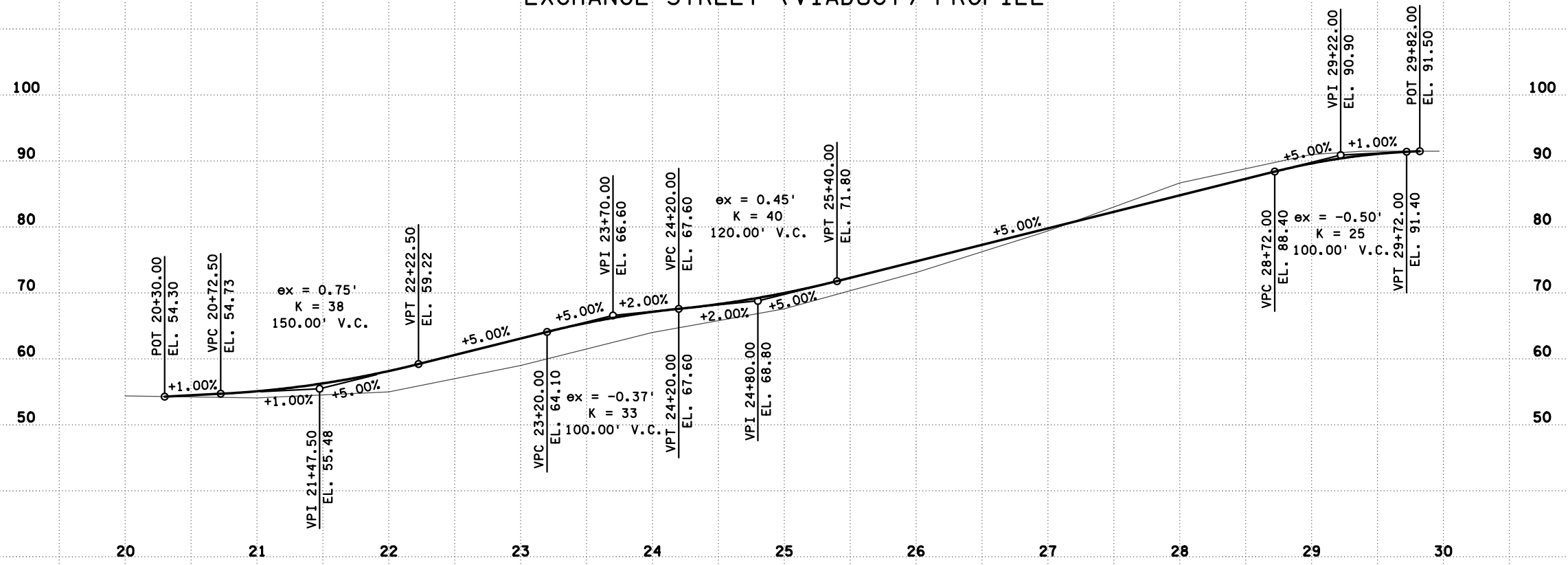
EB KELLOGG BLVD. BRIDGE REPLACEMENT

PLAN LAYOUT

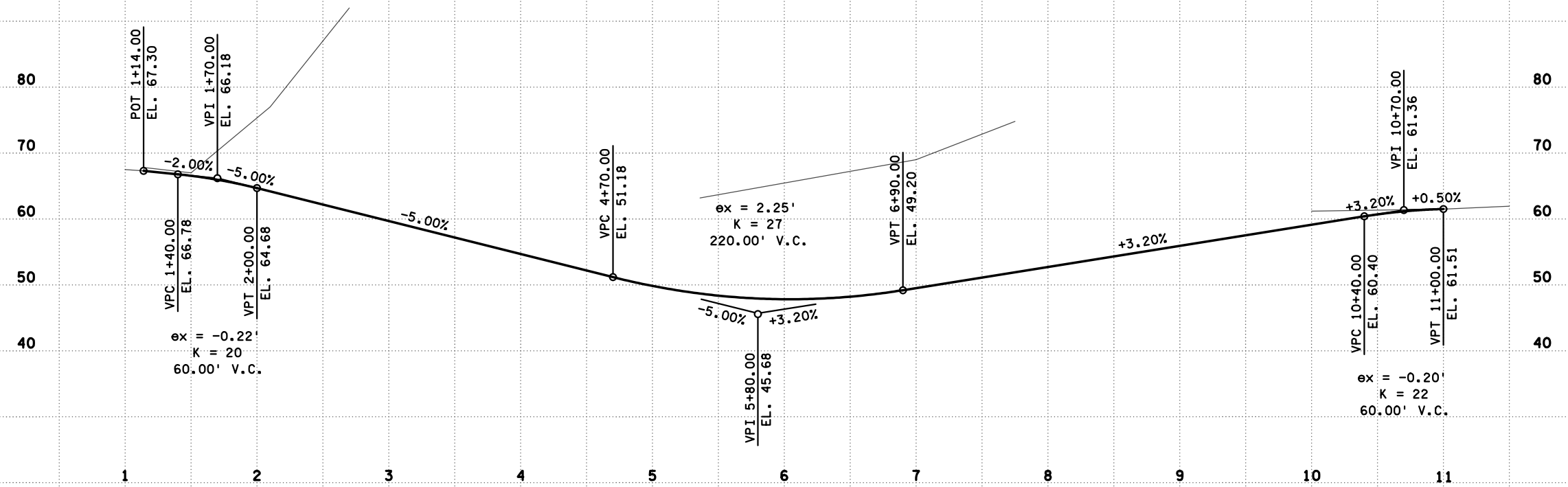
DATE: 6/18/2020 TIME: 7:09:26 PM
FILENAME: ..\Concept_B_Plan_Tsl.dgn



