

Agenda

TAC Funding and Programming Committee



Meeting Date: January 19, 2023

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.

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.

Call to Order

1. Roll call
2. Approval of the Agenda
3. Approval of October 20, 2022 TAC Funding and Programming minutes - roll call

Public Comment on Committee Business

TAB Report

Business

1. 2023-08: Hennepin County Midtown Greenway Program Year Extension Request (Joe Barbeau, MTS) – roll call
2. 2023-09: Hennepin County Vernon Avenue Bridge Replacement Program Year Extension Request (Joe Barbeau, MTS) – roll call
3. 2023-10: Saint Paul Kellogg Bridge Replacement Program Year Extension Request (Joe Barbeau, MTS) – roll call
4. 2023-11: Scope Change for MnDOT TH 13 Cable Barrier Median (Joe Barbeau, MTS) – roll call
5. 2023-12: Scope Change for Saint Paul Fish Hatchery Trail (Joe Barbeau, MTS) – roll call

Information

1. Transportation Policy Program Update (Cole Hiniker, MTS)
2. 2022 Regional Solicitation Surveys (Joe Barbeau, MTS)
3. Regional Solicitation Evaluation Major Tasks/Schedule (Steve Peterson, MTS)

Other Business

Adjournment

Council Contact:

Bethany Brandt-Sargent, Senior Planner
Bethany.Brandt-Sargent@metc.state.mn.us
651-602-1725

Minutes

TAC Funding and Programming Committee



Meeting Date: October 20, 2022

Time: 1:00 PM

Location: Virtual

Members Present:

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

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 Spooner-Walsh, seconded by Ashfeld to approve the minutes of the September 22, 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

Koutsoukos reported on the October 19th, 2022 Transportation Advisory Board (TAB) meeting.

Business

1. **2022-44:** Program Year Extension Request: Maple Grove Rush Creek Boulevard/I-94/TH 610 Interchange

It was moved by Brown, seconded by McCartney, that the Funding & Programming Committee recommend that TAB approve Maple Grove's Rush Creek Boulevard/I-94/TH 610 Interchange Construction and MN 610 Extension from fiscal year 2023 to fiscal year 2024.

Joe Barbeau, MTS discussed the Maple Grove project that is being delayed due to Federal authorization taking longer than anticipated due to the design. The project meets the policy requirements. John Hagen of Maple Grove discussed project and stated they anticipate construction may still occur during 2023 but do not want to lose the funding altogether. McCartney stated the project is still in the TIP for 2023 but that can move if the letting year shifts to 2024.

Motion carried unanimously.

2. **2022-45:** 2022 Regional Solicitation Funding Options

It was moved by Hiniker, seconded by Ayres-Johnson, that the Funding & Programming Committee forward to TAC the three funding options along with a list of key differences for each option and any other technical feedback.

Steve Peterson, MTS presented a summary of the 2022 Regional Solicitation schedule, three funding scenarios, and policy direction from TAB at their October 19, 2022 meeting. Peterson asked the committee for feedback on the key technical differences between the scenarios.

Koster asked whether the Midpoint Scenario includes the new Carbon Reduction and Bridge program money. Peterson responded that neither funding programs were incorporated into the midpoint funding levels because they were new programs announced after the application was approved.

Stenson asked a clarifying question about the Bridge funds and where the additional \$5.5 million for bridges was coming from. Peterson responded that one project in Traffic Management Technologies and one project in Spot Mobility and Safety were removed to fund the fifth bridge. Pieper clarified that \$5.5 million for the fifth bridge would come from other pots of federal funding.

Koster inquired about splitting a tie in the bicycle and multiuse trail category. Peterson stated that TAB does not like splitting ties, but that Three Rivers Park District has indicated they are okay with the split. Koutsoukos added that splitting ties is not a written rule but a historical practice.

Jensen commented that previous funding scenarios showed the Scott County trail as funded but these updated scenarios only show it funded in one and that it is a high priority for the County. Peterson said one of the lenses that TAB looks at is geographic balance and that may change the scenarios.

Stenson asked with the Bike/Ped scenarios, there was one remaining transit project and questioned whether a partial funding award was considered for the last transit expansion project. Peterson stated that the amount of funding and technical feedback from the previous solicitation cycles was to avoid partial funding. Koutsoukos added that TAB did not discuss partial funding.

Stenson requested feedback from the committee regarding the roadway projects and



consistency with the midpoint project lists instead of shifting which roadway projects are selected in other scenarios, which she believes creates a very different project list.

Ayoh asked about the BRT rule, and whether TAB wanted to maintain the rule. Peterson stated that Technical Advisory Committee and TAB agreed to follow the rule, with discussions of updating the rule in the next cycle to set the rule as a percent of total funding. The remaining transit money due to the BRT rule would be shifted to other modes per TAB's direction.

Hiniker recalled TAC and TAB conversations about prioritizing roadway reconstruction. Koutsoukos clarified that TAB did have that conversation, but the focus was on safety benefits across all roadway categories.

Chair Thompson summarized the discussion as the fifth bridge project and its \$5.5 million funding source, shifting some money back to the multiuse trails to address geographic balance and the length of the project list, transit expansion with partial funding.

Koster requested updated geographic balance summary tables, noting some decisions are challenging to determine without that information. Peterson stated the summary tables are in process but that there was not time between the TAB meeting the previous day and this meeting. He committed to sending out the summary tables once complete.

Barbeau discussed a table that showed applications by project categories, resubmittals funded, equity bonus projects funded, safety high score projects, and project locations. The tables do include Carbon Reduction and Bridge funding but does not include unique projects.

Stenson asked about the third scenario (Bike/Ped Heavy scenario with extra funding to Bike/Ped projects) and it is going over the 20 percent range maximum to 21 percent. She noted Carver County was not in support to go over the range maximum. Peterson stated the difference is \$3 million and is a good technical comment, but that TAB is able to use discretion and go outside their approved ranges. Hiniker clarified that this information was presented to TAB at the previous day's meeting and still provided that policy direction.

Samuelson asked for clarification on the bridge funding and whether the \$5.5 million that is funding the last bridge and what the trade off would be. Koutsoukos stated that at the September meeting TAB discussed the \$10 million bridge target and directed staff to use the Bridge program funding to supplement the funding category, ultimately getting more funding for bridges. Peterson added that there is more Bridge money available, but the decision is whether to fund projects in this solicitation or in a future cycle. Koster asked whether the Carbon Reduction funding could be used similarly, now or in a future cycle. Peterson responded that Carbon Reduction funding was specifically directed by Transportation Committee and TAB to only use two years of money to allow planning to catch up to support the program goals.

Chair Thompson asked whether TAB has historically gone away from the midpoint scenario. Peterson stated not since 2014, but Koutsoukos said there were minor modifications to the midpoint scenario to get a better geographic balance.

Chair Thompson again summarized the discussion identifying geographic balance as an important factor, the extra transit money going to bike/ped projects would result in overtaking the 20 percent modal maximum and whether that money should be shifted to roadway projects. Hiniker stated that TAB has the authority to change the modal ranges at any given time, but the scenarios are not very different in terms of the number of projects in each modal category.



Ayoh stated his preference for the Bike/Ped Heavy with the extra funding to bike/ped projects because of the length of the project lists and the relatively low cost of the projects.

Samuelson referred to a presentation from TAB regarding poor rates of ADA compliance across the region and if there was a way to determine which scenario increases that compliance, noting that the bike/ped project types and roadway reconstruction and spot mobility were most likely to address those issues, and this should be presented to TAB. Chair Thompson agreed and acknowledged TAB's focus on ADA and safety. Koster added that bikes/peds make up a disproportionate percentage of fatal and serious injury crashes and requested this nuance should be presented in the safety discussion.

Jensen clarified that no specific scenario recommendation will be provided to TAB and that it will be to only provide technical comments. Hiniker added that with additional time to review the TAB meeting, the Technical Advisory Committee may be able to provide additional technical information and feedback on the policy questions to TAB.

Mareck suggested TAB be aware that the fifth bridge project can be funded out of the Bridge funding program to reallocate \$5.5 million to other roadway projects and that funding the two unique projects resulted in fewer bicycle and pedestrian projects. Koutsoukos clarified that TAB set aside the unique projects funding was set aside in the last regional solicitation cycle, so it is not taking away money from this cycle, but the remaining Unique Projects set aside would be reallocated to other categories. Koutsoukos also discussed the Unique Projects scoring discussion but noted TAB did not direct where the remaining funds should be reallocated.

Motion carried, 20 ayes and 1 nay.

