

# Agenda

## TAC Funding and Programming Committee



**Meeting Date:** August 18, 2022

**Time:** 1:00 PM

**Location:** Virtual

### Public participation:

This meeting will be streamed and recorded.

[Watch the meeting online.](#)

If you have comments, we encourage members of the public to email us at [public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us).

You may pre-register to speak at a virtual public meeting of the TAC Funding and Programming by emailing us at [public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us).

### Call to Order

1. Roll call
2. Approval of the Agenda
3. Approval of July 21, 2022 TAC Funding and Programming minutes - roll call

### Public Comment on Committee Business

### TAB Report

### Consent Business

1. 2022-32: HSIP Program Year Extension: I-35W Continuous Lighting (Joe Barbeau, MTS) – roll call
  - Additional Materials
2. 2022-33: Regional Solicitation Scoring Appeals (Joe Barbeau, MTS) – roll call

### Information

1. Regional Solicitation Outreach Tool Results (Bethany Brandt-Sargent, MTS)
2. Regional Solicitation Funding and Next Steps (Steve Peterson, MTS)
3. TIP Public Comments (Joe Barbeau, MTS)

### Other Business

### Adjournment

### Council Contact:

Bethany Brandt-Sargent, Senior Planner  
[Bethany.Brandt-Sargent@metc.state.mn.us](mailto:Bethany.Brandt-Sargent@metc.state.mn.us)  
651-602-1725

# Minutes

## TAC Funding and Programming Committee



**Meeting Date:** July 21, 2022

**Time:** 1:00 PM

**Location:** Virtual

### Members Present:

- |   |   |   |
|---|---|---|
| <ul style="list-style-type: none"><li><input checked="" type="checkbox"/> Bloomington - Karl Keel</li><li><input checked="" type="checkbox"/> Lakeville - Paul Oehme</li><li><input checked="" type="checkbox"/> Eden Prairie - Robert Ellis</li><li><input checked="" type="checkbox"/> Fridley - Jim Kosluchar</li><li><input type="checkbox"/> Maple Grove - Ken Ashfeld</li><li><input checked="" type="checkbox"/> Plymouth - Michael Thompson (Chair)</li><li><input checked="" type="checkbox"/> Minneapolis - Nathan Koster</li><li><input checked="" type="checkbox"/> St. Paul - Anne Weber</li><li><input checked="" type="checkbox"/> Met Council - Cole Hiniker</li><li><input checked="" type="checkbox"/> Metro Transit - Scott Janowiak</li></ul> | <ul style="list-style-type: none"><li><input type="checkbox"/> TAB Coordinator – Elaine Koutsoukos</li><li><input checked="" type="checkbox"/> MnDOT - Molly McCartney</li><li><input checked="" type="checkbox"/> MnDOT Metro District State Aid - Colleen Brown</li><li><input checked="" type="checkbox"/> MnDOT Bike/Ped - Mackenzie Turner Bargaen</li><li><input checked="" type="checkbox"/> MPCA - Innocent Eyoh</li><li><input type="checkbox"/> DNR - Nancy Spooner-Mueller</li><li><input checked="" type="checkbox"/> Suburban Transit Assoc - Aaron Bartling</li></ul> | <ul style="list-style-type: none"><li><input checked="" type="checkbox"/> Anoka Co - Jerry Auge</li><li><input checked="" type="checkbox"/> Carver Co - Angie Stenson</li><li><input checked="" type="checkbox"/> Dakota Co - Jenna Fabish</li><li><input checked="" type="checkbox"/> Hennepin Co - Jason Pieper</li><li><input checked="" type="checkbox"/> Ramsey Co - Scott Mareck</li><li><input checked="" type="checkbox"/> Scott Co - Craig Jenson</li><li><input checked="" type="checkbox"/> Wash Co - Joe Ayers-Johnson</li><li><input checked="" type="checkbox"/> = present, E = excused</li></ul> |
|---|---|---|

### Call to Order

A quorum being present, Committee Chair Thompson called the regular meeting of the TAC Funding and Programming Committee to order at 1:01 p.m.

### Agenda Approved

Chair Thompson noted that a roll call vote was not needed for approval of the agenda unless a committee member offered an amendment to the agenda. Committee members did not have any comments or changes to the agenda.

### Approval of Minutes

It was moved by Mareck, seconded by McCartney to approve the minutes of the May 19, 2022 regular meeting of the TAC Funding and Programming Committee. **Motion carried unanimously.**

### Public Comment on Committee Business

There were no public comments.

### TAB Report

The July 20<sup>th</sup>, 2022 meeting of TAB was cancelled. No TAB report was given.

## Business

There were no business items.

## Information

1. [Minnesota State Highway Improvement Program](#) (Brad Utecht, MnDOT)

Utecht presented the Minnesota State Highway Improvement Program (MnSHIP), which is out for public comment.

Hiniker asked whether there was a full list of revenue sources directed by MnSHIP? Or funding assumptions for the various programs? Utecht stated that all go to MnSHIP with a few exceptions, including carbon reduction, electric vehicles, but that it is not a huge change from previous rounds of MnSHIP.

Utecht led the committee members through an interactive scenario planning activity. Turner Barga asked whether the “Improve Mobility” scenario which listed worse outcomes for bridge and pavements. Utecht clarified that it is compared against the current investment approach.

Mareck asked whether identified targets should also inform the strategic direction. Utecht said the targets currently set were used to establish the stated need, \$52 to \$57 billion, but cautioned that those targets may not be met even with the minimum investment levels.

2. 2022 Regional Solicitation Outreach Tool (Bethany Brandt-Sargent, MTS)

Brandt-Sargent gave the committee an overview of the Regional Solicitation survey tool that will go live July 29, 2022 and run through August 17<sup>th</sup>, 2022. The intent of this tool is to collect additional feedback to help inform the Regional Solicitation investment scenarios. This was requested by TAB during the last cycle.

3. [2022 Regional Solicitation Draft Scores](#) (Joe Barbeau, MTS)

Barbeau discussed the 2022 draft Regional Solicitation scores, including the number of applications received in each category. He also reviewed the schedule and scoring re-evaluation requests process.

Stenson asked about the evaluation process and whether an applicant can receive additional information without coming to the committee. Barbeau said applicants should ask questions during the review period and that there may be a satisfactory explanation that would not require an appeal. Steve Peterson, MTS, said the Funding & Programming Committee chair will have the final determination on whether the application will be reevaluated. Stenson also asked about outlier adjustments and encouraged the committee to clear up the methodology for outlier adjustments, looking for a consistent way to address outliers.

Committee chairs discussed scoring in their committees. McCartney noted that for applications in the Strategic Capacity category, additional information was requested for congestion and air quality to ensure scorers were evaluating the correct data. Keel discussed reconstruction and modernization projects including outlier adjustments. Koster, responding to Stenson’s earlier comment, noted that more rigidity in the process may create more scoring challenges. Hiniker pointed out a project that received 150 points but that it received a relatively low overall score. Peterson said it was a roadway realignment project and those historically have not fared well in the scoring. Gina Mitteco, MnDOT, discussed the travel demand management and discussed the challenge with scoring these unique projects.

Stenson asked if an outlier was applied to cost-effectiveness, it might change the outcomes.



Hiniker replied that the intent is to provide an advantage to low-cost projects to enable funding more projects. Koster said that cost-effectiveness may not be the most appropriate if that is the intent, because federalizing the project may not be worthwhile.

Bartling asked about the transit category and projects that are precursors to larger bus rapid transit (BRT) projects. He pointed to a qualifying requirement in which a project is not eligible for capital or operating funds for expansion. The Route 3 Service Improvement is for routing and service improvements which will become the H Line BRT. H Line has already received funding in 2020 and will likely receive more in 2024, which is taking more and more money away from support bus service. Janowaik responded that he cannot speak to the details of the application said he can forward the concern to service development planning manager. Chair Thompson instructed staff to vet the project behind the scenes, but that the project was approved during the qualifying review. Barbeau said staff will review and be prepared to discuss during the funding scenarios.

McCartney thanked Brown for her work on the risk assessment analysis for all the application categories.

Keel asked whether agencies have or can request a review of other agency's applications. Barbeau responded that is not allowed.

Peterson noted that funding available for this round of Regional Solicitation will be between \$230 and \$240 million. This estimate includes additional money from IJJA and reductions for program year extensions, however, there are new programs that are not included in this, including carbon reduction and the Highway Safety Improvement Program (HSIP). HSIP is expected to have \$50 million, which is a significant increase over the usual \$20 to \$26 million in previous funding cycles.

Koster asked when the unique projects and HSIP projects will come through the committee. Peterson responded that HSIP will follow the same approval schedule, which may be as soon as October. The scoring committees for unique projects have not met yet. There will be a technical review and TAB will complete the actual scoring. The number of applications matched the amount of money allocated, so unless a determination is made to not fund a project, all projects will be funded.

## Other Business

Brandt-Sargent proposed potential schedule shifts for the September and December meetings so that they occur after TAB. Chair Thompson directed staff to move the September meeting from September 15 to September 22 and to revisit the December rescheduling later.

Hiniker stated that the TIP public comment period closed. Eighteen comments were received and council staff are working on responses. More details will come at the Technical Advisory Committee as an info item. It will not come back to Funding & Programming, but there were no changes outside of a minor cost adjustment.

## Adjournment

Business completed; the meeting adjourned at 2:49 p.m.

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### Council Contact:

Bethany Brandt-Sargent, Senior Planner  
[Bethany.Brandt-Sargent@metc.state.mn.us](mailto:Bethany.Brandt-Sargent@metc.state.mn.us)  
651-602-1725



# Action Transmittal

Transportation Advisory Board



**Meeting Date:** August 18, 2022

**Date:** August 11, 2022

## Action Transmittal: 2022-32

Program Year Extension Request: MnDOT I-35W Continuous Street Lighting

**To:** TAC Funding & Programming Committee

**Prepared By:** Joe Barbeau, Senior Planner, phone 651-602-1705

### Requested Action

MnDOT requests a program year extension for its I-35 W continuous street lighting project (SP# 1981-147) from fiscal year 2024 to fiscal year 2025.

### Recommended Motion

That the Funding & Programming Committee recommend that TAB approve MnDOT's I-35 W continuous street lighting project (SP# 1981-147) from fiscal year 2024 to fiscal year 2025.

### Summary

MnDOT was awarded \$720,000 in the 2020 Highway Safety Improvement Program (HSIP) solicitation to install continuous lighting on I-35W in Burnsville. MnDOT requests that the project be extended from 2024 to 2025 to line up with another project in the corridor programmed for that year.

### Background and Purpose

MnDOT received \$720,000 from the 2020 Highway Safety Improvement Program (HSIP) solicitation to install continuous lighting on I-35W from TH 13 to I-35E in Burnsville. The project was, and remains, programmed for fiscal year 2024. MnDOT is requesting that the project be extended to fiscal year 2025 to align with a pavement project being programmed for the same length of I-35W in 2025.

### Relationship to Regional Policy

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

### Staff Analysis

Per the Program Year Policy's progress assessment (attached) a minimum score of 7 is needed to be eligible for an extension. MnDOT only scores 2 for this request. However, the reason for that score is because this is more than a year ahead of the typical schedule for a program year extension request. Typically, projects requesting an extension have fallen behind schedule and this assessment is meant to determine whether the extra year is likely to enable the project to be completed with the granting of an extra year. In this case, MnDOT is aligning two projects in the

same year and given the timing, the assessment score is not meaningful. The alignment enables the two projects to occur simultaneously, whereas keeping the project in 2024 could result in some working having to be re-done in 2025, thereby increasing costs.

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 2026 reimbursement of federal funds, though a 2025 may occur if funding becomes available due to the recent increase in federal funds or if other projects withdraw.

## Routing

To	Action Requested	Date Completed
TAC Funding & Programming Committee	Review & Recommend	August 18, 2022
Technical Advisory Committee	Review & Recommend	September 7, 2022
Transportation Advisory Board	Review & Adopt	September 21, 2022



July 25, 2022

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

RE: PROGRAM YEAR EXTENSION REQUEST FOR S.P. 1981-147  
I-35W - CONTINUOUS LIGHTING FROM T.H. 13 TO I-35E

In 2021, the Minnesota Department of Transportation was awarded federal funding as part of the Metropolitan Council Regional Solicitation to install continuous lighting on I-35W from T.H. 13 to I-35E in Burnsville. The funding was awarded for FY 2024, and a proposed letting date was later set for August 25, 2023.

At this time, the Minnesota Department of Transportation requests that the TAC Funding and Programming Committee consider a program year extension to 2025 which will allow for the work to better align with another project commencing in 2025 along the same corridor segment. The extension will also facilitate project coordination between the two project teams, avoid rework with the later project, and 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 (651) 234-7877, or by email at [gregory.kern@state.mn.us](mailto:gregory.kern@state.mn.us).