EXCHANGE STREET (VIADUCT) PROFILE



LOADING DOCK PROFILE



DATE: 6/18/2020 TIME: 2:46:17 PM
 FILENAME: ...Concept_B_Profile.dgn



Transportation Advisory Board Regional Program Year Policy

- The Regional Program Year Policy is intended to manage the development and timely delivery of transportation projects awarded federal funds through the TAB's Regional Solicitation Process.
- Project sponsors awarded federal funds through the regional solicitation process are expected to get their project ready for authorization in their program year.
- The program year is July 1 to June 30 of the year in which the project is originally programmed in the Transportation Improvement Program (TIP).
- By April 1 of the program year, the project must meet the criteria on the attached sheet.
- Additionally, if a regionally selected project is not ready to request authorization by June 15 of its program year, the project will not be carried over into the new TIP unless the project sponsor receives a program year extension from the TAB.
- Project sponsors that have made significant progress but are delayed by circumstances that prevent them from delivering their projects on time must submit a request for a program year extension to the TAB Coordinator by December 31 of the project's program year.
- The maximum length of a program year extension is one year. Projects are eligible for only one program year extension request.
- If a program year extension is granted, funding the project will be contingent on the availability of federal funds. A project sponsor is responsible for funding the project until federal funding becomes available.
- Projects receiving program year extensions will not receive an inflationary cost increase in their federal cost caps.
- "Procedure to Request a Program Year Extension" is provided as Attachment 1.

CRITERIA FOR MEETING PROGRAM YEAR

Construction Projects through the FHWA Process:

- Environmental document approved – April 1
 - *Environmental Documentation draft submittal due December 1*
- Right of way certificate approved –April 1
 - *Condemnation proceedings formally initiated by February 28 with title and possession by June 1.*
- Final construction plans submitted and reviewed for standards, eligibility, funding and structural design – April 1
- Engineer's estimate – April 1
- Utility relocation certificate – April 1
- Permit applications submitted – April 1

Construction Projects through the FTA Process

- Environmental document completed; project plans complete and reflect the project that was selected
- Letting date can be set within 90 days
- FTA notification that grant approval imminent

Right of Way Only Projects through FHWA Process

- Environmental document approved – April 1
- OCPPM/SALT authorization to proceed – June 1

Right of Way Only Projects through FTA Process

- Environmental document completed
- Appraisals over \$250,000 approved by FTA; under \$250,000 reviewed by Right of Way Section
- FTA notifies that grant approval is imminent
- OCPPM transfers funds
- Offers made/condemnation initiated if offers refused

Program Project

- Grant application submitted to FTA; includes work plan
- Notification from FTA that grant approval is imminent
- Work will begin within 90 days after grant approval
- Agreement executed between MnDOT and proposer once funds are transferred

TRANSPORTATION ADVISORY BOARD PROCEDURE TO REQUEST A PROGRAM YEAR EXTENSION

If it appears that a project cannot meet the deadline for authorization within its program year and a program year extension is necessary, the project sponsor must demonstrate to the Funding and Programming Committee that significant progress has been made on the project and the program year criteria can be met within the requested one-year time extension. Projects may be granted only one program year extension. Requests for a program year extension must be submitted by December 31 of the project's program year.