3. **2022-46:** 2022 Carbon Reduction Funding Distribution

It was moved by Mareck, seconded by Ayoh, that the Funding & Programming Committee forward to TAC any technical feedback on the Carbon Reduction funding options.

Chair Thompson and Steve Peterson, MTS noted the Carbon Reduction

Stenson added that Carbon Reduction funds can be used on projects in all modal categories including unfunded transit projects, traffic management technologies, and other roadway projects that reduce Carbon. Koutsoukos said TAB did discuss this but that this funding is limited to projects that can be constructed in 2023 and 2024 and no roadway projects eligible could take those funds in the program year.

Pieper confirmed that the scenarios from the previously published Carbon Reduction scenario is no longer relevant due to the TAB direction from the previous day. Peterson confirmed.

Motion carried unanimously.

4. **2022-47:** 2022 Highway Safety Improvement Program Project Selection

It was moved by Koutsoukos, seconded by Kosluchar, that the Funding & Programming recommend that TAC recommend to TAB approval of the attached 38 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation and inclusion of all Urbanized Area projects in the draft 2024-2027 TIP.

Koster asked whether the methodology for the HSIP funding splits decision could be shared with the committee. Peterson provided some background on the decision but that this feedback can be forwarded to MnDOT for consideration.



Stenson noted Carver County's concern with MnDOT projects that will receive funding through this process while leaving other local agency projects unfunded, noting MnDOT already receives an HSIP set aside. McCartney noted this comment has been received in the past, adding that the HSIP program is unique in Minnesota in that the State DOT shares with the MPO while most other states do not; HSIP is not regional dollars or federal formula funding; and that MnDOT initiated this sharing was because HSIP dollars were not getting spent, but it is not necessarily funding for the region. Chair Thompson encouraged McCartney to bring a history of the program to the committee.

Motion carried unanimously.

Information

Information items scheduled for this meeting were tabled until the November meeting due to time constraints.

Reports

There were no other agency reports.

Adjournment

Business completed; the meeting adjourned at 3:05 p.m.

Council Contact:

Bethany Brandt-Sargent, Senior Planner
Bethany.Brandt-Sargent@metc.state.mn.us
651-602-1725



Action Transmittal

Transportation Advisory Board



Meeting Date: January 19, 2023

Date: January 12, 2023

Action Transmittal: 2023-08

Program Year Extension Request: Hennepin County Midtown Greenway ADA Access

To: TAC Funding & Programming Committee

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

Requested Action

Hennepin County requests a program year extension for its Midtown Greenway ADA access project (SP# 027-090-026) from fiscal year 2023 to fiscal year 2024.

Recommended Motion

That the Funding & Programming Committee recommend that TAB approve Hennepin County's requested extension of its Midtown Greenway ADA access project (SP# 027-090-026) from fiscal year 2023 to fiscal year 2024.

Summary

Hennepin County was awarded \$1,120,000 in the 2018 Regional Solicitation to construct ADA-accessible access to the Midtown Greenway and is requesting that the project be extended from 2023 to 2024 after federal authorization has been delayed.

Background and Purpose

In the 2018 Regional Solicitation, Hennepin County was awarded \$1,120,000 to construct ADA-accessible access to the Midtown Greenway. The County is requesting that the project be extended to fiscal year 2024 to provide additional time for project development and outreach. Outreach was impacted by the Covid 19 pandemic and social unrest in 2020, which diminished the ways that the county could reach out to the community to build support for the project that could not be done online.

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. This process helps assess whether the project is in position to be able to be obligated with the one-year extension. The request obtained a score of 8. Therefore, staff recommends approval of the request.

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

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	<i>January 19, 2023</i>
Technical Advisory Committee	Review & Recommend	<i>February 1, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>February 15, 2023</i>



HENNEPIN COUNTY

MINNESOTA

December 21, 2022

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

Re: Program Year Extension Request for SP 027-90-026, Midtown Greenway ADA Access

Dear Mr. Thompson

Hennepin County was awarded \$1,120,000 in federal funding as part of the 2018 Metropolitan Council Regional Solicitation to improve accessibility and safety by reducing exposure to motor vehicle traffic on nearby surface streets by directing people biking, walking and rolling to the grade-separated Midtown Greenway. Federal funds were awarded for the program year 2023.

At this time, Hennepin County requests that the TAC Funding & Programming Committee consider a program year extension to program year 2024 to provide additional time for project development, including continuing discussions with community members who utilize the Soo Line Community Garden.

This project is based on the plans and goals of the City of Minneapolis, Hennepin County and Minneapolis Park and Recreation Board as recognized in the *Making the Connection: Midtown Greenway to Lake Street* study that was completed in 2016. The project will address a 1.25-mile gap, where no accessible entry points to the Midtown Greenway exist with an Americans with Disabilities Act (ADA) access ramp. The Midtown Greenway is a tremendous resource for recreation and non-motorized commuting for residents of Minneapolis and the surrounding communities to connect to schools, businesses, housing, parks and bike networks. However, direct and accessible points of entry to the Greenway are limited in some areas, including the Garfield and Harriet avenues segment.

The new ADA access at the Garfield and Harriet avenue's location will include improvements to ensure user comfort and safety for people of all ages and abilities.

Preliminary design and project engagement began in spring 2021. Our project team invited the public to learn more about existing challenges and identify needs that will help inform our initial designs to improve connections between the Midtown Greenway and nearby areas. The project team are connected with key community groups like the Soo Line Community Garden, where the project is located, and the Whittier Alliance, the neighborhood in which the project is happening. In addition, we are working closely with the Midtown Greenway Coalition and the Lake Street Council. We have broadened outreach to solicit feedback and identify opportunities to engage their community members. Organizations include Twin Cities Adaptive Cycling, a community-based adaptive bike share project for youth and adults with disabilities, Lyn-Lake Business Association, and Minneapolis Advisory Committee on People with Disabilities.

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



Please refer to the enclosed documentation and attachments for additional information regarding this request. I invite you to contact me with any questions at 612-596-0176 or by email at Amber.Klein@hennepin.us.

Sincerely,

A handwritten signature in blue ink that reads "Amber Klein". The signature is written in a cursive, flowing style.

Amber Klein, P.E.
Senior Project Manager
Hennepin County Transportation Project Delivery

cc: Colleen Brown, MnDOT State Aid
Lisa Daniels, MnDOT State Aid
Carla Stueve, Hennepin County Engineer
Nariman Vanaki, Hennepin County
Jessa Trboyevich, Hennepin County
Jason Pieper, Hennepin County

Request for Program Year Extension

SP 027-090-026 Midtown Greenway ADA Access

Contents

1. Project Progress	1
2. Justification for Extension Request	2
Attachments	5

1. Project Progress

a. Progress Schedule

Please see Attachment 1.

b. Right of Way Acquisition

A construction cooperative agreement will be used among Hennepin County, City of Minneapolis and Minneapolis Park and Recreational Board to obtain any conveyance of temporary easements needed for construction at no cost to the County or its contactors.

c. Plans

The project is in preliminary design and working toward presenting potential concepts to the public for further feedback and collaboration. We anticipate finishing preliminary design in the spring of 2023 and moving into final design in the summer. We anticipate final plans in the winter of 2023.

Please see Attachment 2 for potential concepts.

d. Permits

Anticipated permits on this project include the following:

- NPDES

Permits will be obtained and approved prior to project letting.

e. Approvals

Plan approval will be required from MnDOT State Aid, Hennepin County, the city of Minneapolis and the Minneapolis Park and Recreation Board.

f. Funding

Hennepin County has expended \$200,000 on consulting fees for the public engagement, preliminary engineering, and environmental documentation. Hennepin County has incurred approximately \$51,000 in staff costs related to project management, public engagement, and consultant oversight.

2. Justification for Extension Request

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

Since 2015, there has been a collaborative effort to provide safe and ADA-compliant Midtown Greenway access in the Whittier Neighborhood in South Minneapolis. The Midtown Greenway is a regional trail that hosts more than one million trips annually, connecting people biking, walking, and rolling to nearby schools, businesses, housing, parks, and bike networks.

There is currently a 1.25-mile gap within and around the Whittier Neighborhood with no accessible Midtown Greenway connections. This project is a one-time opportunity to fill that gap and provide thousands of people of all abilities a direct connection to Lake Street and Lyndale Avenue businesses, Whittier School, multifamily housing, parks, lakes, and the regional trail network.