Sincerely,

**Gregory Kern** Digitally signed by Gregory Kern  
Date: 2022.07.25 11:32:57 -05'00'

Gregory Kern, PE  
Metro District Signal Design and Lighting Engineer  
Minnesota Department of Transportation

CC: Colleen Brown, MnDOT  
Lars Impola, MnDOT  
Steve Misgen, MnDOT

## 1. Project Progress

### a. Progress Schedule

See Attachment 1.

### b. Right of Way

There should not be any need for permanent or temporary easements to be acquired for this project as it will occur within MnDOT Right of Way.

### c. Plans

Please refer to Attachment 2 for the project limits.

### d. Permits

There are no anticipated permits needed for this project.

### e. Approvals

The only approval need for this project will be the standard signatures for all MnDOT plans.

### f. Funding/ Expenditures

The HSIP funding will be used construction of the continuous lighting system.

## 2. Justification for Extension Request

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

Since the original HSIP solicitation application was awarded HSIP funding, a pavement project on I-35W was moved to FY 2025 within the same project limits on I-35W as this Lighting project.

This pavement project includes Mill Bituminous pavement, Concrete Overlay, Reconstruct Concrete Pavement, Construct Auxiliary Lanes, Signal System Rebuild, and ADA Improvements. Since these projects are on the same roadway segment, we believe it to be in the best interest of the two projects to consolidate project development and construction activities to avoid rework and minimize the overall duration of impacts to the traveling public.



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

If this HSIP project is constructed in FY 2024, a lot of or most of it will need to be removed or create do-over work when the pavement project is constructed in FY 2025, increasing the cost of that project.

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

If the project does not obtain the requested extension, unknowns related to the previously mentioned nearby and concurrent project 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 I-35W in 2024, 2025 and 2026. If the extension were approved, this could be reduced to 2025 and 2026.

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

Coordination with the pavement project team for SP 1981-140 would continue on work consolidation for design and construction if approved.

## **ATTACHMENT 1**

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION



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 **2/1/2024**  
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 \_\_\_\_\_  
**N/A** 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. 2  
Date **9/10/2021**  
 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 **10/25/2024**  
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 \_\_\_\_\_ 2 \_\_\_\_\_

# **ATTACHMENT 2**

PROJECT LIMITS

# Scoping Map



FISCAL YEAR: 2024  
 STATE PROJECT: 1981-147  
 METRO SCOPING ID: 2181

DESCRIPTION: Install continuous roadway lighting.

LOCATION: I-35W from TH 13 to I-35E

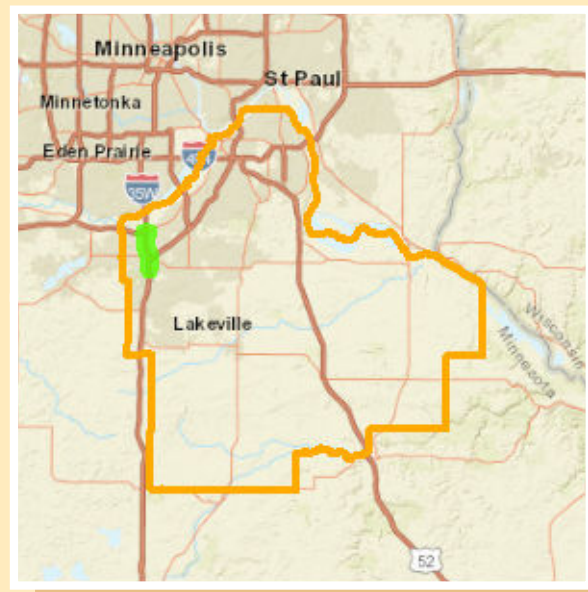
COUNTY: Dakota CITY: Burnsville

PROJECT MANAGER: Gerbensky, Michael FUNCTIONAL AREA: Traffic Engineering

PURPOSE STATEMENT: The purpose of this project is to improve nighttime visibility which increases safety and comfort for the vehicular traffic. This is a proactive safety project and is part of the TZD Program.

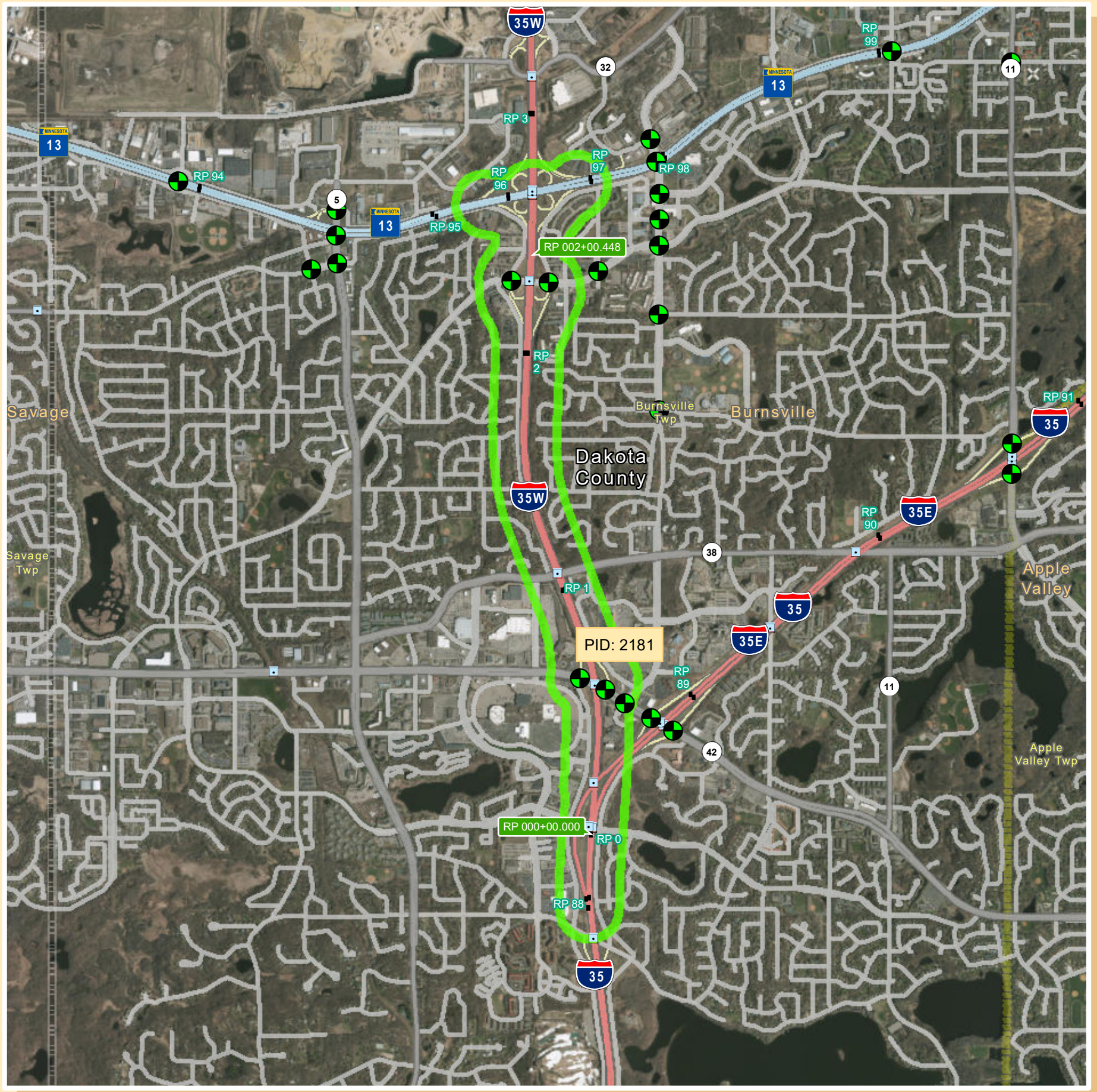
NEED STATEMENT: This project consists of upgrading the road lighting from partial to continuous. The in place partial interchange lighting illuminates the conflict areas of the interchange while the rest of the roadway remains dark. Additional lighting to the roadway improves visibility, increasing safety and comfort for the vehicular traffic.

\* See project documentation for more information.



**Legend**

- Project Area
- MnDOT Right of Way\*



# Action Transmittal

Transportation Advisory Board



**Meeting Date:** August 18, 2022

**Date:** August 11, 2022

## Action Transmittal: 2022-33

2022 Regional Solicitation Scoring Appeals and Approval of Final Scores

**To:** TAC Funding & Programming Committee

**Prepared By:** Joe Barbeau, Senior Planner, phone 651-602-1705

### Requested Action

Applicants for five applications request changes to one scoring measure each. Additionally, Metropolitan Council staff requests approval of final Regional Solicitation scores following decisions on these appeals.

### Recommended Motion

That TAC F&P approve the final Regional Solicitation scores with any changes from the scoring appeals.

### Background and Purpose

Regional Solicitation applicants were given the opportunity to appeal their scores after the initial release of scores that occurred at the July 21, 2022, Funding & Programming Committee meeting. Appeals were due on Wednesday, August 3. Metropolitan Council staff consulted with scorers and chairs to generate recommendations for each appeal as shown in the accompanying attachment.

New material cannot be considered in the review of an appeal. Appeals are meant only to challenge scoring errors or misinterpretations of the scoring guidance. In the appeal process, the burden is on the applicant to illustrate that an error occurred in the scoring of their application. Deference should be given to the volunteer scorer and the scoring committee, particularly on qualitative scoring measures.

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 may also affect the Cost Effectiveness formula, and therefore the project's overall score.

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

App #	Pages	Sponsor	Category	Measure	Max Score	Original Score	Scorer-Suggested Score (Change)
<a href="#">17654</a>	3-5	Minneapolis	System Mgmt	1B (Truck Corridor)	50	0	<b>25 (+25)</b>
<a href="#">17576</a>	6-8	Maple Grove	Recon / Mod	5B (Emissions)	30	0	<b>10 (+10)</b>
<a href="#">17563</a>	9-10	Metro Transit	TDM	4B (VMT Reduced)	150	0	<b>0</b>
<a href="#">17506</a>	11-14	Move Minnesota	TDM	4B (VMT Reduced)	150	0	<b>0</b>
<a href="#">17637</a>	15-17	Carver County	StratCap	7A (Multimodal)	100	0	<b>0</b>

## Routing

To	Action Requested	Date Completed
TAC Funding & Programming Committee	Approve	August 18, 2022





## Roadway System Management

### Application 17654: City of Minneapolis; City of Minneapolis ITS Upgrades and Enhancements

#### Request:

Applicant requested re-evaluation of Measure 1B: Regional Truck Corridor Study Tiers **(50 points)**

#### Measure:

This measure relies on the results of the Regional Truck 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. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. [2021 Updated Regional Truck Corridors](#). Scoring is distributed as follows:

- The majority of the project funds will be invested on either a Tier 1, Tier 2, or Tier 3 corridor: 50 Points
- A majority of the project funds will NOT be invested on a Tier 1, Tier 2, or Tier 3 corridor, but at least 10 percent of the funds will be invested on these corridors: 25 Points
- No project funds will be invested on a Tier 1, Tier 2, or Tier 3 corridor: 0 Points

The application **scored zero points**. This score is based on the scorer's interpretation that less than 10% of the project is on a regional truck corridor, which is based on the citywide nature of the project. The project concept layout identified multiple corridors that are not on the tiered network, making it difficult to confirm that 10% threshold for the 25 points.

#### Applicant's Challenge:

The applicant states that the proposed project includes 0.8 miles on regional truck corridors, which is 19.3% of the 4.3-mile "Focus Corridor" and that this therefore should be worth 25 points. Additionally, while the project is more "citywide" (i.e., beyond the "Focus Corridor") it does touch other regional truck corridors.

#### Scoring Review:

In reviewing the application, the scorer noted that the appeal letter summarized information that had been reflected throughout the application (including replies to other scoring measures). This includes various descriptions of the work including Cedar Avenue generally, two general segments of Cedar Avenue, and specific sections of Cedar (listed in the equity section). The maps describe the 2 locations. The appeal provided all this information in the same place. The scorer recommends **increasing the score to 25 points**.

**To:** Elaine Koutsoukos – TAB Coordinator, Metropolitan Council  
**From:** Ben Brassler, P.E., City of Minneapolis Public Works – Traffic & Parking Services  
**Date:** July 29, 2022  
**Subject:** Re-Evaluation Request: City of Minneapolis ITS Upgrades and Enhancements, 2022 Regional Solicitation Application

Dear Ms. Koutsoukos,

I would like to request the re-evaluation of the City of Minneapolis ITS Upgrades and Enhancements 2022 Regional Solicitation application, submitted by me on behalf of the City of Minneapolis in the Traffic Management Technologies category. Specifically, I would like the Committee to review the score assigned to the Minneapolis application in Measure 1B, which measures the proposed project's relationship to the Regional Truck Corridors.