The answers provided on the Progress Schedule for Program Year Extension on Attachment 1 will determine whether a project is **eligible** for a one-year extension. In addition to responding to the Progress Schedule for Program Year Extension, the project sponsor must submit the following materials to the Funding and Programming Committee so it can determine if a program year extension is reasonable:

- 1) Project Background (will be provided by TAB Coordinator).
- 2) Project Progress:
 - a) Complete attached progress schedule with actual dates.
 - b) Right of way acquisition - provide map showing status of individual parcels.
 - c) Plans - Provide layout and discussion on percent of plan completion.
 - d) Permits - provide a list of permitting agencies, permits needed and status.
 - e) Approvals - provide a list of agencies with approval authority and approval status.
 - f) Identify funds and other resources spent to date on project.
- 3) Justification for Extension Request:
 - a) What is unique about this project that requires an extension of the program year?
 - b) What are the financial impacts if this project does not meet its current program year?
 - c) What are the implications if the project does not obtain the requested extension?
 - d) What actions will the agency take to resolve the problems facing the project in the next three to six months?

PROCESS AND ROLES

The Funding and Programming Committee will hear all requests for extensions. The Committee's recommendation will be forwarded to the TAC and TAB for action. The requests will be presented to the TAB for action on its consent agenda. Staff for the Funding and Programming Committee will notify the applicant of the committee's decision.

Adopted by the Transportation Advisory Board

April 17, 2013

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 _____
If prior to June 30 of the program year, enter 1. _____

RIGHT OF WAY ACQUISITION

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

ENGINEERS ESTIMATE OF COSTS

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

ACTION TRANSMITTAL – 2020-31

DATE: August 13, 2020

TO: TAC Funding & Programming Committee

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

SUBJECT: Program Year Extension Request: Saint Paul Minnehaha Avenue
Signal Safety Improvements

REQUESTED ACTION: Saint Paul requests a program year extension for its Minnehaha Avenue Signal Safety Improvements (SP# 164-010-075) from fiscal year 2022 to fiscal year 2022.

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC approval of Saint Paul's program year extension request to move Minnehaha Avenue Signal Safety Improvements (SP# 164-010-075) from fiscal year 2022 to fiscal year 2023.

BACKGROUND AND PURPOSE OF ACTION: Saint Paul received \$1,080,000 from the 2018 Highway Safety Improvement Program (HSIP) solicitation to fund signal safety improvements on Minnehaha Avenue East from Forest Street North to Ruth Street North in program year 2022. The project includes construction of four new traffic signals. The City is requesting an extension of the program year to 2023 to remain consistent with MnDOT's mill-and-overlay project that has moved from 2022 to 2023.

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 2023.

The project is on track for completion in terms of milestones. The project is on track to be completed on time. The request has been submitted to maintain the efficiency of being completed along with MnDOT's mill-and-overlay project. The request includes a scoresheet, scored by MnDOT Metro District's State Aid office, that tracks progress. The minimum score of seven points was achieved on this request.

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 2024 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. In that case 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 SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/20/2020
Technical Advisory Committee	Review & Recommend	9/2/2020
Transportation Advisory Board	Review & Accept	9/16/2020



CITY OF SAINT PAUL
Melvin W. Carter, Mayor

Paul T. Kurtz, City Engineer
800 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6203
Fax: 651-266-6222

June 29, 2020

Mr. Paul Oehme
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: PROGRAM YEAR EXTENSION REQUEST FOR 164-010-075 Signal safety improvements on Minnehaha Avenue East from Forest to Ruth

Dear Mr. Oehme,

The City of Saint Paul respectfully requests that the Funding and Programming Committee consider a program year extension for the above referenced project. The project's current program year is 2022 and includes construction of four new traffic signals on Minnehaha Avenue (also called Trunk Highway 5).

The City applied for and was awarded \$1,080,000 of HSIP funds for program year 2022. The City applied for funding in this year to take advantage of opportunities to let the project as part of MnDOT's planned mill and overlay of Trunk Highway 5 (SP 6229-37). This creates efficiencies in the design and construction process, reduces duplicate work in constructing curbs, and minimizes construction disruption in the neighborhood. MnDOT has moved the construction year of the mill and overlay project to FY 2023. Therefore, the City is requesting that this HSIP funding be extended to FY 2023 so that the two projects can still be constructed together.

We request the Funding and Programming Committee's support for extending the City of Saint Paul's program year to 2023.

If additional information is needed on this request, please contact Ben Hawkins at 651-266-6256 or by email at ben.hawkins@ci.stpaul.mn.us.

Paul T. Kurtz

Sincerely,
Paul Kurtz - Interim Public Works Director / City Engineer

cc: Colleen Brown, MnDOT Federal Aid; Joe Barbeau, Metropolitan Council



An Affirmative Action Equal Opportunity Employer



REQUEST FOR PROGRAM YEAR EXTENSION

For

SP 164-010-075

Minnehaha (TH5) Signal Safety Reconstruction Project

City of Saint Paul, MN

REQUESTED BY:

Paul Kurtz

Interim Public Works Director / City Engineer

Phone: 651-266-6203

paul.kurtz@ci.stpaul.mn.us

Project Contact

Ben Hawkins P.E.