The Whittier Neighborhood in South Minneapolis is unique in its demographic diversity, both ethnically and economically, and it continues to change. In recent years, this neighborhood has seen an increase in affordable housing, with more than 800 new multifamily housing units, including 111 affordable housing units, built within two blocks of the proposed project location since 2018 (354 new units since 2020). Additionally:

- 42 percent of residents are Black, Indigenous or People of Color (BIPOC)
- 27 percent speak a language other than English
- 83 percent of housing units are renter occupied
- 49 percent of residents have incomes below 200 percent of the federal poverty level
- 40 percent of households are cost-burdened
- 24 percent of households do not use or own a vehicle

Within this identified trail access gap, the project site is the preferred location to add a connection due to private parcels adjacent to the Greenway, significant grade differential (due to a trench where the trail lies), and a future transit corridor area. Effectively, residents living in the Whittier Neighborhood, especially those with mobility issues or families who rely on strollers, need safe and convenient access to the Greenway.

A new ADA Midtown Greenway ramp between Harriet and Garfield avenues will offer the following benefits to the Whittier neighborhood and Lake Street, an east-west county road with many businesses (Lyn-Lake) within a block of the proposed project area:

- Fill a missing and much-needed connection to schools, local businesses, parks, affordable housing, and other destinations within and near the Whittier Neighborhood.
- Improve safety by helping trail users avoid high-volume roads with high crash rates

- Support climate action and health by increasing active transportation
- Advance racial equity with improved visibility and accessibility of the trail in a racially and culturally diverse community
- Help with the recovery of Lake Street by providing a real economic opportunity for the Lyn-Lake businesses by creating the only ADA-accessible connection from the trail to the business district, connecting thousands of new patrons to the area via multi-modal transportation.

With the proposed ramp design located within the Soo Line Community Garden, the project team is taking a proactive approach to include garden members, and community and business groups to intentionally design an accessible ramp while preserving the garden's integrity.

Engagement challenges

We encountered significant community engagement challenges from the start of the project, during the COVID-19 pandemic, and following the social unrest in the City of Minneapolis, which devastated the businesses and communities on and surrounding Lake Street, located one block from the proposed project area.

This combination of historical events led to unprecedented pressures for communities, residents and businesses, and created significant barriers to effective engagement, including building trust and relationships. Effectively, it upended community participation and disproportionately affected residents experiencing disparities to have the resources, time and ability to participate in a meaningful way.

In keeping with county COVID-19 safety policies, engagement efforts were limited to surveys, small outdoor meetings, and virtual meetings. Due to these engagement constraints and stressors in the community, we experienced difficulties building trust with the Soo Line Community Garden, a small, local garden operating on Minneapolis Park and Recreation Board and Hennepin County Regional Railroad Authority parcels, where the planned ADA ramp is located. The difficulties of gaining their trust resulted in resistance from community garden members to partner with Hennepin County, the City of Minneapolis and Minneapolis Park and Recreation Board staff.

These difficulties required the project team to invest significant time, resources, and careful planning into overcoming these barriers. With this added investment in time and resources, we successfully incorporated community garden members' feedback and created a responsive, context-sensitive project design that will serve the project goals while preserving the integrity of the surrounding garden space.

Our concentrated efforts to build relationships and gain trust with the garden members amid policies limiting in-person gatherings affected our efforts to engage and hear from all impacted community members. There are many community members, specifically Somali and Spanish-speaking, low-income, and new residents, who could benefit from the project

that we have yet to reach. We aim to increase representation as we conclude the preliminary design phase.

A program year extension of one year will provide the project team the necessary time to complete our engagement efforts with agencies, community partners and the public, to continue building relationships and working collaboratively to develop a community-focused design that meets everyone's needs.

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

The proposed project is dependent on federal funding as the proposed improvements are not eligible for the county's state aid funds. Therefore, if this program year extension is not approved, the project would be in jeopardy of not being constructed.

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

If this project does not obtain the requested extension, the county's matching funds will expire, and the project will close. The existing 1.25-mile gap in ADA-compliant access will remain unless we obtain a program year extension.

The accessible ramp will connect people of all ages and abilities to the Midtown Greenway. The new accessible ramp will replace an existing informal garden path, a steep, non-ADA-compliant, soft-surface (mulch) path. The new ramp will connect residents, and visitors to the Midtown Greenway, the commercial district centered at Lyndale Avenue and Lake Street, six transit routes within the 1.5 blocks on either side, Soo Line Community Garden, affordable housing, jobs, and recreation. Without the extension, these opportunities will be lost, and the barriers to inclusive, safe and ADA-accessible trail access will remain indefinitely.

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

Together, the project partners will continue to engage community partners and the public and aim to specifically reach out to the Somali and Spanish-speaking communities, low-income and new residents to seek feedback, further develop the design and look more closely at opportunities to enhance the area within the Soo Line Garden that will meet community needs.

As county COVID-19 restrictions on community engagement have lifted, the project team will have a much greater ability to advance engagement efforts, furthering our design equitably.

Attachments

1. **Progress Schedule for Program Year Extension**
2. **Potential path concept**

Regional Program Year Policy

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

Attachment 1: Progress Schedule for Program Year Extension

Enter request date

December 20, 2022

INSTRUCTIONS:

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

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM

X Reviewed by State Aid If checked enter 4. 4

Date of approval Submitted for review 11/30/2022

Completed/Approved If checked enter 5.

Date of approval

EA

Completed/Approved If checked enter 2.

Date of approval

EITHER

Not Complete

Anticipated Date of Completion

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

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

Completed

Date of Hearing If checked enter 2.

N/A Not Complete

Anticipated Date of Completion

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

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

Completed/FONSI Approved If checked enter 2.

Date of approval

N/A Not Complete

Anticipated Date of Completion

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

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1.

Date of Approval

N/A Not Complete

Anticipated Date of Completion

Regional Program Year Policy

TAB Adopted: April 17, 2013

Administrative Modifications: August 20, 2014

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____

Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____

Not Complete

Anticipated Date of Completion December 1, 2023
If prior to June 30 of the program year, enter 1. 1

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____

Not Complete

Anticipated Date of Completion September 1, 2023
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

Completed April 1, 2022 If checked enter 2. 2
Date _____

Not Complete

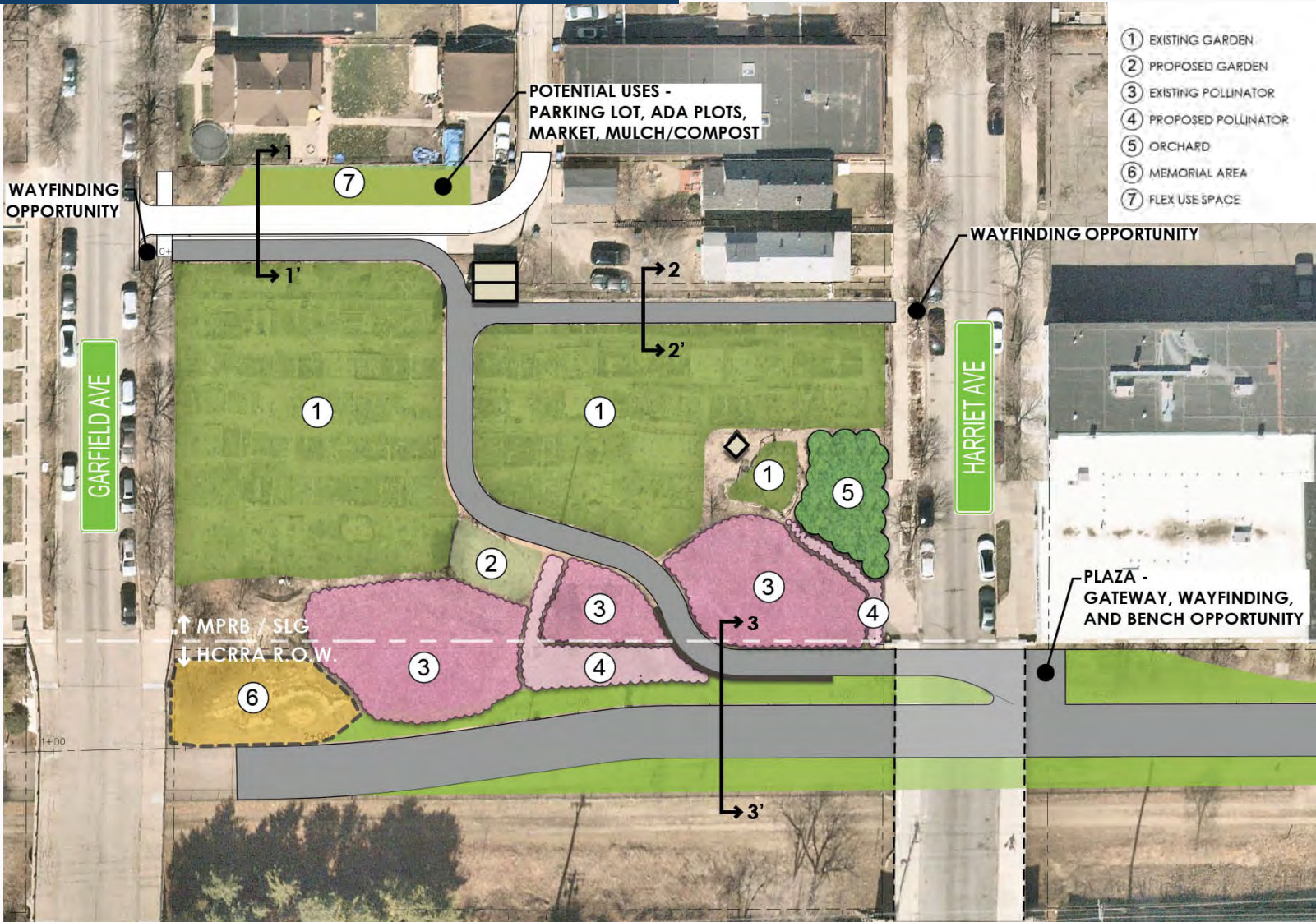
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