In the original submitted application, we checked the box labeled *"A majority of the project funds will NOT be invested on a Tier 1, Tier 2, or Tier 3 corridor, but at least 10 percent of the funds will be invested on these corridors."* This selection would have resulted in 25 out of 50 points for Measure 1B; however, the preliminary scoring indicated that our application received 0 out of 50 points. We believe our original selection was accurate and our application should receive 25 points for this measure. The basis for this selection is the following:

#### **Cedar Avenue Focus Corridor**

Although the proposed project is expected to make improvements in a wide geographic area throughout the City of Minneapolis, the Cedar Avenue corridor was selected as the Focus Corridor for the highest priority installation of fiber optic communication infrastructure and associated ITS upgrades. The Focus Corridor contains two segments: Washington Ave/15<sup>th</sup> Ave to 24<sup>th</sup> Street, and Lake Street to W Lake Nokomis Parkway. This segmentation was selected to avoid overlap with Hennepin County's proposed reconstruction of Cedar Avenue from 24<sup>th</sup> Street to Lake Street. The Focus Corridor was used to measure all quantitative application criteria, such as Usage and Equity/Affordable Housing.

Using this Focus Corridor to measure the portion of the project along Regional Truck Corridors, our proposed project contains 0.8 miles along Tier 2 and Tier 3 corridors – specifically 0.6 miles along Corridor 196 (Cedar Ave) and 0.2 miles along Corridor 146 (Minnehaha Ave). Please note that our original application miscalculated the total distance of truck corridors and entered 1.0 miles, rather than the correct value of 0.8 miles. Nevertheless, Regional Truck Corridors comprise approximately 19% of the 4.3-mile Focus Corridor, which is greater than the 10% required to receive 25 out of 50 points for this measure.

#### **Other Project Improvements**

If the scoring committee assigned a score of 0 out of 50 to our application because of the citywide nature of the project, I would also like to point out two additional Regional Truck corridors within the potential project. The Project Concept Layout, attached to the original application, identifies Broadway Street NE and Hennepin Avenue E as Potential Fiber Optic Expansion corridors. These two segments combine for an additional 5.1 miles of potential fiber optic communication installation along Tier 1 and Tier 2 truck corridors. It is the intent of the project to prioritize installation of fiber optic communications along the Focus Corridor and the additional Potential Fiber Optic Expansion corridors as allowed by the project budget.

Thank you for the opportunity to review and appeal the scores assigned to the City of Minneapolis ITS Upgrades and Enhancements Regional Solicitation application. Based on the above, we believe that our application should receive 25 out of 50 points for Measure 1B. Please feel free to reach out if any further clarification or discussion is needed.

Thank you for your consideration,

A handwritten signature in red ink, appearing to read "Ben Brasser", with a long horizontal flourish extending to the right.

Ben Brasser, P.E.  
Minneapolis Public Works – Traffic & Parking Services

cc: Nathan Koster

## Roadway Reconstruction and Modernization

### Application 17576: Maple Grove; Highway 169/County Road 130 Interchange Reconstruction

#### Request:

Applicant requested re-evaluation of Measure 5B: KG of Emissions Reduced (**30 points**)

#### Measure:

Total Peak Hour Emissions Reduced (Kilograms)= Total Peak Hour Emissions without the project  
– Total Peak Hour Emissions with the Project

The application **scored zero points**.

#### Applicant's Challenge:

The applicant suggests the score of zero seems low given that the application reported a peak-hour emissions reduction of 2.76.

#### Scoring Review:

The scorer indicates that the emissions reduction reading of 2.76 KG per day was omitted from the report generated by the WebGrants program. Inserting the correct emissions reduction of 2.76 KG, would bring the score to 10, based on the revised formula awarding 15 points to the second-ranked project. Therefore, the scorer suggests that the score should be changed to **10 points**.



Hi Elaine,

The purpose of this email to respectfully request a score re-evaluation of our Roadway Reconstruction/Modernization Project (ID No. 17576 – City of Maple Grove: Highway 169/County Road 130 Interchange Reconstruction) – Criteria No. 5B – Air Quality (Peak Hour Emission Reduction).

A review of our draft score for Criteria 5B revealed that we were given a score of zero (0). However, this seems low when looking at our reported Total Peak Hour Emissions Reduction by the Project (2.76 kilograms), and comparing our emissions reduction to other similar projects. Our project (ID No. 17576) reported a peak hour emissions reduction of 2.76 kilograms. The City of Rogers project (ID No. 17580) reported a peak hour emissions reduction of 2.82 kilograms. The next closest project (Anoka County – ID No. 17519) reported a peak hour emissions reduction of 1.90 kilograms. Since our project's reported emissions reduction falls between the emission reductions reported for these two projects, one would think that our score should have been between their scores of 10 and 7. However, for some reason, our recorded score was zero (0).

Even following the scoring guidance (*"The applicant with the most kilograms reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the full."*) should have given us a score greater than zero (0). However, as shown in the calculations below, using the scoring guidance doesn't seem to produce the scores given to the two projects will similar order of magnitude emissions reductions (The City of Rogers Project ID No. 17580 and Anoka County Project ID No. 17519). I'm guessing that this might be due to some adjustments made to the scoring guidance in order to account for outliers or improve the scoring spread. Below is my math:

Criteria 5B – Emission Reduction Calculation for Project ID No. 17576 – Highway 169 and County Road 130 Interchange Reconstruction:

Top project's (Washington County – ID No. 17728) reported peak hour emission reduction = 23.4 kilograms

ID No. 17576 project's reported peak hour emission reduction = 2.76 kilograms

Projects with similar reported peak hour emission reduction:

- The City of Rogers project (ID No. 17580) reported peak hour emissions reduction = 2.82 kilograms
- Anoka County project (ID No. 17519) reported peak hour emissions reduction = 1.90 kilograms.

Using Scoring Guidance (*"The applicant with the most kilograms reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the full."*):

Top project's (Washington County – **ID No. 17728**) project's Emission Reduction score =  **$23.4/23.4 = 1.0000 * 30 = 30$  points** (30 points were awarded – **Check**)

**ID No. 17576** project's Emission Reduction score =  **$2.76/23.4 = 0.1179 * 30 = 3.54$  or approximately 4 points** (0 points were awarded – **Does not Check**)

Similar project's Emission Reduction scores:

- The City of Rogers project (ID No. 17580) Emission Reduction score =  $2.82/23.4 = 0.1205 * 30 = 3.62$  or approximately 4 points (10 points were awarded – **Does not Check**)
- Anoka County project (ID No. 17519) Emission Reduction score =  $1.90/23.4 = 0.0812 * 30 = 2.44$  or approximately 2 points (7 points were awarded – **Does not Check**)

If my math (above) is correct, then our draft score for the Emission Reduction criteria should have definitely been more than the zero (0) points that were awarded. However, I am not able to actually calculate what our updated score should have been without knowing what possible adjustments were made to account for any outliers or improve the scoring spread.

While the potential increase in our Emissions Reduction score may not ultimately change the overall ranking of our project, we are asking for some clarification on why our project received no score for Criteria 5B, when other projects with similar emission reduction numbers received scores between 7 and 10 points.

Let me know if you have any questions regarding our request

Thanks for your time!

John

**John Hagen, P.E., PTOE**  
Transportation Operations Engineer

# Travel Demand Management

## Application 17563: Metro Transit; Metro Transit Wayfinding Project

### Request:

Applicant requested re-evaluation of Measure 4B: VMT Reduction (**150 points**)

### Measure:

The applicant must show that the project will reduce CO, NOx, CO2e, PM2.5, and/or VOC due to the reduction in VMT. Calculate and provide the number daily of one-way commute trips reduced and the average commute trip length to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions. Applicants must describe their methodology for determining the number of daily one-way trips reduced.

- $VMT\ reduced = \text{Number daily of one-way commute trips reduced} * 12.1$

The application **scored zero points**.

### Applicant's Challenge:

Based on the large number of users identified in Measure 2: Users, the applicant expected more points to be awarded and suspected that not repeating the methodology was the rationale for not awarding points.

### Scoring Review:

During the scoring committee meeting, members did not find the methodology resulting in 11,114 weekday riders to be sound or realistic. While the application scored points in Measure 2, these points were for other elements (support given for methodology and definition of target group) and not for average weekday users. Therefore, the scorer recommends **no change**.



## RE: Regional Solicitation Application 17563 Scoring Appeal

I would appreciate the Committee's re-evaluation of the score given to Application 17563 (Metro Transit Wayfinding Project) in Section 4B: VMT reduction. The committee assigned a score of zero (0); I believe no points were awarded because no methodology was provided. However, the methodology used to estimate the average weekday users, which was then used to calculate VMT, was detailed in Section 2: Users. I did not understand it was necessary to reiterate the methodology for estimating average weekday users in Section 4B. The methodology stated in Section 2 and used to calculate VMT reduction in Section 4B is:

*"The groups that directly benefit are residents who live or work close to the METRO Network; with express bus service to job concentration areas limited for the time being, those near a METRO line will be in the best position to use transit for commuting. However, their commute may require transfers they are not accustomed to navigating.*

*The exact impact of improved wayfinding is difficult to estimate. One case study from 2003 in Australia showed high quality navigation tools resulted in a 17 percent shift from SOV commuting (RTA, 2003). This shift also included an office relocation. Considering those caveats and the continued uncertainty of the pandemic, we estimate 10 percent of METRO and bus riders will move more efficiently between routes at transfer points as results of this project. The average weekday ridership on Green Line, Blue Line, BRT, and bus routes in 2020 was 111,139, making the estimated average weekday users 11,114."*

Thank you for your consideration.

Sincerely,

Kelly Morrell, Transit Information Project Manager

Metro Transit

612-349-7563

[Kelly.morrell@metrotransit.org](mailto:Kelly.morrell@metrotransit.org)



# Travel Demand Management

## Application 17506: Move Minnesota; 15 Minute Cities of Saint Paul

### Request:

Applicant requested re-evaluation of Measure 4B: VMT Reduction **(150 points)**

### Measure:

The applicant must show that the project will reduce CO, NOx, CO2e, PM2.5, and/or VOC due to the reduction in VMT. Calculate and provide the number daily of one-way commute trips reduced and the average commute trip length to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions. Applicants must describe their methodology for determining the number of daily one-way trips reduced.

- $VMT\ reduced = \text{Number daily of one-way commute trips reduced} * 12.1$

The application **scored zero points**.

### Applicant's Challenge:

The applicant suggests that the score of zero is not appropriate as the application aims to decrease VMT by overcoming knowledge and comfort barriers to mode shift. The applicant also cites the application's VMT reduction estimation (4,800 average weekday users).

### Scoring Review:

Similar to the above application, the scoring committee members did not find the methodology resulting in 4,800 weekday riders to be sound or realistic (specifically, the engagement of 5,200 people will not likely result in 4,800 users). Also, as with the above appeal, while the application scored points in Measure 2, the points were for other elements (support given for methodology and definition of target group) and not for average weekday users. Therefore, the scorer recommends **no change**.



August 3, 2022

Dear Elaine Koutsoukos,

I am writing to submit an appeal for the scoring for Move Minnesota's 15 Minute Cities of St. Paul Regional Solicitation application. We appreciated the opportunity to submit the application and we appreciate the excellence of all the applications submitted.

We believe that the score of "0" in section 4B ("VMT reduction") does not take into account the themes and facts within the application, including specific figures pertaining to VMT. We are submitting this appeal so that Move Minnesota's section 4B scoring can be revisited. Thank you for your time in ensuring a review of the application.

In the text below, the page numbers referred to in our citations refer to the PDF page numbers of Move Minnesota's 15 Minute Cities application, available on the Metropolitan Council's website at

<https://metro council.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Results-of-Solicitations/2022-Applications/Travel-Demand-Management/17506MoveMn15MinCityTDM.aspx>.

I. MOVE MINNESOTA'S PROPOSAL CONTAINS EXPLICIT GOALS TO REDUCE VMT

Move Minnesota's application weaves the theme—and goal—of VMT reduction throughout the application. For example, the stated goal of this project is to "increase walking rates [and] decrease car trips." (pg. 4). The project is exciting to us "because of the potential for long-term impact. By working to change behavior patterns during a time when there is a car shortage and prohibitively high prices, there is the potential for exponential reduction in SOV ["single occupancy vehicle"] trips when a person re-thinks their commute and their need to own a car." (pg. 30).

Specifically, "the central goal of the project is to encourage participants to increase walking trips to destinations that are within a 15-minute walk from their home. Because we know walking is essential to transit use, [the project] will concentrate ... efforts around existing and upcoming METRO lines in St. Paul." (pg.15).