Phone: 651-266-6256

ben.hawkins@ci.stpaul.mn.us

Project Background

The City applied for and was awarded \$1,080,000 of HSIP funds for program year 2022. The City applied for funding in this year to take advantage of the opportunity to let the project as part of MnDOT's planned mill and overlay of Trunk Highway 5 (SP 6229-37). This creates efficiencies in the design and construction process, reduces duplicate work in constructing curbs, and minimizes construction disruption in the neighborhood. MnDOT has moved the construction year of the mill and overlay project to FY 2023. Therefore, the City is requesting that this HSIP funding be extended to FY 2023 so that the two projects can still be constructed together.

Project Progress

Progress Schedule

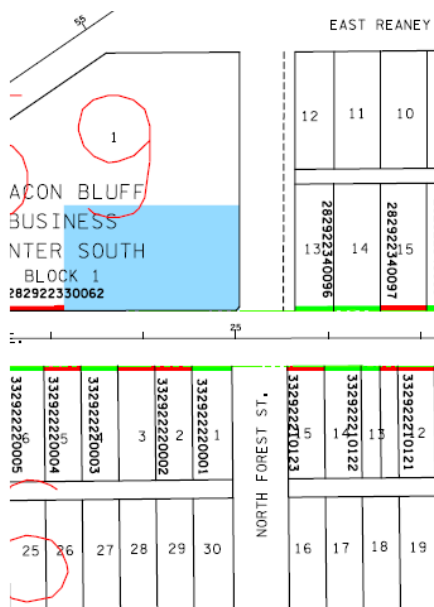
- a) See attached progress schedule.

Right of Way Acquisition

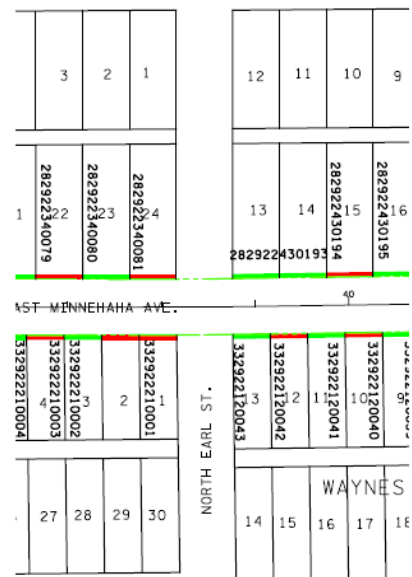
- b) MnDOT's mill and overlay project includes acquisition of temporary easements on parcels adjacent to traffic signals being replaced with the city's HSIP project. MnDOT will acquire all right-of-way necessary as part of its mill and overlay project. MnDOT's right-of-way acquisition map is excerpted below to show parcels identified for temporary easement acquisition adjacent to traffic signal locations.

Right of way acquisition has not been completed. Permanent and temporary easement needs have been identified for over 400 parcels along SP 6229-37. MnDOT is in the process of acquiring the proposed easements. The extraordinary number of parcels needed for acquisition on this project have lengthened the project timeline considerably and this is the reason that MnDOT's mill and overlay project was moved from 2022 to 2023.

Minnehaha Ave. and Forest St.



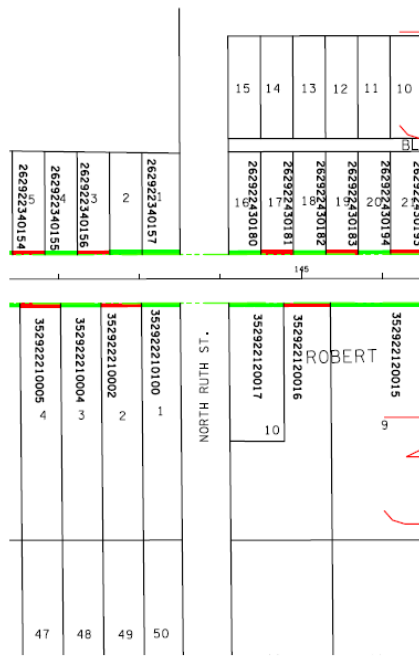
Minnehaha Ave. and Earl St.



Minnehaha Ave. and Johnson Pkwy.



Minnehaha Ave. and Ruth St.



Plans

- c) Survey work has been completed on the project. Preliminary construction limits are being established. Attached is an exhibit showing the locations of the four traffic signals to be replaced as part of this project.