AUTHORIZED

Anticipated Letting Date January 23, 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 8

Potential path concept A-1

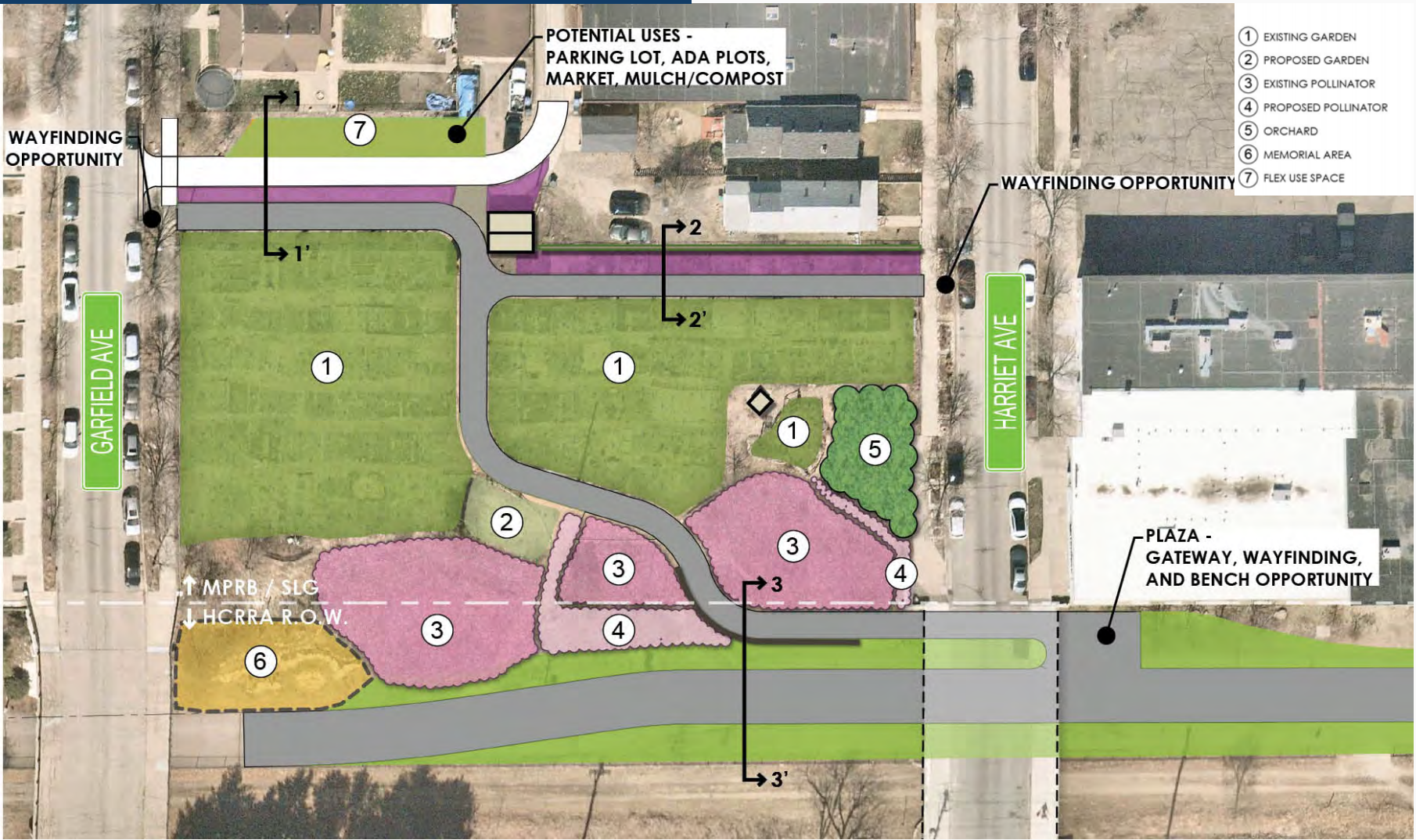


By the numbers (estimates):

- 2,90 SF path/buffer within garden/pollinator areas (8.9%)
- No tree impacts anticipated
- Anticipated impacts: 13 plots in Garden 2; 5 plots partially impacted in Garden 1



Potential path concept A-2



By the numbers (estimates):

- Garden plot areas: (1350 SF impact, 980 SF new)
- Pollinator areas: (350 SF impact, 2100 SF new)
- Landscape area: (1,000 SF Impact, 2500 SF new)
- Anticipated impacts: 17 plots partially impacted in Garden 2



Regional Program Year Policy

The Regional Program Year Policy is intended to manage the development and timely delivery of transportation projects awarded federal funds through the TAB's Regional Solicitation Process.

Project sponsors awarded federal funds through the regional solicitation process are expected to get their project ready for authorization in their program year.

The program year is July 1 to June 30 of the year in which the project is originally programmed in the Transportation Improvement Program (TIP).

By April 1 of the program year, the project must meet the criteria on the attached sheet.

Additionally, if a regionally selected project is not ready to request authorization by June 15 of its program year, the project will not be carried over into the new TIP unless the project sponsor receives a program year extension from the TAB.

Project sponsors that have made significant progress but are delayed by circumstances that prevent them from delivering their projects on time must submit a request for a program year extension to the TAB Coordinator by December 31 of the project's program year.

The maximum length of a program year extension is one year. Projects are eligible for only one program year extension request.

If a program year extension is granted, funding the project will be contingent on the availability of federal funds. A project sponsor is responsible for funding the project until federal funding becomes available.

Projects receiving program year extensions will not receive an inflationary cost increase in their federal cost caps.

"Procedure to Request a Program Year Extension" is provided as Attachment 1.

Criteria for Meeting Program Year

Construction Projects through the FHWA Process:

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

Construction Projects through the FTA Process

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

Right of Way Only Projects through FHWA Process

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

Right of Way Only Projects through FTA Process

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

Program Project

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

PROCEDURE TO REQUEST A PROGRAM YEAR EXTENSION

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

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

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

PROCESS AND ROLES

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

Action Transmittal

Transportation Advisory Board



Meeting Date: January 19, 2023

Date: January 12, 2023

Action Transmittal: 2023-09

Program Year Extension Request: Hennepin County Vernon Avenue Bridge Replacement

To: TAC Funding & Programming Committee

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

Requested Action

Hennepin County requests a program year extension for its replacement of the CSAH 158 (Vernon Avenue) bridge over the Canadian Pacific Railway (SP# 027-758-006) from fiscal year 2023 to fiscal year 2024.

Recommended Motion

That the Funding & Programming Committee recommend that TAB approve Hennepin County's requested extension of its CSAH 158 (Vernon Avenue) bridge over the Canadian Pacific Railway (SP# 027-758-006) from fiscal year 2023 to fiscal year 2024.

Summary

Hennepin County was awarded \$7M in the 2018 Regional Solicitation to replace its CSAH 158 (Vernon Avenue) Bridge over the Canadian Pacific Railway. The county is requesting a program year extension from 2023 to 2024 to better align with the timing of an interchange project the City of Edina will be completing in the area to reduce construction impacts on travelers.

Background and Purpose

In the 2018 Regional Solicitation, Hennepin County was awarded a \$7M contribution towards its replacement of the CSAH 158 (Vernon Avenue) Bridge over the Canadian Pacific Railway. The project was, and remains, programmed for fiscal year 2023. Following the 2022 Regional Solicitation award of the City of Edina's Trunk Highway 100/Vernon Avenue/50th Street interchange project, the county is requesting that its project be extended to fiscal year 2024 to align its development with development of the city's project.