- a. Move Minnesota's Proposal focuses on overcoming knowledge and comfort barriers to mode shift—AKA VMT reduction

Move Minnesota's proposal is based on education, and on asking community members to "take a pledge to walk" in their communities, consistent with the need to "spark a culture shift" to increase walking. (pg. 3; pg. 8 (quoting the St. Paul Pedestrian Plan)). The proposal outlines a process of "ideation sessions, introduction to the 15-minute city concept, [and] walking workshops" in advance of the challenge to "increase walking trips." (pg. 17).

b. Move Minnesota's Proposal contains explicit goals to increase transit use and walking

Move Minnesota's proposal specifically targets community locations where "use of transportation modes that depend on walkable connections, like transit," are present and frequent. (pg. 3). The goal and intent here is that "intervention for pedestrians in these areas will shift pedestrians toward utilizing present and future transit." (pg. 15).

Importantly, part of the goal of this project is to build a walking culture in advance of future transit lines (the B Line, G Line, and Gold Line) to bolster the ridership of those line when they open. (See pgs. 15-16). In short, the project aims to reduce VMT in the short term in order to more significantly reduce VMT in the long term.

c. Move Minnesota's Proposal contains explicit goals to decrease single occupancy vehicle use

Move Minnesota's goal in the project is "reducing VMT" and de-incentivizing SOV trips... [to] decrease emissions that cause asthma and other health complications." (pg. 22).

## II. MOVE MINNESOTA'S PROPOSAL INCLUDES AN ESTIMATE OF VMT REDUCTION

Move Minnesota estimated that the project would engage a total of 5,280 residents through in-person and virtual direct engagements. (pg. 17). The goal of the project is to engage these residents—who live in "communities [with] a mix of destinations that are within a 15 minute walk and...are...within a 15 minute walk of high frequency transit." (pg. 25). There are more than 10 billion car trips per year that are under a mile, so the focus on neighborhood education and short trips has substantial potential to reduce automobile trips. (pg. 27).

Specifically, the project anticipates a 50% reduction in one-mile trips among project participants for a one-month pledge. (pg. 28). The calculated reduction during that pledge month alone is 81,600 vehicle miles traveled. (pg. 28). Based on Move Minnesota data from past engagements, including several regional solicitation projects and our work as the St. Paul TMO (see pg. 31), Move Minnesota anticipates a 3% long-term retention rate of this VMT reduction (i.e., we expect 3% of the pledgees to maintain their reduced-VMT lifestyle). (pg. 28). This would equal a long-term VMT reduction of 2,448 vehicle miles traveled per month into the future (.03 x 81,600), or 29,376 vehicle miles traveled per year into the future (2,448 monthly VMT reduction x 12 months).

In reviewing the calculations included on page 27, we recognize that there was an error in the calculation that was corrected (or not made) in the text explanation: in the calculation in Measure B: Emissions Reduction, the average commute trip length was left at the default 12.1 miles. The to-be-reduced trips articulated in this proposal are "one-mile trips." (several mentions on the one-mile target on pg. 28). We were not intending to hide this fact: the entire premise of the proposal is to "increase walking rates [in] places where there are many places to walk," specifically within "a 15 minute walk from [residents'] home[s]." (pg. 4; pg. 15. See also the title of the proposal; pg. 3, pg. 17, pg. 25; pg. 27; pg. 28; pg. 29.).

### III. CONCLUSION

Move Minnesota's 15-Minute Cities proposal is centered on reducing VMT. "As the cost of owning a car is increasing, there is an opportunity to shift car trips toward sustainable options with intervention, education and incentive. Calculable reductions in SOV trips start with behavior changes." (pg. 29). "By working to change behavior patterns during a time when there is a car shortage and prohibitively high prices (1), there is the potential for exponential reduction in SOV trips when a person re-thinks their commute and their need to own a car." (pg. 30)

We are all at a unique point in history, and Move Minnesota believes this project description outlines ways that education and reconceiving the definition of a city and neighborhood provides an opportunity to reduce VMT in the short and long term.

Thank you for considering this appeal,



Sam Rockwell  
Executive Director  
Move Minnesota

## Strategic Capacity

### Application 17637: Carver County; Highway 5 Lake Minnewashta and Arboretum Access and Mobility Improvement

#### Request:

Applicant requested re-evaluation of Measure 7: Multimodal Elements and Connections (**100 points**)

#### Measure:

- Describe how the project positively affects the multimodal system.
- Discuss any bicycle, pedestrian, or transit 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. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or how they provide a new or improved crossing of a Regional Bicycle Barrier with respect to the tiered Regional Bicycle Barrier Crossing Improvement Areas as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.
- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

The application **scored zero points**. The application received zero points for this measure because the trail is not part of the project, and no bicycle or pedestrian facilities are being constructed with the project.

#### Applicant's Challenge:

Following receipt of the scorer's scoring rubric, the applicant suggests that the following points are deserved for the application:

1. Multimodal elements included and improve travel experience, safety, security: Applicant suggests **15 points** (20 max) based on the application's identification of a separated trail on one side.
2. Alignment with RBTN or regional trails: Applicant suggests **20 points** (20 max) based on the project's location on an RBTN Tier 1 alignment.
3. Major River Bicycle Barrier Crossing: N/A
4. Regional Bicycle Barrier Crossing Improvement Areas: Applicant suggests **15 points** (20 max), stating the project improves a Tier 2 Bicycle Barrier Crossing
5. Enhancement to existing bicycle, pedestrian, and transit connections: Applicant suggests **15 points** (20 max), stating that the project improves 2 of the three modes mentioned.
6. ADA Transition Plan: N/A.

#### Scoring Review:

The scorer reviewed the application following receipt of the appeal and because no multimodal improvements are included (nor are any connections being enhanced), believes the score should remain at zero and suggests **no change**.



**Carver County  
Public Works**

11360 Highway 212, Suite 1  
Cologne, MN 55322

August 3, 2022

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

SUBJECT: CARVER COUNTY REQUEST FOR SCORE RE-EVALUATION OF MEASURE 7: MULTIMODAL FOR HIGHWAY 5 LAKE MINNEWASHTA AND ARBORETUM ACCESS AND MOBILITY IMPROVEMENT

Dear Ms. Koutsoukos,

Carver County respectfully requests a score re-evaluation for Application #17637, Highway 5 Lake Minnewashta and Arboretum Access and Mobility Improvement, Measure 7: Multimodal.

The scorer incorrectly notes that there are no bicycle or pedestrian components in this project. The initial scoring recommendation for this measure is 0/100 points; however, the application specifically lists and identifies multimodal benefits from the project.

Metropolitan Council staff provided the scoring rubric used to score this measure, and the project meets several of the key components that were used to allocate points. The scoring rubric and associated points for each component are listed. The request is for the eligible points to be assigned to the project similar to how other projects in this category were scored.

1. *Multimodal elements included and improve travel experience, safety, security.*
  - a. *Separated bike facility 2 side = 20 points*
  - b. *Separated bike facility 1 side = 15 points*
  - c. *Dedicated bike lanes = 10 points*
  - d. *Bikeable shoulder = 5 points*
    - i. **The application text specifically identifies a separated trail on one side of the project. Respectfully request addition of 15 points.**
2. *Alignment with RBTN or regional trails*
  - a. *RBTN Tier 1 = 20 points*
  - b. *RBTN Tier 2 = 15 points*
  - c. *Regional Trail = 10 points*
    - i. **This project is part of the RBTN Tier 1, which is specifically noted in the application text. Respectfully request addition of 20 points.**
3. *Major River Bicycle Barrier Crossing*
  - a. *Included = 20 points*
    - i. This Bicycle Barrier Crossing type is not located on this project.
4. *Regional Bicycle Barrier Crossing Improvement Areas*
  - a. *Tier 1 = 20 points*
  - b. *Tier 2 = 15 points*
  - c. *Tier 3 = 10 points*
  - d. *Crosses a barrier but not specifically identified = 5 points*

CARVER COUNTY





# 2022 Regional Solicitation

Funding Availability



August 18, 2022



# Funding Available



## Regional Solicitation Modal Funding Ranges

\$38M in 2024 and 2025

\$239M in 2026 and 2027

\$277M (plus any overprogramming; minus any future set-aside for unique projects)

\$51M for Highway Safety Improvement Program (HSIP)-Metro Competitive, plus any overprogramming

# Modal Funding Ranges

**\$272M (\$277-\$5M for Unique Projects Set-Aside TBD)**

	Roadways	Transit and TDM	Bicycle/ Pedestrian	Total
Range	46%-65% \$125M-\$177M	25%-35% \$68M-\$95M	9%-20% \$24M-\$54M	
Midpoint	55.5% \$151M	30% \$82M	14.5% \$39M	100% \$272M



# Carbon Reduction Program (New)



## **\$41M Total (\$8M/year from 2023-2027)**

Purpose: Fund projects designed to reduce transportation emissions, defined as CO<sub>2</sub>, from on-road highway sources

Eligible Projects Include: Transit, bike, pedestrian, carpooling projects, TDM, congestion pricing, vehicles/modes that lower emissions (EVs), and approaches that lower construction emissions

MnDOT, in consultation with the MPOs, must develop a carbon reduction strategy by late 2023; workgroups are meeting this fall to discuss this program further

Projects can be selected and funds used prior to a plan being developed. With money available in 2023, there is a need to start allocating early years of this funding.

The ranking and scoring process for eligible project types (transit, bike, pedestrian) in the Regional Solicitation may be considered to distribute the funds

The consultant led Regional Solicitation Evaluation (starting in 2023) may also be able to dig into this issue to determine the best process and project types for future allocations of the Carbon Reduction Program

# On-System Bridge Program (New)



## \$22M Total (\$4-5M/year from 2023-2027)

- The On-System Bridge source is new dedicated funding and is not part of the modal funding ranges (a similar approach is recommended for the Carbon Reduction Program)

# Unique Projects

## \$4.5M Available in 2024/2025

\$733,000 Regional Model

\$3,808,100 for 3 Project Requests

\$4,541,100 Total Requests

- 2 Technical Committee Meetings (completed)
- 2 Scoring Committee Meetings (ongoing)
- Set-aside more funding for next cycle?



# Fully Funding 2020 Regional Solicitation Projects



## Discussion Item

- TAC Funding & Programming and TAC members commented in late 2020 that they did not like partially funding project requests as part of the 2020 Regional Solicitation decision. TAC noted that consideration should be given to any partially funded projects if more money becomes available, as is the case now with new federal funds.
- Two Strategic Capacity projects were awarded partial funding:
  - Carver County awarded \$7M out of their \$9M request (2024)
  - Scott County awarded \$7M out of their \$10M request (2025)
- Staff requests feedback on whether to include fully funding these requests as part of funding scenarios. If so, the funding would come out the Highway modal funding area.

# TAC Funding & Programming Schedule

Date	TAB/TAC Process
Sept. 6 (9 AM)	Joint Meeting with TAC: First draft of funding scenarios
Sept. 22	More refined funding scenarios at F&P
October 20	TAC F&P recommends
November	TAC recommends; TAB approves at November 16 <sup>th</sup> meeting
December	Transportation Committee and Metropolitan Council concur

# Development of Funding Scenarios



## First discussion at Sept 6 TAC meeting

- As a first step, MTS staff will develop a funding scenario that is based on the midpoints of the modal funding ranges (55.5% for roadways, 30% for transit, and 14.5% for bike/pedestrian). This may include two different approaches:
  - Midpoints based on all of the federal funding (except for Bridge and Carbon Reduction): \$277M
  - Midpoints based on old funding levels before the new federal transportation act (IIJA) in late 2021: \$151M
- Survey results could be used as one input to inform either the new funding, overprogramming, or Carbon Reduction Program (\$41M)
- Are there other funding options that should be considered?





**Steve Peterson**

Manager of Highway Planning and TAB/TAC Process

651-602-1819

[Steven.Peterson@metc.state.mn.us](mailto:Steven.Peterson@metc.state.mn.us)



# PUBLIC COMMENT REPORT

2023-2026 Transportation Improvement Program



METROPOLITAN  
COUNCIL

The Council's mission is to foster efficient and economic growth for a prosperous metropolitan region

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### Metropolitan Council Members

Charlie Zelle	Chair	Raymond Zeran	District 9
Judy Johnson	District 1	Peter Lindstrom	District 10
Reva Chamblis	District 2	Susan Vento	District 11
Vacant	District 3	Francisco J. Gonzalez	District 12
Deb Barber	District 4	Chai Lee	District 13
Molly Cummings	District 5	Kris Fredson	District 14
John Pacheco Jr.	District 6	Phillip Sterner	District 15
Robert Lilligren	District 7	Wendy Wulff	District 16
Abdirahman Muse	District 8		



The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for low- and moderate-income individuals and families. The 17-member Council board is appointed by and serves at the pleasure of the governor.

On request, this publication will be made available in alternative formats to people with disabilities. Call Metropolitan Council information at 651-602-1140 or TTY 651-291-0904.

## Background

The Metropolitan Council accepted public comments on the region's 2023-2026 Transportation Improvement Program (TIP). The TIP describes all proposed federally funded transportation projects within the metropolitan planning area, including highway, transit, bike and pedestrian improvements. The program is pulled together yearly and spans a four-year period.