Permits

- d) MnDOT will obtain all necessary permits as part of its mill and overlay project. Below is a summary of the permitting status.

Unit of government	Type of application	Current Status		
		To be requested	Requested	Complete
Federal				
FHWA	Categorical Exclusion determination	X		
MnDOT CRU on behalf of FHWA	Section 106 (Historic / Archeological) determination		X	
MnDOT OES on behalf of FHWA	Endangered Species Act Section 7 determination		X	
US Army Corps of Engineers	Section 404 Clean Water Act Permit (exact permit type unknown until impact quantities are known)	X		
State				
MnDOT	Categorical Exclusion document	X		
MPCA	National Pollutant Discharge Elimination System (NPDES) - Construction Stormwater Permit	X		
MPCA	Storm Water Pollution Prevention Plan (SWPPP)	X		
Local				
Watershed District	Watershed Permit	X		

Approvals

- e) The Minnesota Department of Transportation (MnDOT). The City of Saint Paul is working cooperatively with MnDOT on the project.

Identify funds and other resources spent to date on the project

- f) The City of Saint Paul has invested staff time in scoping the needs of this project and coordination activities with MnDOT. MnDOT has invested staff time in project management, environmental review, survey, design, and preparation for right of way acquisition on the corridor.

Justification for Extension

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

Saint Paul coordinated closely with MnDOT in applying for HSIP funding to reconstruct four traffic signals along Minnehaha Ave. in Saint Paul. MnDOT has a programmed mill and overlay project on Minnehaha Ave (SP 6229-37) that includes extensive work to improve ADA accessibility on the corridor, including reconstruction of curb ramps, sidewalks, and signal upgrades.

The delivery schedule of MnDOT's mill and overlay project has been moved to 2023 because the right of way needs of this project require acquisition from over 400 property owners. The sheer volume of this work has slowed down MnDOT's typical project delivery process, resulting in the project being pushed out an additional year.

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

If federal funds are surrendered, the proposed project will likely be postponed until an alternate source of funding can be secured, or the project will be eliminated. The MnDOT mill and overlay project would continue, but the scope of the project would not include safety improvements to traffic signals beyond meeting ADA accessibility standards. Since signal reconstruction typically involves rebuilding the curb ramps below the signals and moving existing underground utilities, if future funding is found for this project and it is performed independently of the MnDOT project, it would result in duplicate spending on construction costs.

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

There are no alternative funding sources identified for the signal replacement project. If the project does not receive the requested extension, it is highly likely that these signals will not be replaced and existing safety needs will go unmet.

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

The City of Saint Paul will continue to coordinate with MnDOT's project manager to finalize the schedule for SP 6229-37 and produce all required design deliverables for signal design on time in keeping with the schedule set by the mill and overlay project.

Regional Program Year Policy

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

Attachment 1: Progress Schedule for Program Year Extension

Enter request date

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 June 12, 2020

Completed/Approved If checked enter 5.

Date of approval

EA

Completed/Approved If checked enter 2.

Date of approval

EITHER

Not Complete

Anticipated Date of Completion

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

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

Completed

Date of Hearing If checked enter 2.

Not Complete

Anticipated Date of Completion May 2021

If prior to February 28 of the program year, enter 1. 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 31 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

Regional Program Year Policy

TAB Adopted: April 17, 2013

Administrative Modifications: August 20, 2014

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____
 Not Complete
Anticipated Date of Completion December 2022
If prior to June 30 of the program year, enter 1. _____

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion March 2023
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion December 2022
If prior to December 31 of the year following the original program year, enter 1. 1

AUTHORIZED

Anticipated Letting Date April 2023.
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. 2020-32

DATE: August 13, 2020
TO: TAC Funding and Programming Committee
PREPARED BY: Cole Hiniker, Manager of Multimodal Planning (612-743-2215)
Steve Peterson, Manager of Highway Planning and TAC/TAB Process (651-602-1819)

SUBJECT: 2020 Regional Solicitation: Arterial Bus Rapid Transit Project Selection Timeline Revision
Metro Transit requests that the Transportation Advisory Board (TAB) approve the following:

REQUESTED ACTION:

- Allow a timeline extension of the project selection for F Line in the Arterial Bus Rapid Transit Project funding category from December 2020 to April 2021.
- Include \$25 million for the F Line arterial bus rapid transit project in the 2020 Regional Solicitation project selection.

That the TAC Funding and Programming Committee recommend that TAC recommends the following:

RECOMMENDED MOTION:

- Allow a timeline extension of the project selection for F Line in the Arterial Bus Rapid Transit Project funding category from December 2020 to April 2021.
- Direct staff to include \$25 million for the F Line arterial bus rapid transit project in all 2020 Regional Solicitation funding options brought forward for TAB consideration.