Relationship to Regional Policy

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

Staff Analysis

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

needing an extension. The request obtained a score of 8. Therefore, staff recommends approval of the request.

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

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	<i>January 19, 2023</i>
Technical Advisory Committee	Review & Recommend	<i>February 1, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>February 15, 2023</i>



HENNEPIN COUNTY

MINNESOTA

December 22, 2022

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

Re: Program Year Extension Request for SP 027-758-006, SP 2734-56
CSAH 158 (Vernon Avenue) Over CP Railway Bridge Replacement Project

Dear Mr. Thompson:

Hennepin County (County) was awarded \$7,000,000 in federal funding as part of the 2018 Metropolitan Council Regional Solicitation to replace the existing CSAH 158 (Vernon Avenue) Bridge #4510 over the Canadian Pacific (CP) Railway in the City of Edina. Federal Funds were awarded for program year 2023.

Over the past few years, County staff has advanced project development with the intent of obtaining federal authorization by the required deadline. In March 2022, the City of Edina (City) notified Hennepin County of their interest in federal funding as part of the 2022 Metropolitan Council Regional Solicitation to improve the TH 100 / Vernon Avenue / 50th Street interchange and corresponding multimodal transportation facilities.

In October 2022, the City was notified that the initial application scoring was likely to receive federal funding. Subsequently, in November 2022, the City began a compatibility study of the Vernon Avenue Bridge Replacement Project and the City's Interchange Project, both of which have independent utility. The compatibility study reviewed the roadway geometry overlap between the two projects, performed a load rating analysis of Bridge #27102 over TH 100, collected input from public agencies, and developed a summary memorandum with recommendations on how the two projects should move forward through project development. The study recommended that the county's Vernon Avenue Bridge Replacement Project request a Program Year Extension so that the design and construction phases of both projects could occur concurrently in the best interest of the public. The geometric review determined that significant incidental re-work would occur if each project was completed separately due to the anticipated logical tiedown points. Construction under one contract would allow both agencies to utilize the available federal funding in the most fiscally responsible manner. Constructing under one contract will also allow construction to occur simultaneously and reduce both the frequency and duration of traffic impacts to the community.

Attached please find information regarding this request. Please contact me with any questions by phone at 612-596-0371 or by email at Jason.Staebell@hennepin.us.

Sincerely,



Jason Staebell, P.E.
Principal Project Manager
Hennepin County Transportation Project Delivery

CC: Colleen Brown, MnDOT State Aid
Carla Stueve, Hennepin County Engineer
Nariman, Vanaki, Hennepin County

Jessa Trbojevich, Hennepin County
Chad Ellos, Hennepin County
Jason Pieper, Hennepin County

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



REQUEST FOR PROGRAM YEAR EXTENSION

SP 027-758-006, SP 2734-56

CSAH 158 (VERNON AVENUE) OVER CP RAILWAY BRIDGE REPLACEMENT

1. Project Progress

a. Progress Schedule

Please See [Attachment 1](#).

b. Right of Way Acquisition

Offers for permanent highway easements and temporary construction easements have been extended. Permanent easements are necessary to support the ownership, maintenance, and operations of the pedestrian and noise wall facilities associated with the project. Temporary easements are necessary to support temporary occupancy to construct the project.

Please see [Attachment 2](#) for locations and the types of easements being acquired. Acquisitions will be complete by May, 2023, however with this extension request, the timeline may be extended accordingly.

c. Plans

Final 90% roadway plans were completed on December 16, 2022 and final 95% bridge plans will be completed December 30, 2022. Plan production is paused while next steps are taken in combining the two projects.

d. Permits

Anticipated permits on this project include the following:

- NPDES
- Watershed District
- MnDOT Short Form
- Limited Use Permit/Cooperative Agreement

e. Approvals

In addition to the permit approvals noted above, plan approval will be required from MnDOT, MnDOT State Aid, Hennepin County, and the City of Edina.

A draft of the environmental document (Categorical Exclusion) has been review by MnDOT Metro State Aid and will need final approval by Hennepin County and MnDOT State Aid.

f. Funding/Expenditures

To date, Hennepin County has spent approximately \$1,370,000 on consulting fees for public engagement, preliminary engineering, environmental documentation (Project Memorandum), and final design for this project. In Addition, Hennepin County has incurred approximately \$125,000 in internal staff costs related to project management and consultant oversight. These costs to date have been financed solely by Hennepin County. Remaining final design and project procurement, to be complete by a consultant, are anticipated to cost an additional \$300,000.



2. Justification for Extension Request

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

Please see Attachment 3 for the original layout that illustrates the proposed area of work for the CSAH 158 (Vernon Avenue) over CP Railway Bridge Replacement Project that was included in the county's funding application. As preliminary design progressed, a scope change was needed due to the profile raise for minimum vertical clearance requirements at the bridge. Project impacts due to the profile raise include: increased project length, removal of the channelized right-turn island, reconstruction of the southbound TH 100 ramps, and construction of a noise wall east of TH 100. See Attachment 4 for the revised layout. The scope change was requested and approved as part of Action Transmittal 2022-03.

Project development is on schedule to obtain federal authorization through the FHWA by the necessary deadline for program year 2023. However, the likelihood of the proposed adjacent City of Edina TH 100 / Vernon Avenue / 50th Street Interchange Project (Attachment 5) receiving funding and the anticipated extent of incidental re-work (Attachment 6) is a significant concern.

A program year extension of one year is being requested to provide the necessary time for the Interchange Improvements Project to be developed in parallel with the Vernon Avenue Bridge Replacement Project. This would allow the construction of both projects to be completed under one construction contract, therefore, significantly minimizing rework and impacts to the community. Please see Attachment 7 for a letter of support from the City of Edina.

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

The Hennepin County Vernon Avenue Bridge Replacement project is on schedule to obtain federal authorization by its current deadline of June 30, 2023. If the project were delayed due to the City of Edina Project, \$7,000,000 in federal funds would be forfeited. In addition, approximately \$1,750,000 in anticipated Local Bridge Replacement Program funds may be in jeopardy. As a result, additional local funds would be required from Hennepin County and City of Edina contingent on County Board and City Council approval, respectively.

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

There are two scenarios that would occur if the project did not obtain the requested extension and is combined with the City project.

One scenario is that the Vernon Avenue Bridge Replacement Project would move forward as currently designed and obtain federal authorization by its current deadline of June 30, 2023. If the Interchange Improvement Project moves forward with 2024 federal authorization and constructed separately, approximately \$2,500,000 in work completed as part of the Vernon Avenue Bridge Replacement Project would need to be redesigned and reconstructed. That overlap work would not be eligible to use federal funding. In addition, the duration of roadway construction activities along Vernon Avenue / 50th



HENNEPIN COUNTY

MINNESOTA

Street would extend at least an additional year compared to the one year if the projects were combined.

The second scenario would be that the Vernon Avenue Bridge Replacement Project's construction would be delayed and built concurrently with the Interchange Improvement Project. There would be a substantial funding gap due to the forfeiture of the \$7,000,000 in federal funds and would need to be covered by local funds to meet the 2024 federal authorization of the City project. In addition, the approximately \$1,370,000 in expenses to date would be in jeopardy of being ineligible for state aid reimbursement if construction activities do not progress.

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

Continued coordination with the City of Edina and MnDOT will occur to ensure the combined projects will be completed by the anticipated deadline of June 2024. Hennepin County will proceed with obtaining federal authorization through FHWA in June 2024, followed by project bidding and construction there afterwards.



Attachment 1: Progress Schedule for Program Year Extension

Enter request date

Program Year 2024

INSTRUCTIONS:

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

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM

X Reviewed by State Aid If checked enter 4. 4
Date of approval December 2022

Completed/Approved If checked enter 5.
Date of approval

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

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

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

Completed
Date of Hearing If checked enter 2.

N/A Not Complete
Anticipated Date of Completion
If prior to February 28 of the program year, enter 1.

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

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

N/A Not Complete
Anticipated Date of Completion
If prior to March 31 of the program year, enter 1.