The draft program was released for public comment on May 18, 2022, and comments were accepted through July 5, 2022. During this time, the program was available on the Met Council's website and through printed copies as requested. The Met Council hosted a public meeting on June 21, 2022. The Met Council proactively promoted availability of the comment draft and public meeting, advertising them through social media and other means.

The following report includes a spreadsheet of comments received, and a response from Met Council staff and any recommended changes. Seventeen commenters participated and provided 30 topical comments.

### People engaged

- Public meeting
  - 8 attendees
  - 5 speakers
- Web page
  - 260 unique visitors
- Facebook post 1
  - 312 people reached
  - 15 people engaged
- Facebook post 2
  - 273 people reached
  - 27 people engaged
- Facebook public meeting post
  - 290 people reached
  - 4 people engaged
- Twitter post
  - 14 people engaged

### Methods used

- Web announcement and web page notice
- GovDelivery email announcement
- Facebook
- Twitter
- Star Tribune classified advertising
- Public meeting

### Comments received through

- Email
- Web form
- Public meeting
- Facebook

## Engagement Themes and Recommended Changes

- Nine comments covered safety-related topics, with comments supporting or opposing a variety of design, preservation, and operational strategies generally or in specific corridors.
- Four comments asked questions or provided feedback on readability of the TIP or the ability for the public to understand Met Council transportation planning processes.
- Four comments stated support or opposition or sought clarification on upcoming bus rapid transit projects, including the METRO Purple, Gold, and F Lines.
- Three county governments provided comments supportive of regional processes and/or projects in their jurisdictions. Hennepin County requested changes to specific projects and Met Council staff recommended changes to the TIP, which are detailed in the response.
- Three comments requested transit signal priority for various rapid transit lines; all three comments mentioned the University Avenue & Snelling Avenue intersection.
- Two comments sought clarification on funding distribution by transportation mode.
- Additional singular comments were made on: the Americans with Disabilities Act, measures of congestion and highway delay, opposition to the I-94 Oakdale to St Croix River project, past removal of streetcars, and vehicle miles travelled reduction.

# Comments and Responses

The table below contains written comments as received and paraphrased summaries of verbal comments in the public meeting, along with a response from Met Council staff and any recommended change to the TIP. Comments are ordered alphabetically by first name.

Commenter	Source	Topic	Comment	Response
Carla Stueve, Transportation Project Delivery Director and County Engineer, Hennepin County	Email	Program feedback	<p>Mr. Hovland:</p> <p>Hennepin County staff have reviewed the Metropolitan Council's draft 2023-2026 Transportation Improvement Program (TIP) as part of the TIP public comment period. Since the last TIP was published, minor project changes have occurred to some of the federally funded projects that are identified to be administered by Hennepin County.</p> <p>Requested changes to the 2023-2026 TIP are listed in the attached PDF, which includes a comprehensive listing of Hennepin County projects that have been awarded federal funding. The proposed changes include updates to the overall project budget and local match, as well as project administration responsibilities.</p> <p>Thank you for the opportunity to comment on the 2023-2026 TIP, and please feel free to reach out with any questions.</p>	<p>Thank you for your update. Because all additional funding is local, the final 2023-2026 TIP will reflect your requested funding amounts for project numbers: 027-090-026, 027-640-008, 027-753-020, 027-758-006, 027-605-033, 027-753-021, 027-617-033, and 027-650-005.</p> <p>Project 027-652-042 is associated with MnDOT project 2710-57, which has a funding total of \$1,820,000. Combined, these projects total of \$10,618,400. Therefore, the final 2023-2026 TIP will show 027-652-042 at \$10,985,000 to reflect the total cost of the project lines that make up this project. Regarding the advanced construction amount of that project, the fiscal year 2024 funding has been paid back and all of the federal funds are now in 2023.</p> <p>While you are correct that projects 027-603-075, 027-609-042, 027-709-029, 027-652-043 are going to be administered by MnDOT, those Hennepin County project lines are included to call out the county's funding contribution to the projects and will remain.</p>
David Frenkel	Web form	ADA accessibility	<p>All levels of government need to be more cognizant of the Americans with Disabilities ACT (ADA). At all levels of government there are legacy transportation issues that have been ignored for decades to bring into compliance. For example the MN Dept of transportation has over 100 pedestrian bridges that are not ADA compliant and has a long term plan to bring these into compliance. Many cities and the county frequently block sidewalks for construction projects which also violates ADA. The city of NYC recently lost a lawsuit regarding ADA and sidewalks that the Met Council should be aware of.</p>	<p>The Met Council understands frustration with infrastructure that hasn't been made accessible over decades and agrees that all levels of government should be working on compliance with the Americans with Disabilities Act (ADA). All public agencies are required to have done a self-evaluation, and public agencies with 50 or more employees are required to have ADA transition plans that include a schedule for bringing facilities into compliance with the ADA requirements. Enforcement of the ADA is done at the federal level through the Department of Justice; their web site is <a href="http://ada.gov">ada.gov</a>.</p>

Commenter	Source	Topic	Comment	Response
David Wagner	Web form	Implementing partner considerations	<p>Good morning I agree with your plan 100% but I would like to add three things one we need to repair all side streets in Minneapolis and Saint Paul many of them are in disarray have potholes that are coming from one end to the other no one wants to take care of them money goes in and out the hand of other people for example our Street in Minneapolis was plan to be redone completely after the bridge collapse on 35W because it was used as a detour that money did never come to make that happen we need help here people are getting tires that are popped and it is a pain in the bottom we have no money to buy tires all the time I have lost at least three second Ali's need to be replaced in many areas of Minneapolis and Saint Paul Northeast especially in Minneapolis we also need to make sure that when we are parking in a handicap parking that we have handicap plates we need to come up with a program that will tell the police there is someone in a handicap parking without a tag this is so important I have came up with this idea a long ago and I'd like to get a patent on it but I do not have people to help me get it happening we need to start helping and making sure that all roads are safe not just those that are chosen like Broadway for example they have fix that Rose seven times and they keep coming back but guess what are side streets need help as well I've been doing neighborhood watch for many years and I live in this neighborhood for over 18 years and is just terrible how we can't get anything done everybody says they do not have money well guess what maybe we don't have money to vote for you that is so sad but we need to make sure that we also have a way to help everyone equally no one should be left out because of color creed anything we have to set aside our differences and get things done Republicans Democrats like we need to get it done now many things that we want to do we need to think about other people besides our wallets and those that are poor need to get help as fast as we can and it is very hard to get out of that zone once you are labeled poor think about it mister or whoever is reading this letter I have cystic fibrosis and a mass of medical conditions and I just had to write you this letter I hope you don't take it personally but I hope you take it seriously thank you very much may God be with you all and have a blessed day</p>	<p>Thank you for your comments about the pavement condition on side streets in Minneapolis and Saint Paul. We will pass along your comments to both of these agencies. Thank you also for your concern about transportation safety across all of our roadways. We agree that safety needs to be prioritized and is a fundamental part of how and where we invest our transportation resources.</p>
Gaby Lasala	Web form	Program feedback	<p>I think it's a bit unfair to expect regular citizens to be able to read a 44 page document without designing a constituent-facing document that can be read by non-engineers. It is very hard to read.</p>	<p>Thank you for your comment. We recommend the Council's <a href="#">Transportation Planning and Programming Guide</a> as a starting point for learning about the TIP and its role in regional transportation policy. The TIP contains over 500 projects and while it is difficult to provide a thorough description of each project, the Metropolitan Council and other project sponsors are happy to reply to questions about projects and the full program.</p>

Commenter	Source	Topic	Comment	Response
Gaby Lasala	Web form	Transit signal priority	Please prioritize public transit and fix University Ave traffic signaling that currently stops the light rail from arriving at a station because of who has right of way at the time of arrival. It diminishes the value of the Green line. Every time I use it in St Paul, I have to wait 4-6 additional minutes because of the right of way being prioritized for cars instead of just having smart traffic signaling that stops everyone else except the light rail from having the right of way on major intersections like Snelling, Dale, Lexington, etc. This could make or break someone who is debating between driving and taking transit. Make it actually faster to take transit.	Improving the speed and reliability of transit is one of the Metropolitan Council's strategies to meet the goals set in the regional Transportation Policy Plan. The TIP is a list of scoped projects with identified funding; in order for traffic signal priority projects to be included in the TIP, projects must go through external project development and planning processes to be led by relevant city, county, and transit providers governments and other agencies. The TPP and TIP support the development of such projects, but require local partners to develop these complex projects among their other priorities.
Gaby Lasala	Web form	Pedestrian and bicycle, roadway safety	Also, there is no reasonable way for a non-engineer to be able to read what you're actually improving for bike transit improvements so I will provide general comments: make connected networks that are safe to get from place to place. The bike infrastructure around St Paul and the surrounding area is very broken up and not connected. Please prioritize pedestrian safety and stop building slip lanes into your road improvements. It is unsafe to anyone outside of a car.	Connected and safe bicycle networks are very important elements of bicycle system planning for cities, counties, & the region. Connectivity to and between regional destinations is prioritized in planning the Regional Bicycle Transportation Network (RBTN); connectivity, bicycle facility continuity, and safety are all criteria used in the biannual Regional Solicitation project selection process for awarding federal transportation funds. The Council is finishing work on a Regional Pedestrian Safety Action Plan to help elevate pedestrian safety, which is also a measure evaluated in road applications through the Regional Solicitation.



Commenter	Source	Topic	Comment	Response
Gayle Degler, Chair, Carver County Board of Commissioners	Email	Program feedback	<p>Dear Chair Hovland,</p> <p>Carver County, as one of the seven counties comprising the Metropolitan Council's Metropolitan Planning Area, supports the Draft 2023-26 Transportation Improvement Program (TIP) for approval by the Metropolitan Council's Transportation Advisory Board, the federally designated Metropolitan Planning Organization (MPO).</p> <p>The County was a full participant in the development of the draft 2023-26 TIP and the accompanying regional transportation planning process through the Metropolitan Council Technical Advisory Committees and the Transportation Advisory Board. The draft 2023-26 TIP is an outcome of the MPO's rigorous transportation planning process to address a wide range of transportation goals, performance measures, and investment targets and represents a significant partnership outcome from the regional planning process.</p> <p>Carver County-led projects included in the draft TIP were the outcome of substantial investment in the public engagement and consensus building process across multiple agencies. Extensive public engagement processes yielded thousands of public comments that were considered by project partners and directly impacted the County-led projects in the draft TIP. These projects are local priorities with project visions supported by residents, officially supported by multiple agencies through the adoption of transportation planning documents, and provide substantial regional transportation benefits, as determined by the detailed project analysis from the Metropolitan Council Technical Advisory Committees.</p> <p>The County supports the approval of the Draft 2023-26 TIP in accordance with and as a continuation of the federally designated transportation planning process.</p>	Thank you for your comment and support for our regional transportation investment processes.
Getting fed up with roads and cars	Web form	Other topics	<p>Hello: This link is intimidating because they don't want you to open it. Open it and read about Quinby since he warned Congress about getting rid of the street cars in 1947. Maybe you can learn something considering you are the experts: <a href="http://www.historyisaweapon.com/defcon2/quinbyswarning/">http://www.historyisaweapon.com/defcon2/quinbyswarning/</a></p>	Comment acknowledged. No change recommended.