BACKGROUND AND PURPOSE OF ACTION:

When the 2020 Regional Solicitation was released, a new funding category was created to allow for a single arterial bus rapid transit project to receive up to \$25 million without needing to submit a formal application for funding. This new category was created in acknowledgement of the past success of arterial bus rapid transit applications and also the inefficient approach to funding corridors one \$7 million award at a time. It was also viewed as a positive step in making other transit applications more on par with each other from a competitiveness perspective, since arterial bus rapid transit projects would no longer compete in Transit Expansion or Transit Modernization.

The selection process for the Arterial Bus Rapid Transit Project category states the following:

“The arterial bus rapid transit project will not be evaluated with a scored application. TAB will select the arterial BRT project concurrent with other Regional Solicitation project selections. Background information on the potential arterial BRT lines and the prioritization through Network Next will be provided by Metro Transit along with a funding recommendation for TAB decision-making.”

Since the time when the Regional Solicitation applications were released, there have been some significant changes to the schedule for Network Next in response to the COVID-19 pandemic and the recent civil unrest following George Floyd's murder. There are increased expectations for authentic and robust community engagement in Network Next in addition to new challenges resulting from the pandemic. Metro Transit is proposing to expand the engagement around Network Next and the specific plan to develop a list of arterial bus rapid transit projects, which includes specifically naming the F Line. Specific to the selection of the F Line, Metro Transit is planning to engage communities in fall 2020 and winter 2021 prior to asking the TAB to select and confirm the F Line in spring 2021 as part of the ongoing Regional Solicitation.

With this delay in the F Line identification, there is no reasonable way to identify a specific project in time for the Regional Solicitation project selection process that is scheduled to occur at TAB in December 2020. Metro Transit is requesting a delay until April 2021 to accommodate their revised schedule, meaning project selection will occur after the rest of the Regional Solicitation. Metro Transit is committed to bringing an update to TAB in December 2020 to share the top tier of potential F Line corridors (likely 3-4 corridors). In addition, because the staff will begin drafting funding scenarios for the Regional Solicitation in September 2020, they need direction on how to accommodate the Arterial Bus Rapid Transit Project category in the funding scenarios. Metro Transit is requesting that \$25 million be allocated for the selection of an F Line, which is expected to be necessary given the recent experience with arterial bus rapid transit project costs and the estimated length of the ABRT lines on the potential corridor list.

The Regional Solicitation Policymaker Work Group met on August 6, 2020 and were supportive of the proposed action, including the information brought forward by Metro Transit on the Network Next schedule adjustments. The item is scheduled for an information presentation at TAB on August 19 and any feedback from that discussion will be brought forward to the technical committees.

RELATIONSHIP TO REGIONAL POLICY: TAB approves Regional Solicitation project selections for concurrence by the Metropolitan Council and recommends the Transportation Improvement Program for approval to the Metropolitan Council.

ROUTING

TO	ACTION REQUESTED	SCHEDULED / COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	8/20/2020
Technical Advisory Committee	Review & Recommend	9/2/2020
Transportation Advisory Board	Review & Adopt	9/16/2020

Information Item

DATE: August 13, 2020
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
 Steve Peterson, Mgr. Highway Planning and TAB/TAC Process (651-602-1819)
SUBJECT: 2020 Regional Solicitation Scores

The projects submitted during the 2020 Regional Solicitation have been reviewed by teams of professionals from cities, counties, the Metropolitan Council, and state agencies. They are organized by the 11 application types. Applicants have until August 28th to appeal scores on specific measures from their applications only. TAC Funding & Programming Committee will consider challenges at its September 17th meeting.

The Highway Safety Improvement Program (HSIP) scoring process is also underway. Attached is a map of the applications received.

The below table summarizes the total number of qualifying applications and total funding requested for the Regional Solicitation.

Application Type	Applications	Funding		
		Federal	Match	Total
Traffic Management Technologies	5	\$11,616,885	\$2,904,221	\$14,521,106
Spot Mobility and Safety	10	\$24,097,023	\$14,138,427	\$38,235,450
Roadway Strategic Capacity	18	136,647,753	\$137,127,038	\$273,774,611
Roadway Reconstruction/Modernization	17	\$94,380,592	\$53,023,043	\$147,403,635
Bridges	7	\$33,411,765	80,104,770	113,515,535
Transit Expansion	10	\$34,288,421	\$14,993,052	\$49,281,473
Transit Modernization	9	\$29,389,920	\$9,097,480	\$38,487,400
Travel Demand Management	4	\$1,315,044	\$389,083	\$1,740,127
Multiuse Trails & Bicycle Facilities	38	\$86,952,429	\$27,857,684	\$114,810,113
Pedestrian Facilities	8	\$8,795,040	\$3,073,760	\$11,868,800
Safe Routes to School	6	\$4,113,343	\$1,796,336	\$8,882,679
TOTAL	128	\$465,008,034	\$344,477,893	\$809,485,928