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1.
Date of Approval

N/A Not Complete
Anticipated Date of Completion

Attachment 1

Regional Program Year Policy

TAB Adopted: April 17, 2013

Administrative Modifications: August 20, 2014

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____

Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____

Not Complete

Anticipated Date of Completion June 2024
If prior to June 30 of the program year, enter 1. 1

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____

Not Complete

Anticipated Date of Completion June 2024
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. 2
Date December 20, 2022

Not Complete

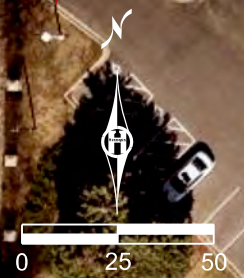
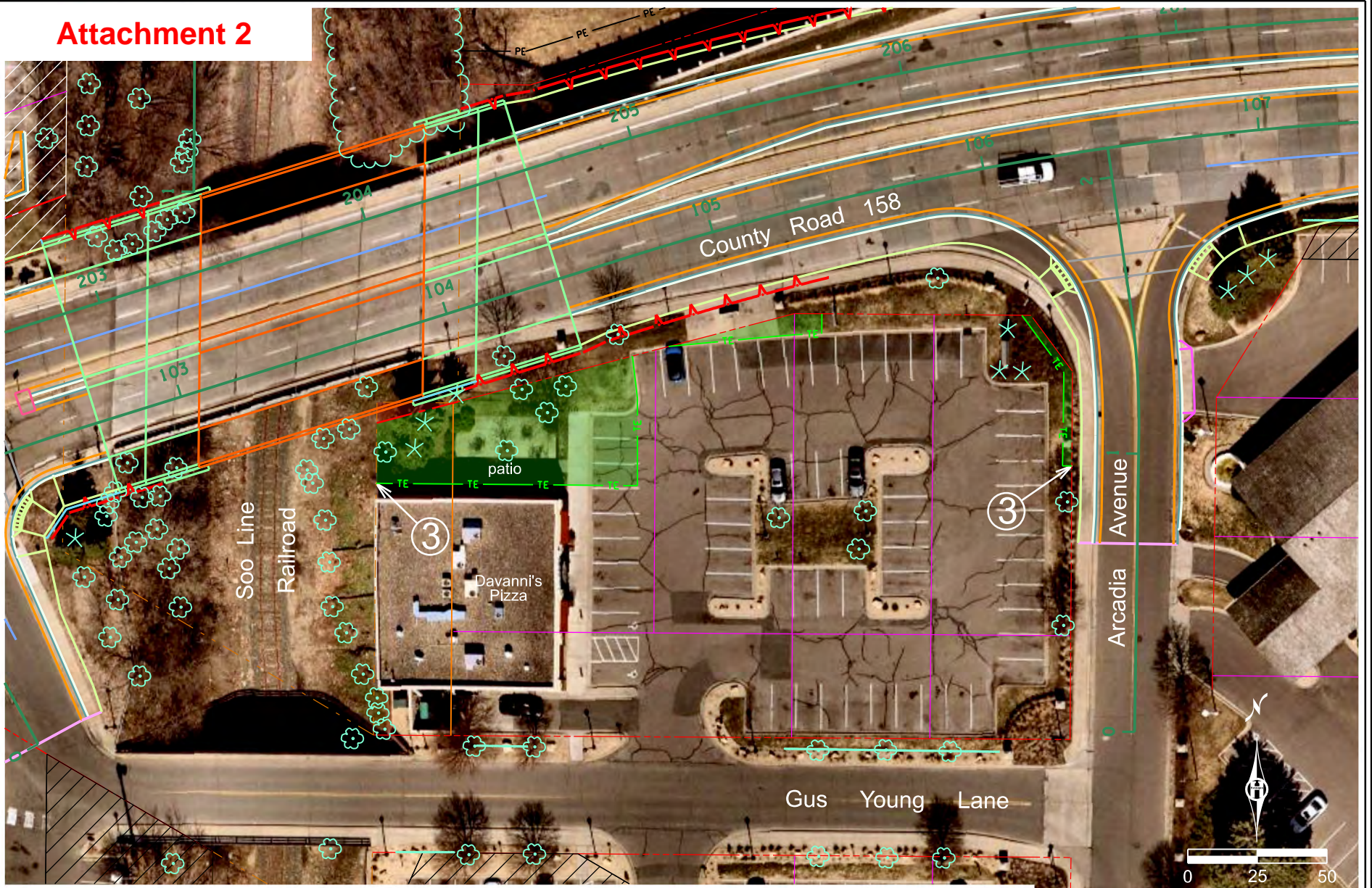
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

AUTHORIZED

Anticipated Letting Date June 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 8

Attachment 2



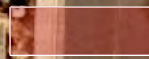
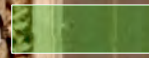
**HENNEPIN COUNTY
LAND ACQUISITION
GROUP**

1600 Prairie Drive
Medina, MN 55340

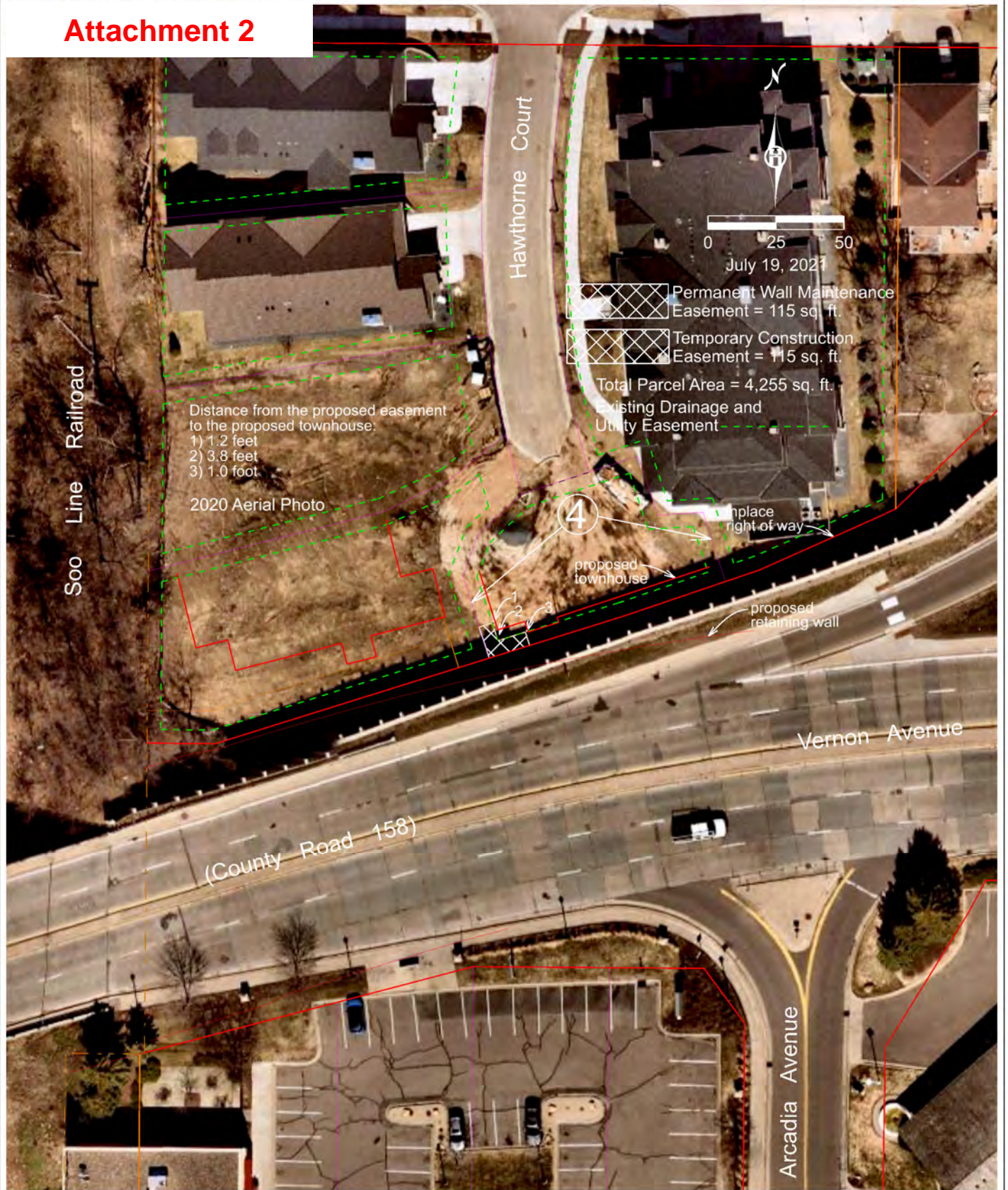
OWNER: CSM Investors Inc
ADDRESS: 5101 Gus Young Lane
Edina
PID: 28-117-21-31-0067

PARCEL 3

CSAH 158
PROJECT 217660

 Permanent Highway Easement = 103 sq. ft.
 Temporary Construction Easement = 3,630 sq. ft.