Commenter	Source	Topic	Comment	Response
Jared Finkelson	Public meeting	Roadway safety	The commenter stated experience with difficulty crossing State Highway 65 in Columbia Heights and northeast Minneapolis, noting two recent pedestrian fatalities and the lack of safety investment on the highway. They inquired if planned projects will be more like a highway or a Complete Street.	<p>MnDOT staff briefly described during the meeting the Planning and Environmental Linkages study on State Highways 47 and 65 from Minneapolis to Interstate 694. Bikeability, walkability, and safety are primary needs identified for this study. Investment in the corridor as a result of this study may happen in 2026 or 2027, depending on funding awards from regional or federal funding solicitations. The form of the project will be determined through ongoing planning and environmental review processes.</p> <p>Met Council staff described during the meeting local efforts by Columbia Heights and Fridley to improve pedestrian safety, including a Highway Safety Improvement Program project included in the TIP on State Highway 65 just south of Interstate 694 near Target. The F Line project on State Highways 47 and 65 may also bring improvements to the area.</p>
Jared Finkelson	Public meeting	METRO F Line	The commenter asked if the F Line will be full or lite bus rapid transit (BRT).	The F Line may be considered "lite" BRT in the industry, though the distinction is often based on having a dedicated lane. Some portions of the line may have dedicated lanes, though the range of options will be evaluated in the State Highways 47 and 65 Planning and Environmental Linkages study. The goal of BRT is to minimize delay and improve travel time, and a variety of tools contribute like off-board fare payment, all-door boarding, and less frequent stop spacing.
Jared Finkelson	Public meeting	Program feedback	The commenter asked if there is an example of a constructive comment to provide for this specific comment period.	<p>Met Council staff reports themes of TIP comments to the Met Council and Transportation Advisory Board for inclusion and consideration elsewhere. While these comments are not part of the Regional Solicitation, they will be considered by decisionmakers around the time Regional Solicitation funding decisions are made.</p> <p>Mathews Hollinshead, as member of the Transportation Advisory Board (TAB), stated that there are TAB representatives for specific areas of the region and forms of transportation. Constituents may talk directly to TAB members who have votes on these documents. Peter Dugan, as member of the TAB, noted the opportunity for public comment at the beginning of each TAB meeting.</p>

Commenter	Source	Topic	Comment	Response
Jay Brackemyre	Web form	Roadway safety	First of all, I am submitting this after the July 5th deadline because I did not get the email requesting comments until July 7th. My comment is this: When constructing overpasses, the overpass should be for the road with slower traffic because ice tends to build up on overpasses (i.e. black ice) in winter. If a highway is constructed to go over an overpass, the probability of a traffic accident is much higher than if the city street is constructed to go over an overpass. To illustrate, take any highway that goes into the countryside and will note that the county roads usually go over the overpass. Thank you for your consideration.	Thank you for your comment on overpasses and your concern for transportation safety in our region. As part of the environmental process for a project such as a new overpass project, a range of alternatives are considered. Some of these considerations may including whether the lower volume cross street should go over or under the main roadway. This decision becomes more complicated in developed, urban environments. The agency delivering the project does consider potential impacts to safety as you point out, but other considerations may influence the final project as well, such as environmental resources and constraints, business impacts, private residences, right-of-way, multimodal movements, and traffic operations. We will also pass along your comment to the Minnesota Department of Transportation.
John Fontecchio	Facebook	Transit capital, other topics	Let me summarize the plan for you! The Met Council will waste hundreds of millions of dollars on items that the public has no interest in using, namely light rail. How do they get away with this? Because they are appointed not elected. There is absolutely no way to hold them accountable. I am still waiting to see the results of the most current audit where the light rail project is millions of dollars over budget and years behind schedule. This is a form of taxation without representation!	The Met Council supports the planned light rail network. The two existing light rail lines carry almost 30% of the region's transit passengers and are well suited for serving the densest population and employment centers of the region. No change recommended.
Katie Jones	Public meeting	Funding distribution	The commenter asked how funding distribution by form of transportation is decided.	Met Council staff stated during the meeting share of funding by form of transportation is not determined in the TIP. This is decided through several other process that are not connected and is subject to availability of funds from the Minnesota Department of Transportation, Federal Highway Administration, Federal Transit Administration, and other sources.

Commenter	Source	Topic	Comment	Response
Katie Jones	Public meeting	Vehicle miles travelled	The commenter asked during the public meeting how the Minnesota Department of Transportation's vehicle miles travelled (VMT) reduction goal is considered in the TIP and asked for clarification on timeline for application this goal.	<p>Met Council staff stated during the meeting there is an existing air quality measure considered in the Regional Solicitation.</p> <p>MnDOT staff briefly described during the public meeting the history of the draft VMT reduction target from Sustainable Transportation Advisory Council (STAC) recommendations. MnDOT is still developing performance measures, particularly to include the multimodal aspects of roadway projects not presently measured. MnDOT expects VMT to differ by community and place type and explore. MnDOT will explore a range of strategies in collaboration with partners starting this fall related to increasing travel options, travel demand management, and highway spending. Until the target is established along with new tools and guidance, MnDOT will continue to move existing projects forward as planned. Specific guidance for how vehicle miles traveled reduction will apply to MnDOT projects will be articulated in late 2022 to early 2023. The intent is to ensure our investments are consistent with agency strategic goals, including those related to greenhouse gas emissions, safety, and equity. Changes to current MnDOT processes will be determined through external engagement and internal coordination.</p>
Katie Jones	Public meeting	Roadway capital, roadway congestion, climate change, emissions, greenhouse gasses	The commenter asked for staff to discuss the Twin Cities Highway Mobility Needs Analysis, noting its measure of emissions does not consider induced demand. They encouraged more advancement in considering induced demand in modelling, noting its contribution to emissions and relationship to climate goals and transit ridership.	<p>Met Council staff described during the meeting the study findings, which found that future fuel efficiency standards and electric vehicle adoption had larger emissions impacts than doing varying amounts of future highway mobility projects. Modeling used for the study and in the region captures some level of induced demand, but not all of it. Future study efforts will further dig into induced demand impacts.</p>
Katie Jones	Public meeting	Program feedback	The commenter asked if there is a diagram that shows the relationship between the TIP, TPP, and federal and state involvement, noting these processes can be confusing.	Met Council staff stated during the meeting there is <a href="#">a diagram in the TPP</a> and <a href="#">a description in the Transportation Planning and Programming Guide</a> .

Commenter	Source	Topic	Comment	Response
Katie Jones	Public meeting	I-94 Oakdale to St Croix River	The commenter stated they oppose the I-94 Oakdale to St. Croix River project, stating lane expansion would induce demand and drive growth and sprawl in Wisconsin rather than densifying to address climate change.	Thank you for your comment. The project is intended to focus on a specific freight bottleneck in the eastbound direction of I-94 only. Current congestion in the eastbound direction spills back into the I-94/494/694 system interchange area causing safety issues for trucks and passenger vehicles. A MnDOT analysis shows that this project will greatly decrease delay now and into the future. The corridor serves 11,000 heavy commercial vehicles per day and over 100,000 total vehicles, so the safety and travel time benefits will be realized by many users. It should also be noted that the land uses adjacent to the corridor are primarily commercial and retail uses as opposed to residential uses. It is unknown whether greenhouse gas emissions would increase or decrease due to the project. The Council is starting a Regional Transportation and Climate Change Multimodal Measures this year to better analyze the positive and negative impacts of various transportation projects on greenhouse gases. The Council plans to have a broader conversation about highway mobility investments and the region's overall approach as part of the upcoming update to the 2040 Transportation Policy Plan. We encourage you to continue to be part of this regional conversation.
Lori Williams	Facebook	Roadway safety	Better traffic control like the j curve on 65 and Hwy 22 where someone has already been killed? Or how about 97 off 35w. You wonder why people hit each other head on in MN? I see a lot of unnecessary government spending.	Thank you for your comment on the signalized reduced conflict intersection on Highway 65 and the diverging diamond interchange at I-35W and Highway 97. Both projects are being closely monitored to understand if traffic flow and safety are improved as envisioned. Public feedback like yours is also important to consider as MnDOT thinks about possible, future applications of these innovative designs.
Mathews Hollinshead, Transportation Advisory Board	Public meeting	Transit capital	The commenter asked what portion of TIP funding is from the federal government, noting transit projects receive a lower percentage of funds in the Regional Solicitation than in the TIP as a whole.	Met Council staff stated during the meeting approximately \$3 billion of TIP funding is federal funds. The Regional Solicitation makes up only 14% of the TIP, and transit projects may be funded through a variety of other federal and local sources. Minnesota Department of Transportation (MnDOT) staff explained that in addition to federal funds, the TIP includes local and state matching funds and non-federal projects that are regionally significant. Met Council added that MnDOT-funded non-regionally significant projects are included as well.
Mathews Hollinshead, Transportation Advisory Board	Public meeting	Transit signal priority	The commenter states disappointment in the lack of transit signal preemption and dedicated lanes for rapid transit projects. They ask how the TIP considers these features relative to average speed and passengers reaching their destinations on time. They ask if city and county decisions are too late to reconsider by the time they reach the Met Council for consideration.	The TIP is a to-do list of scoped projects with identified funding. Projects are included in the list as a result of other planning processes and documents. Policy level decisions about transit speed and reliability are decided through the Transportation Policy Plan (TPP) and implemented in project development by local governments and transit providers. There is opportunity to influence change as the two-year process for developing the 2050 TPP has recently started. These projects must be included in the TPP by action of the Met Council and Transportation Advisory Board.

Commenter	Source	Topic	Comment	Response
Matt Bourque	Public meeting	Program feedback	The commenter asked if there was a place to input the project ID number and find more specific project information.	Met Council staff stated during the meeting there is not, though Met Council staff can put members of the public in contact with a project sponsor for more specific information. MnDOT staff stated they can provide more specific information about MnDOT projects on request.
Matthew McCord	Web form	Transit signal priority	SIGNALLING AT MULTIMODAL INTERSECTIONS. For intersections of major transit routes and major roads/state highways, propose scoping into the TIP proper transit signal priority and staging, potentially with demand-based signal actuation (see, e.g., Amsterdam, NL, traffic control systems), at several problematic intersections. The METRO Green and A Lines, for two, are often substantially delayed by the lack of an effective system to ensure the routes reach their stations instead of being stranded by the lights; e.g., at University and MN-280, University and Snelling/MN-51, etc., as well as in both downtowns (especially near Union Depot and U.S. Bank Stadium Stations, which are notorious for badly timed lights), as well as Snelling and Grand + Summit. Further propose removing requirements for cyclists and pedestrians to "beg" to cross at the same intersections.	Improving the speed and reliability of transit is one of the Metropolitan Council's strategies to meet the goals set in the regional Transportation Policy Plan. The TIP is a list of scoped projects with identified funding; in order for traffic signal priority projects to be included in the TIP, projects must go through external project development and planning processes to be led by relevant city, county, and transit providers governments and other agencies. The TPP and TIP support the development of such projects, but requires local partners to develop these complex projects among their other priorities.

Commenter	Source	Topic	Comment	Response
Matthew McCord	Web form	Roadway operations, Roadway safety, Roadway congestion	<p>RAMP METER BEHAVIOR. Further propose piloting congestion-based dynamic activation and timing of ramp meters. Very often, ramp meters are timed such that many vehicles enter at once into congestion (I-94 WB at Cretin/Vandalia), are not actuated during peak hours, or are actuated and timed for periods of low traffic.</p> <p>DYNAMIC SIGNAGE. Also, propose scoping into dynamic signage projects in the TIP the ability to set dynamic speed limits, lane closures, instructions, and restrictions, and implementing that throughout the metro. Safe operating speeds are often determined by highway conditions like weather and congestion, and reducing the speed limit - and thus number of vehicle operators going over the reasonable and prudent speed because of that number - during poor congestion conditions will make all users safer and help everyone get where they're going faster (paradoxically) as a result. The additional abilities - signalling a lane closure ahead dynamically if there's an accident or construction, for instance, or designating a lane a HOT lane based not on time of day but observed congestion - would also serve a Smart transportation network well and provide all modes on those road- and highways better information and throughput.</p>	<p>Ramp meters are operated by the Minnesota Department of Transportation in a way that reflects traffic conditions on the highway and queueing behind each ramp meter. Metering rates will adjust every 30 seconds based on congestion levels on the mainline. Queueing behind the meter is monitored to ensure wait times do not exceed 4 minutes and that queueing doesn't back up on to local streets. The algorithm that operates ramp meters is regularly evaluated and improved. We passed this observation at I-94 WB at Cretin/Vandalia on to the Minnesota Department of Transportation to evaluate. Staff at the Regional Transportation Management Center reported back that a traffic sensor issue was identified that could have caused faster metering rates. They are addressing the problem and will monitor the meter to ensure proper operations.</p> <p>The Minnesota Department of Transportation deploys dynamic message signs in the Twin Cities. They have these types of capabilities that you noted with their system and deploy most of them. Variable speed limits is more complicated. Regulatory variable speed limits would require legislative changes and the link between those speed limits and actual speeds is not as strong as we wish it were. The Minnesota Department of Transportation has in the past implemented advisory speed limits and will again when and where it is expected to have benefits to the safety and/or efficiency of the highway. Having HOT lane hour based on time of day rather than being dynamic hours based on congestion gives drivers an expectation of when lanes are restricted. Dynamic HOT lanes hours could cause motorist confusion that could lead to problems with enforcement or create unsafe behavior.</p>

Commenter	Source	Topic	Comment	Response
Matthew McCord	Web form	Pedestrian and bicycle, Roadway safety	<p>ROADWAY IMPROVEMENT DESIGN GENERALLY (INCL. BICYCLE INFRA. IN ROAD). Additionally, propose that roadway improvements, including mill and overlay projects, etc., work to limit driver behavior so that speed limits are more equal to that of a safe and prudent roadway speed. Wide lanes, wide striping of lanes, and unimpeded straightaways naturally cause drivers to speed, often to an unsafe speed for the conditions of the road and conflicts with the surrounding conditions (like bikes/peds/etc.). Further propose that any bicycle infrastructure in the roadway where TIP projects are in scope be protected by (plastic) bollards, parked vehicles, or both, instead of in the dangerous "gutter" and/or "door" zones. Finally, propose that any intersection treatments being considered/implemented in the TIP involve bump-outs (by the structure of the heavy concrete or by plastic bollard), especially where parking lanes terminate. This promotes safer driver behavior at intersections and reduces confusion where some drivers see a parking lane as a turns and passing lane and others do not.</p>	<p>Design measures such as these are carefully considered by transportation agencies during the very detailed engineering &amp; design phase of the road &amp; highway project development process through the well-established roadway and bikeway design guides. While the measures suggested here may work well in most dense urban cities, they would not necessarily be the most appropriate or effective measures in, for example, suburban, suburban edge or rural town centers and they could inhibit the application of context-sensitive design principles. For these reasons, specific design policies are not addressed at the TIP process level. In the 2022 Regional Solicitation for federal transportation funding, road projects in the strategic capacity, modernization, and spot mobility/safety categories were evaluated on pedestrian safety (among other criteria). As part of that measure, applicants had to address how motorist speed would be managed and any strategies or treatments being considered in the project design that are intended to help motorists drive slower. This measure was a recommendation from the Pedestrian Safety Action Plan that is being finalized this summer.</p>