Project Schedule

DATE	TAC/TAB PROCESS
May 14	Application deadline – 4:00 P.M.
June 18	TAC F&P Committee meeting: Qualifying appeals heard.
June 25 – Aug 3	Scoring committees evaluate and score applications
Aug 20	The TAC F&PC approves the ranked lists of projects
Aug 28	Scoring re-evaluation requests are due.
Aug 28- Sep 4	Staff reviews all the scoring reevaluation requests, consults with the individual scorer and chair and prepares a report for TAC F&PC.
Sep 17	Scoring evaluation (F&PC)
Late Sep- mid-Nov	Staff develops funding options
November	TAC F&PC recommend.
December	TAC recommend; TAB approve.
January 2021	TC and Council Concur.

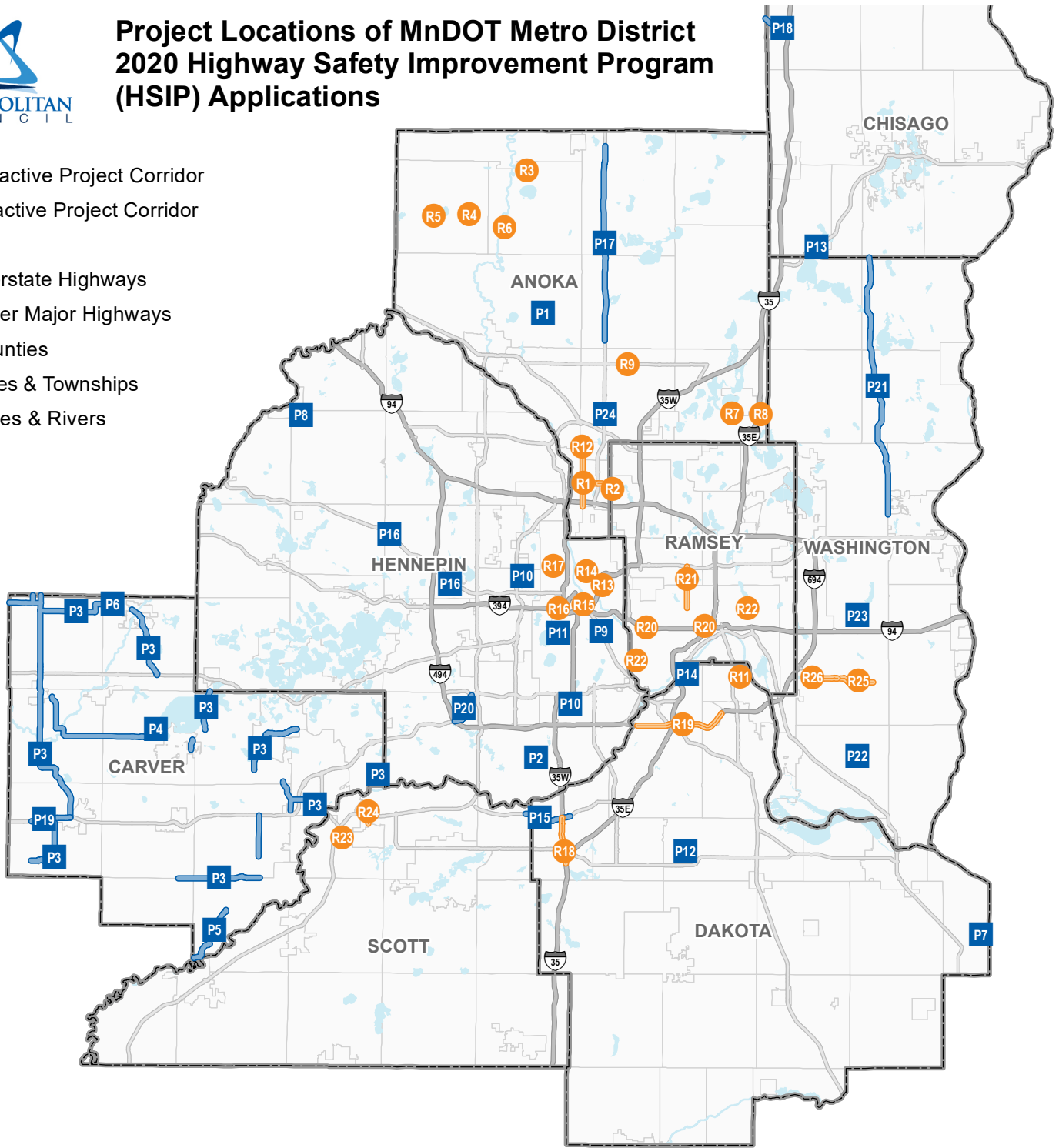
Use of Outliers

Application Category	Measure	Description
Strategic Capacity	1A. Congestion in Project Area, Congestion in Adjacent Parcel, and Principal Arterial Study (80-point maximum)	A 72% congestion decrease on an adjacent parcel for one application led to the committee deeming it an outlier and awarding full points to the second-ranked project.
Pedestrian	1. Jobs / Students (150)	Awarded full points to second-ranked application. This was done to improve the spread and because the top-ranked application (38,512) was significantly higher than the rest (634 to 11,502).
Pedestrian	2. Potential Usage (Population) (150)	Awarded full points to second-ranked application. This was done to improve the spread and because the top-ranked application (48,820) was significantly higher than the rest (4,097 to 22,935).



Project Locations of MnDOT Metro District 2020 Highway Safety Improvement Program (HSIP) Applications

- Proactive Project Corridor
- Reactive Project Corridor
- Interstate Highways
- Other Major Highways
- Counties
- Cities & Townships
- Lakes & Rivers



■ Proactive Safety Projects

- P1. Nightingale St NW & Crosstown Blvd NW Intersection
- P2. Bloomington Pedestrian Crossing Safety
- P3. Carver County Enhanced Pavement Marking Safety
- P4. Highway 10/Waconia Parkway Intersection
- P5. Carver County Rd 40 Safety Improvements
- P6. Highway 25 & Carver County Rd 20 Intersection