Attachment 2

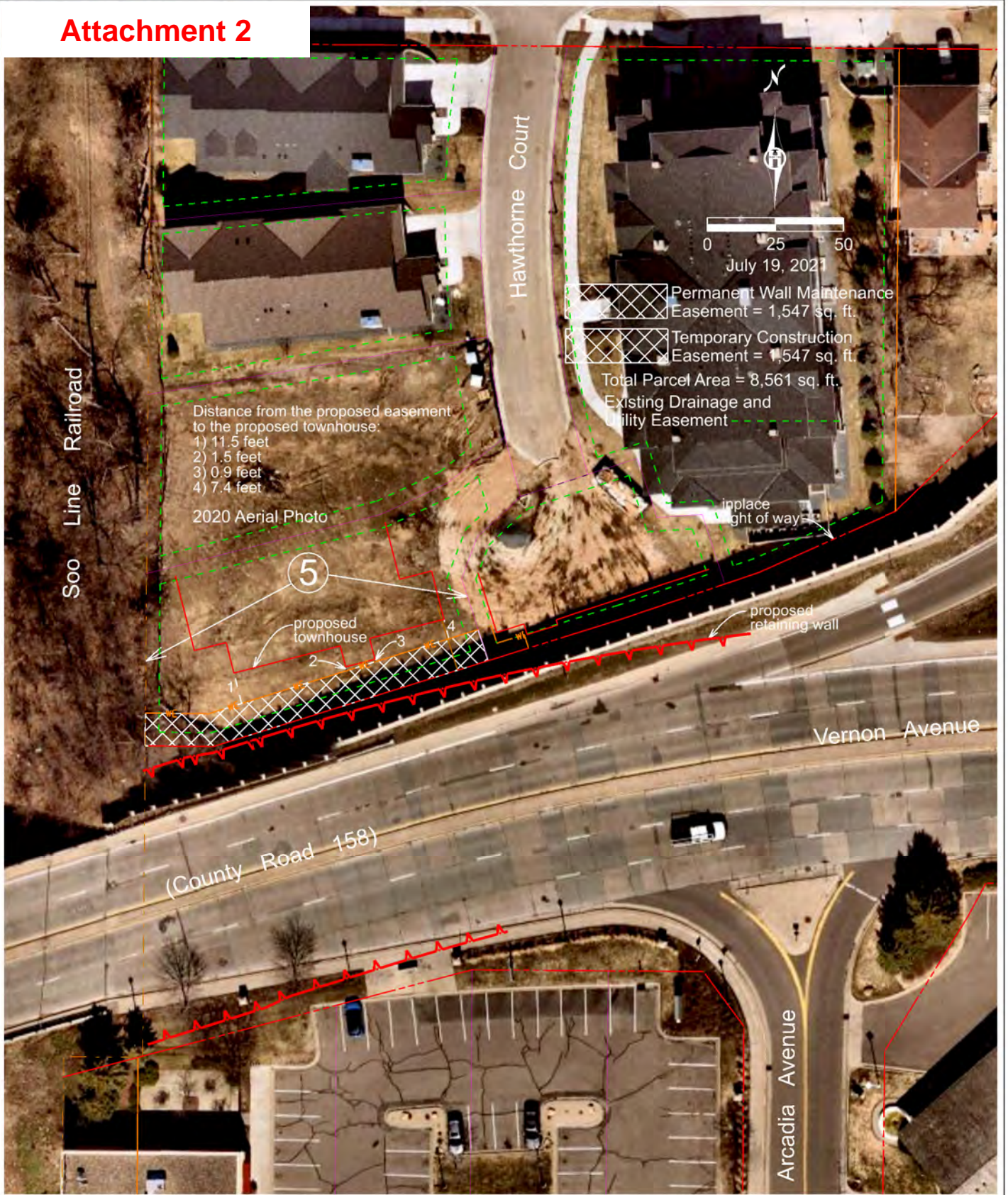


Hennepin
HENNEPIN COUNTY
LAND ACQUISITION
GROUP
 1600 Prairie Drive
 Medina, MN 55340

OWNER: Hawthorne Place Edina, LLC
ADDRESS: 4916 Hawthorne Court
 Edina
PID: 28-117-21-31-0073

PARCEL 4
CSAH 158
PROJECT 2176600

Attachment 2



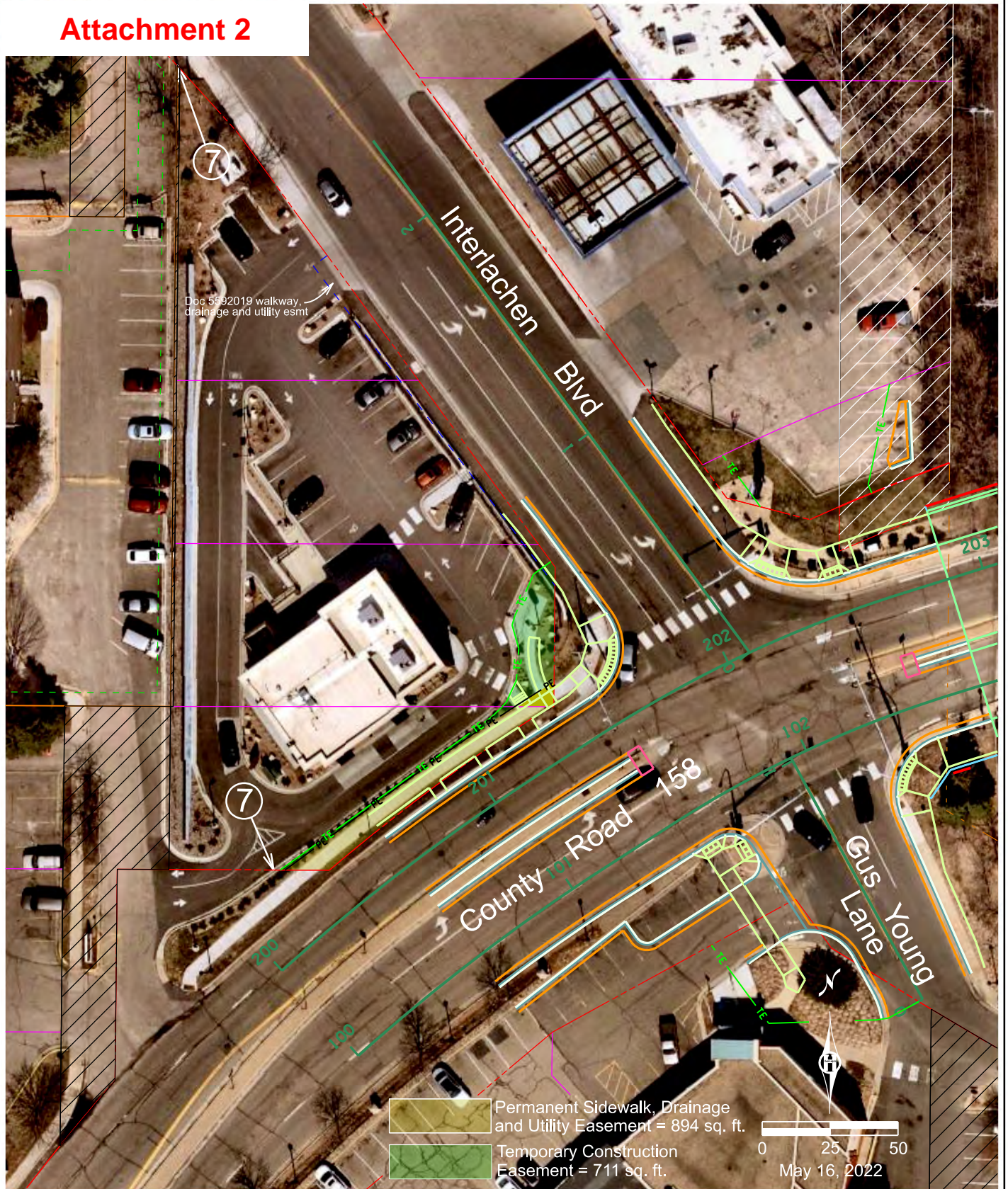
**HENNEPIN COUNTY
LAND ACQUISITION
GROUP**
1600 Prairie Drive
Medina, MN 55340

OWNER: Hawthorne Place Edina, LLC
ADDRESS: 4912 Hawthorne Court
Edina
PID: 28-117-21-31-0072