Commenter	Source	Topic	Comment	Response
Schurkey Swanke	Web form	Roadway safety, Implementing partner considerations	<p>"Build better roads that improve safety..."</p> <p>START by eliminating all forms of "Traffic Calming", RAISE THE SPEED LIMITS, reduce conflict with pedestrians and bicyclists by getting non-motorized traffic OFF THE STREETS and HIGHWAYS.</p> <p>NO MORE EUROTRASH ROUNDABOUTS.</p> <p>RAISE THE SPEED LIMITS. Limits should be set no lower than the 85th Percentile of FREE-FLOWING TRAFFIC.</p> <p>99% of all transportation in this country is via motor vehicles. 99% of all transportation funding should be used to benefit motor vehicle owners/operators.</p> <p>END THE "WAR ON CARS".</p> <p>"...and include all forms of transportation"</p> <p>HELL, NO.</p> <p>STOP spending motor vehicle fuel tax revenue on projects that do not directly benefit motor-vehicle owners/operators.</p> <p>STOP creating conflict between motor-vehicle operators and non-motor-vehicle uses occupying the roadways. Get pedestrians, and bicyclists, and other non-motor-vehicle users OFF THE ROADS.</p> <p>"Improve highways, bridges, and interchanges that enhance traffic flow and improve local access"</p> <p>But make sure the "improvements" are not downgrades of existing services. "Bike lanes" and pedestrian "bump outs" must be absolutely eliminated.</p> <p>RAISE THE SPEED LIMITS.</p> <p>NO EUROTRASH ROUNDABOUTS.</p> <p>END "special lanes" for carpools, buses, etc.</p>	<p>Thank you for your comment. We agree that building better roads that improve safety is a priority for the region. Our upcoming Regional Safety Action Plan is key step in improving safety on our transportation system. Part of improving safety is reducing conflicts with other modes of travel as you note. The degree to which this can be done on a particular roadway depends on the type of roadway and its land use context.</p>
Schurkey Swanke	Web form	Transit operations, Transit capital	<p>"Invest in transit to create a stronger system that supports our growing region and better serves everyone"</p> <p>END "Transit". Any bus route that does not pay for itself with user fees should be IMMEDIATELY eliminated. "Transit" is grotesquely expensive on a per-rider basis. NO MORE PUBLIC FUNDING FOR TRANSPORTATION OPTIONS MOST FOLKS DON'T USE. Tax money should not be spent pretending to take people from where they are not, to where they don't want to go, while taking twice as long to get there. REMOVE tax-subsidized Ghetto-Taxis from the streets.</p>	<p>Continued financial support of the public transportation system is vital to attaining the goals and objectives of both Thrive 2040, the Regional Development Guide, and the Transportation Policy Plan. Tens of thousands of people depend on the transit system every day as a vital means to access important destinations, such as jobs, stores, or school. It is essential that we provide options for people to travel since not everyone is able, can afford, or wants to drive to get to their essential destinations. The Transportation Policy Plan has defined guidelines and standards for measuring the cost effectiveness of transit services in the region. No changes recommended.</p>

Commenter	Source	Topic	Comment	Response
Schurkey Swanke	Web form	Pedestrian and bicycle	<p>"Create community connections by developing and improving bikeways and walkways"</p> <p>DO NOT SPEND ONE DIME OF MOTOR-VEHICLE FUEL TAX revenue on BICYCLE PARASITES or pedestrians. Motor vehicle users pay EXTRA to support their infrastructure needs. Bicyclists and pedestrians pay NOTHING extra to support their infrastructure. VIGOROUSLY PROSECUTE bicyclists who are not single-file on the roadway shoulders; or pedestrians who are not crossing at legal crosswalks. GET THEM OFF THE ROADWAYS wherever possible.</p>	Comments acknowledged.
Susan A Samuelson	Web form	METRO Purple Line	<p>During my Bruce Vento trail morning walk today, I was enjoying the many (9 species) bird sounds I heard, I enjoyed the peaceful quiet of the path and shared the trail with others who have common appreciation with me.</p> <p>Just so amazingly beautiful. . .</p> <p>Then WHOA! I began to imagine that same walk with busses whirring next to me, a sterile buffer between the road and trail, unnatural ""wind"" from the bus passing me, enough sound to drown out the birds I enjoyed so much. Probably fewer of them would call this property home after all the construction.</p> <p>Our personal property will most certainly decrease in value with the added hubbub.</p> <p>I can't imagine the 6,000 plus daily ridership projection, especially since covid, businesses haven't decided where to conduct their operations. Remotely has been very common, and those going back to a building aren't even doing so full time.</p> <p>There is plenty of existing road space (Hwy 61 and White Bear Ave) for the buses to use. If part of the goal is to give the few riders a fleeting pleasant woodsy touring experience, I see that as taking away the beauty our Maplewood citizens experience who walk or biking the trail.</p> <p>The White Bear Lake citizens have said no to the purple line. I like to think all of our north Maplewood citizens, given the chance to voice their opinions, would echo that same decision.</p>	<p>The TIP contains projects with identified funding; the projects included in the TIP are the result of other planning processes and documents by lead agencies such as counties or cities. The current METRO Purple Line alignment is the result of an extensive planning effort that incorporated public feedback from all communities along the corridor. There will be more opportunities for public feedback on the METRO Purple Line outside of the TIP process in the near future. The Bruce Vento Trail was purchased for future transit use when it was abandoned by Burlington Northern in the 1980s and has been signed as such since then. No change recommended.</p>
Wayne Sandberg, Public Works Director and County Engineer, Washington County	Email	I-94 Oakdale to St Croix River, METRO Gold Line, miscellaneous projects	<p>Dear Ms. Koutsoukos,</p> <p>Thank you for the opportunity to comment on the proposed 2023-26 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area. The county has reviewed the proposed TIP for conformance and found it consistent with the 2040 Washington County Comprehensive Plan and the Washington County 2023 Capital Improvement Program.</p> <p>The METRO Gold Line Bus Rapid Transit (BRT) project is included in the Major Transit Capital Projects list with the</p>	Thank you for your comment and involvement in regional planning and programming.

Commenter	Source	Topic	Comment	Response
			<p>target opening of 2025. Washington County, as a funding partner with Ramsey County, continues to enjoy a collaborative relationship with the Metropolitan council working towards the successful delivery of this critical regional project.</p> <p>Washington County supports the Metropolitan Council's continued efforts to increase the transparency and efficiency of the Regional Solicitation and appreciates the opportunity to work with the Council. There are 4 Washington County projects that received federal funding through the 2018 and 2020 solicitations:</p> <p>TAP Projects (Federal Funding)</p> <p>Year 2023 Project No. 082-638-015 CSAH 38 (21ST ST AND 7TH AVE) FROM 1ST AVE TO OVERPASS AT 20TH ST IN NEWPORT-CONSTRUCT SIDEWALK AND PEDESTRIAN/BICYCLE TRAIL \$460,800</p> <p>Year 2024 Project No. 082-612-025 CSAH 12 (75th ST N) FROM IDEAL AVENUE TO MAHTOMEDI MIDDLE SCHOOL IN GRANT - CONSTRUCT BIKE TRAIL \$346,680</p> <p>STP Projects (Federal Funding)</p> <p>Year 2025 Project No. 082-596-008 CSAH 17 AT TH 36 IN GRANT AND LAKE ELMO- CONSTRUCT INTERCHANGE \$10,000,000</p> <p>Highway Safety Improvement Program</p> <p>Year 2023 Project No. 082-615-045 CSAH 15 (MANNING AVE), CSAH 12 (75TH ST N) IN GRANT, TO 120TH ST IN MAY TOWNSHIP, TO 240TH ST IN SCANDIA, INSTALL CENTERLINE MUMBLE STRIPS AND WET REFLECTIVE STRIPING \$129,026</p> <p>The TIP also identifies 100% State Funded projects which must meet the policies of the Transportation Policy Plan and the Air Quality Control Plan, several of which are in Washington County. Other agency and community projects in Washington County that are identified in the TIP include:</p> <p>TAP Projects (Federal Funding)</p> <p>Year 2024 Project No. 219-591-001 72ND ST FROM WARNER RD TO GLENMAR AND WARNER RD FROM OH ANDERSON ELEMENTARY SCHOOL TO BEVINS LANE IN MAHTOMEDI - SIDEWALK, MEDIAN, RRFB \$335,583</p> <p>Year 2024 Project No. 185-236-003 MULTI-USE TRAIL ALONG W SIDE OF GREENWAY AVE FROM HUDSON BLVD TO 7TH ST IN OAKDALE - CONSTRUCT SIDEWALK AND PEDESTRIAN RAMPS \$400,00</p> <p>STP Projects (Federal Funding)</p>	

Commenter	Source	Topic	Comment	Response
			<p>Year 2025 Project No. 8201-21 MN97 (SCANDIA TRL N) FROM 0.24 MI E 135 TO US61 (FOREST BLVD N) IN FOREST LAKE - RECONSTRUCT PAVEMENT, TURN LANES, LIGHTING, TRAIL \$6,688,653</p> <p>National Highway Performance Program</p>	
			<p>Year 2023 Project No. 8282-132 I94, FROM MN120 (CENTURY AVE) IN OAKDALE TO ST CROIX RIVER IN LAKELAND - CONCRETE OVERLAY, TMS, DRAINAGE, SIGNING, LIGHTING, GUARDRAIL, NOISEWALL, HUDSON FRONTAGE RD RESURFACING, MEDIAN BARRIER AND ADA IMPROVEMENTS \$103,839,000</p>	
			<p>Year 2023 Project No. 8282-136 I94, AT ST CROIX REST AREA IN W LAKELAND TWP - BUILDING AND SITE RECONSTRUCTION \$6,111,111</p>	
			<p>Year 2023 Project No. 8282-145 I94, FROM MN120 (CENTURY AVE) IN OAKDALE TO ST CROIX RIVER IN LAKELAND - BITUMINOUS SHOULDERS, TMS, DRAINAGE, CROSS OVERS \$9,161,000</p>	
			<p>Year 2024 Project No. 8281-06 I94, HUDSON BR OVER ST CROIX IN LAKELAND AND HUDSON - REPAIR BRIDGES 82800 AND 9400 \$2,000,000</p>	
			<p>Year 2024 Project No. 8282-132AC I94, FROM MN120 (CENTURY AVE) IN OAKDALE TO ST CROIX RIVER IN LAKELAND -CONCRETE OVERLAY, TMS, DRAINAGE, SIGNING, LIGHTING, GUARDRAIL, NOISEWALL, HUDSON FRONTAGE RD RESURFACING, MEDIAN BARRIER AND ADA IMPROVEMENTS \$424,800</p>	
			<p>Year 2025 Project No. 1985-162 I494, FROM DAKOTA/WASHINGTON COUNTY BORDER INS ST PAUL TO ARGENTA TR IN INVER GROVE HTS-SIGN REPLACEMENT, OVERLAY EXTRUDED SIGN PANELS, ADD/REMOVE SIGNS AS NEEDED \$424,800</p>	
			<p>Year 2025 Project No. 8207-65 US61 (SLAKE ST), AT 11 m AVE IN FOREST LAKE - SIGNAL REPLACEMENT, DRAINAGE AND ADA IMPROVEMENTS \$897,000</p>	
			<p>Year 2025 Project No. 8207-66 US61 (SLAKE ST), AT gm AVE IN FOREST LAKE - SIGNAL REPLACEMENT, DRAINAGE AND ADA IMPROVEMENTS \$817,000</p>	
			<p>Year 2026 Project No. 8282-147 I94, FROM E OF MN95 (STAGECOACH TRAIL N) TO ST CROIX RIVER IN LAKELAND - REPAIR DRAINAGE \$1,131,000</p> <p>National Freight Performance Program</p>	
			<p>Year 2023 Project No. 8282-132F I94, FROM I94/494/694 IN OAKDALE TO WASHINGTON COUNTY HWY 19 (WOODBURY DR) IN WOODBURY - CONSTRUCT EB AUXILIARY LANE \$4,200,000</p>	

Commenter	Source	Topic	Comment	Response
			<p>HSIP</p> <p>Year 2025 Project No. 8201-215 MN97 (SCANDIA TRAIL N), FROM W OF EVERTON AVE N TO US61 (FOREST BLVD N) IN FOREST LAKE -TURN LANES, LIGHTING \$2,496,000</p> <p>100% State Funded Projects</p> <p>Year 2023 Project No. 8211-44 MN96 (DELLWOOD RD) FROM MN244 (DELLWOOD AVE) TO MN95 (BROADWAY ST N) IN WASHINGTON OCUNTY-JUSRISDICTIONAL TRANSFER \$10,230,000</p> <p>Washington County looks forward to working with the Minnesota Department of Transportation (MnDOT) and the Metropolitan Council to implement the projects listed herein over the next three years to serve the needs of Washington County and the Metropolitan Region.</p>	

HENNEPIN COUNTY  
MINNESOTA

July 1, 2022

Mr. Jim Hovland  
Chair, Transportation Advisory Board  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

Re: 2023-2026 Draft Transportation Improvement Program – Hennepin County comments

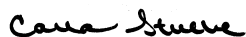
Mr. Hovland:

Hennepin County staff have reviewed the Metropolitan Council's draft 2023-2026 Transportation Improvement Program (TIP) as part of the TIP public comment period. Since the last TIP was published, minor project changes have occurred to some of the federally funded projects that are identified to be administered by Hennepin County.