- P7. Ravenna Trail & 200th St E Intersection
- P8. Hennepin County Rd 19 & 109th Ave Intersection
- P9. Hi/Lake Interchange Safety Improvements
- P10. Nicollet Ave & Golden Valley Rd Flashing Yellow Arrows
- P11. 26th St & 28th St Signal & Pedestrian Safety
- P12. Highway 3 & 142nd St W Roundabout
- P13. U.S. Highway 8 at Hazel Ave & 250th St
- P14. Highway 13 & Wachtler Ave Roundabout
- P15. Hwy 13 Cable Median Barrier, Lynn to Nicollet Aves
- P16. Hwy 55, Fernbrook Ln to General Mills Blvd
- P17. Hwy 65 Cable Median Barrier, Bunker Lk Blvd to 237th
- P18. Highway 95 at 392 St Left Turn Lane

- P19. Hwy 212 Reduced Conflicts and Cable Median Barrier
- P20. Highway 212 Continuous Lighting Project
- P21. Manning Ave Rumble Strips
- P22. Keats Ave & 80th St S Roundabout
- P23. 10th St & Keats Ave Roundabout
- P24. 99th Ave & Baltimore St Roundabout

● Reactive Safety Projects

- R1. Mississippi St Road Diet, Highway 47 to Highway 65
- R2. Mississippi St Road Diet, Highway 65 to Old Central Ave
- R3. Lake George Blvd & 221st Ave NW Roundabout
- R4. Viking Blvd NW & Cleary Rd Roundabout
- R5. Viking Blvd NW & Nowthen Blvd NW Roundabout
- R6. Viking Blvd NW & Rum River Blvd Roundabout
- R7. Birch St & Centerville Rd Roundabout
- R8. Birch St & 20th Ave Roundabout
- R9. Radisson Rd & Cloud Dr NE Traffic Signal
- R11. Thompson Ave & Oakdale Ave Roundabout
- R12. University Ave Corridor Safety, 53rd Ave to 85th Ave

- R13. Hennepin Ave at 10th & 11th Aves SE Intersections
- R14. Broadway St NE Signal & Pedestrian Safety
- R15. City/County Pedestrian Crossing Study Improvements
- R16. Lasalle Ave & Nicollet Ave Signal & Pedestrian Safety
- R17. Lyndale Ave N Signal & Pedestrian Safety
- R18. I-35W Continuous Lighting
- R19. I-494 Continuous Lighting
- R20. University Ave W Pedestrian Safety
- R21. Dale St from Como Ave to TH 36 Road Diet
- R22. Saint Paul Signal Safety
- R23. 130th St W & Old Brick Yard Rd Roundabout
- R24. Marystown Road Corridor
- R25. Lake Rd from Blue Ridge Dr to Cherry Ln Road Diet
- R26. Lake Rd from Woodlane Dr to Pioneer Dr Road Diet