Requested changes to the 2023-2026 TIP are listed in the attached PDF, which includes a comprehensive listing of Hennepin County projects that have been awarded federal funding. The proposed changes include updates to the overall project budget and local match, as well as project administration responsibilities.

Thank you for the opportunity to comment on the 2023-2026 TIP, and please feel free to reach out with any questions.

Sincerely,



Carla Stueve, PE  
Transportation Project Delivery Director and County Engineer

Cc: Jason Pieper, P.E. – Capital Program Manager



**2023-2026 Transportation Improvement Program (TIP)**  
Hennepin County Comments on 6/28/2022

Roadway	SP	Description	2023-2026 TIP Scenarios	Project Total	Federal Amount	Local Match	Text comments
CSAH N/A	027-090-026	MIDTOWN GREENWAY BETWEEN GARFIELD AVE AND HARRIET AVE IN MPLS - CONSTRUCT MULTI-USE TRAIL, RETAINING WALLS, ADA	Existing Estimate in 2023-2026 TIP	\$ 1,540,000	\$ 1,120,000	\$ 420,000	Increase in project total by \$60,000 from \$1,540,000 to \$1,600,000 based on revised Engineer's Estimate.
			Proposed Estimate for 2023-2026 TIP	\$ 1,600,000	\$ 1,120,000	\$ 480,000	
CSAH 3	027-603-075	LAKE ST (CSAH 3) FROM 22ND AVE S TO SNELLING AVE IN MPLS-RECONSTRUCT SIDEWALK, IMPROVE CROSSINGS, REMOVE FREE-RIGHT TURNS, CONSTRUCT PEDESTRIAN REFUGE MEDIANS, ADA, REVISE SIGNALS (ASSOCIATE TO 2724-130)(REMAINING MATCH UNDER 2724-130)	Existing Estimate in 2023-2026 TIP	\$ 3,875,000	\$ 3,500,000	\$ 375,000	This project is anticipated to be administered by MnDOT.
			Proposed Estimate for 2023-2026 TIP	\$ 3,875,000	\$ 3,500,000	\$ 375,000	
CSAH 40	027-640-008	CSAH 40 (GLENWOOD AVE) FROM PENN AVE (CSAH 2) TO BRYANT AVE IN MPLS - PEDESTRIAN RAMPS AND ACCESSIBLE PEDESTRIAN SIGNALS	Existing Estimate in 2023-2026 TIP	\$ 1,375,000	\$ 1,000,000	\$ 375,000	Increase in project total by \$143,800 from \$1,366,200 to \$1,510,000 based on revised Engineer's Estimate.
			Proposed Estimate for 2023-2026 TIP	\$ 1,510,000	\$ 1,000,000	\$ 510,000	
CSAH 52	027-652-042	**AC**CSAH 52 (HENNEPIN AVE AND 1ST AVE) FROM MAIN ST SE (CSAH 23) TO 8TH ST SE (MSAS 231) IN MPLS-BIKEWAY, ADA, TRAFFIC SIGNALS, INTERSECTION CROSSING IMPROVEMENTS, TRAIL, MILL AND OVERLAY, BRT PLAFORMS, LIGHTING (ASSOCIATE TO 2710-57) (AC PROJECT, PAYBACK IN FY24)	Existing Estimate in 2023-2026 TIP	\$ 8,798,400	\$ 5,500,000	\$ 3,298,400	Increase in project total by \$4,006,600 from \$8,798,400 to \$12,805,000 based on revised Engineer's Estimate. Includes \$1,376,905 in federal funds for advanced construction.
			Proposed Estimate for 2023-2026 TIP	\$ 12,805,000	\$ 5,500,000	\$ 7,305,000	
CSAH 153	027-753-020	CSAH 153 (LOWRY AVE NE) FROM 0.03 MILES WEST OF WASHINGTON ST NE (MSAS 203) TO 0.03 MILES EAST OF JOHNSON ST NE (MSAS 183) IN MPLS - RECONSTRUCT, SIDEWALK, PED/BIKE IMPROVEMENTS, STREETSCAPING, SIGNALS, ADA	Existing Estimate in 2023-2026 TIP	\$ 12,000,000	\$ 7,000,000	\$ 5,000,000	Increase in project total by \$2,000,000 from \$12,000,000 to \$14,000,000 based on revised Engineer's Estimate.
			Proposed Estimate for 2023-2026 TIP	\$ 14,000,000	\$ 7,000,000	\$ 7,000,000	
CSAH 158	027-758-006	CSAH 158 (VERNON AVE) FROM INTERLACHEN BLVD TO MN100 OVER CP RAILROAD IN EDINA-REPLACE BRIDGE #4510 (NEW BR #27C73), ROADWAY APPROACHES, RETAINING WALLS, NOISEWALLS, SIGNAL MODIFICATIONS, ADA (ASSOCIATE TO 2734-56)	Existing Estimate in 2023-2026 TIP	\$ 10,000,000	\$ 7,000,000	\$ 3,000,000	Increase in project total by \$3,400,000 from \$10,000,000 to \$13,400,000 based on revised Engineer's Estimate.
			Proposed Estimate for 2023-2026 TIP	\$ 13,400,000	\$ 7,000,000	\$ 6,400,000	
CSAH 5	027-605-033	CSAH 5 (MINNETONKA BLVD) FROM THE MN 100 NB RAMPS TO FRANCE AVE IN ST LOUIS PARK - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETSCAPE, BIKE/PED IMPROVEMENTS	Existing Estimate in 2023-2026 TIP	\$ 11,185,560	\$ 7,000,000	\$ 4,185,560	Increase in project total by \$2,239,440 from \$11,185,560 to \$13,425,000 based on revised Engineer's Estimate.
			Proposed Estimate for 2023-2026 TIP	\$ 13,425,000	\$ 7,000,000	\$ 6,425,000	
CSAH 9	027-609-042	**AC**CSAH 9 OVER US 169 FROM 0.1 MILES WEST OF NATHAN LANE TO GETTYSBURG AVE IN PLYMOUTH/NEW HOPE - REPLACE BRIDGE #27551 (NEW BRIDGE #27416) AND RECONSTRUCT INTERCHANGE, RECONSTRUCT PAVEMENT, SIGNALS AND TRAILS (ASSOCIATE TO 2772-115)(AC PROJECT, PAYBACK IN Y24)	Existing Estimate in 2023-2026 TIP	\$ 8,610,000	\$ 6,888,000	\$ 1,722,000	This project is anticipated to be administered by MnDOT.
			Proposed Estimate for 2023-2026 TIP	\$ 8,610,000	\$ 6,888,000	\$ 1,722,000	
CSAH 153	027-753-021	CSAH 153 (LOWRY AVE NE) FROM 0.05 MILES WEST OF CSAH 23 (MARSHALL ST NE) TO 0.03 MILES WEST OF WASHINGTON ST NE (CSAH 152) IN MPLS - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETSCAPE, BIKE/PED IMPROVEMENTS	Existing Estimate in 2023-2026 TIP	\$ 9,924,860	\$ 7,000,000	\$ 2,924,860	Increase in project total by \$1,375,140 from \$9,924,860 to \$11,300,000 based on revised Engineer's Estimate.
			Proposed Estimate for 2023-2026 TIP	\$ 11,300,000	\$ 7,000,000	\$ 4,300,000	
CSAH 5	027-605-032	CSAH 5 (FRANKLIN AVE) FROM 0.05 MILES WEST OF BLAISDELL AVE TO 0.03 MILES WEST OF CHICAGO AVE, EXCLUDING 135W BRIDGE IN MPLS - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETSCAPE, BIKE/PED IMPROVEMENTS	Existing Estimate in 2023-2026 TIP	\$ 15,160,200	\$ 7,000,000	\$ 8,160,200	
			Proposed Estimate for 2023-2026 TIP	\$ 15,160,200	\$ 7,000,000	\$ 8,160,200	
MN 252	027-709-029	**PRS**MN 252 AT CSAH 109 IN BROOKLYN PARK-GRADE SEPARATION, RETAINING WALLS, SAFETY IMPROVEMENTS, PED/BIKE IMPROVEMENTS, TRAFFIC SIGNALS	Existing Estimate in 2023-2026 TIP	\$ 28,937,700	\$ 7,000,000	\$ 21,937,700	This project is anticipated to be administered by MnDOT.
			Proposed Estimate for 2023-2026 TIP	\$ 28,937,700	\$ 7,000,000	\$ 21,937,700	
CSAH 17	027-617-033	CSAH 17 (FRANCE AVE) FROM AMERICAN BLVD IN BLOOMINGTON TO 76TH ST IN EDINA - ADA, APS, OFF ROAD TRAIL OR SIDEWALK, MEDIANS, TRAFFIC SIGNALS, SIGNING, PAVEMENT MARKINGS, PAVEMENT WORK, DRAINAGE	Existing Estimate in 2023-2026 TIP	\$ 2,500,000	\$ 1,800,000	\$ 700,000	Increase in project total by \$1,225,000 from \$2,500,000 to \$3,725,000 based on revised Engineer's Estimate.
			Proposed Estimate for 2023-2026 TIP	\$ 3,725,000	\$ 1,800,000	\$ 1,925,000	
CSAH 50	027-650-005	CSAH 50 (REBECCA PARK TRAIL) FROM 0.13 MI W OF KOALA ST TO 0.11 MI E OF CSAH 92 (DOGWOOD ST) IN ROCKFORD AND GREENFIELD - RECONSTRUCT, STRIPING, LIGHTING, MEDIAN AND RRFB	Existing Estimate in 2023-2026 TIP	\$ 495,000	\$ 405,000	\$ 90,000	Increase in project total by \$155,000 from \$495,000 to \$650,000 based on revised Engineer's Estimate.
			Proposed Estimate for 2023-2026 TIP	\$ 650,000	\$ 405,000	\$ 245,000	
CSAH 52	027-030-055	CSAH 52 (NICOLLET AVE) AT 67TH ST IN RICHFIELD; CSAH 66 (GOLDEN VALLEY RD) AT NOBLE AVE AND CSAH 66 (GOLDEN VALLEY RD) AT HIDDEN LAKES PARKWAY IN GOLDEN VALLEY - FYA'S, ADA, APS, AND COUNTDOWN TIMERS	Existing Estimate in 2023-2026 TIP	\$ 2,123,000	\$ 1,737,000	\$ 386,000	
			Proposed Estimate for 2023-2026 TIP	\$ 2,123,000	\$ 1,737,000	\$ 386,000	
CSAH 52	027-652-043	CSAH 52 (HENNEPIN AVE) AT 10TH AVE SE AND AT 11TH AVE SE IN MPLS - REMOV CHANNELIZED RIGHT TURN ISLAND, MODIFY RAISED MEDIAN, SIGNAL MODS, ADA UPGRADES, FYA'S	Existing Estimate in 2023-2026 TIP	\$ 1,641,600	\$ 1,368,000	\$ 273,600	This project is anticipated to be administered by Hennepin County, therefore, the agency column within the TIP should be updated accordingly.
			Proposed Estimate for 2023-2026 TIP	\$ 1,641,600	\$ 1,368,000	\$ 273,600	
<b>Existing Estimate in 2023-2026 TIP Total</b>				<b>\$ 118,166,320</b>	<b>\$ 65,318,000</b>	<b>\$ 52,848,320</b>	
<b>Proposed Estimate for 2023-2026 TIP Total</b>				<b>\$ 132,762,500</b>	<b>\$ 65,318,000</b>	<b>\$ 67,444,500</b>	



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