PARCEL 5

CSAH 158
PROJECT 2176600

Attachment 2

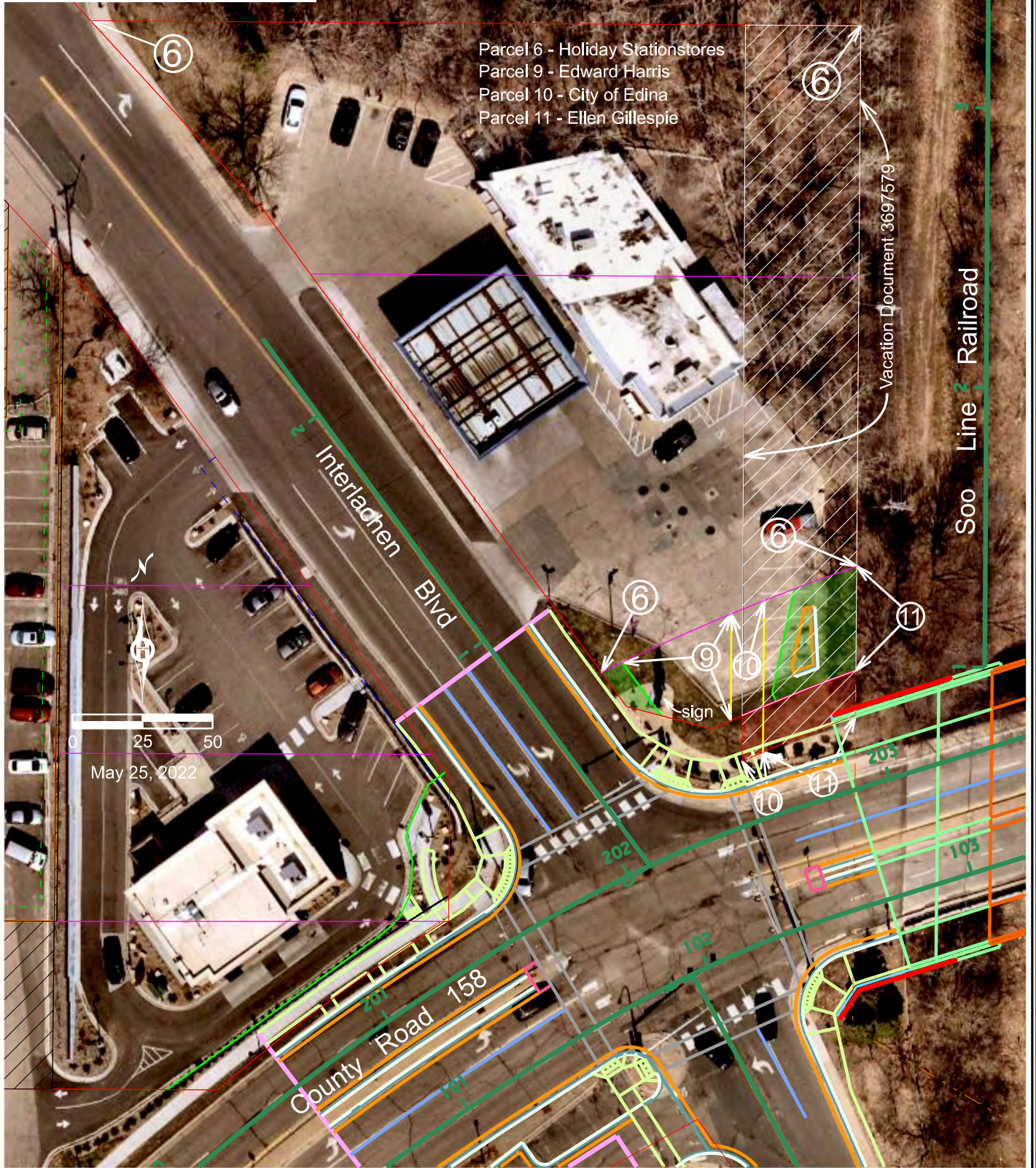


Hennepin
HENNEPIN COUNTY
LAND ACQUISITION
GROUP
 1600 Prairie Drive
 Medina, MN 55340

OWNER: Orion Investments Edina III, LLC
ADDRESS: 5000 Vernon Ave
 Edina
PID: 28-117-21-31-0027

PARCEL 7
CSAH 158
PROJECT 2176600

Attachment 2



Parcel 6 - Holiday Stationstores
 Parcel 9 - Edward Harris
 Parcel 10 - City of Edina
 Parcel 11 - Ellen Gillespie

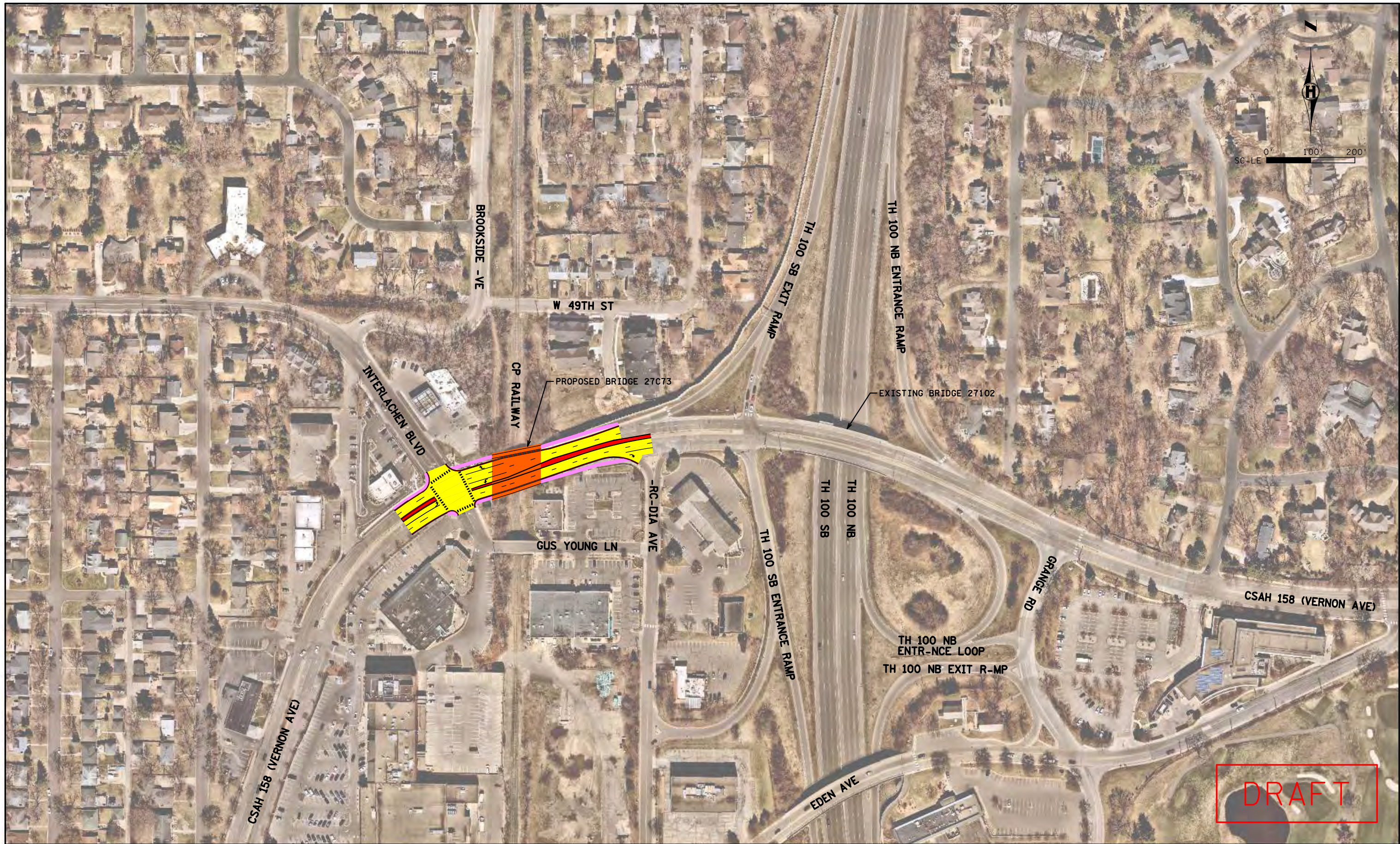
0 25 50
 May 25, 2022



**HENNEPIN COUNTY
 LAND ACQUISITION
 GROUP**
 1600 Prairie Drive
 Medina, MN 55340

OWNER:
ADDRESS: 5200 Interlachen Blvd
 Edina
PID: 28-117-21-31-0004

PARCEL 6, 9, 10, 11
CSAH 158
PROJECT 2176600



Attachment 3

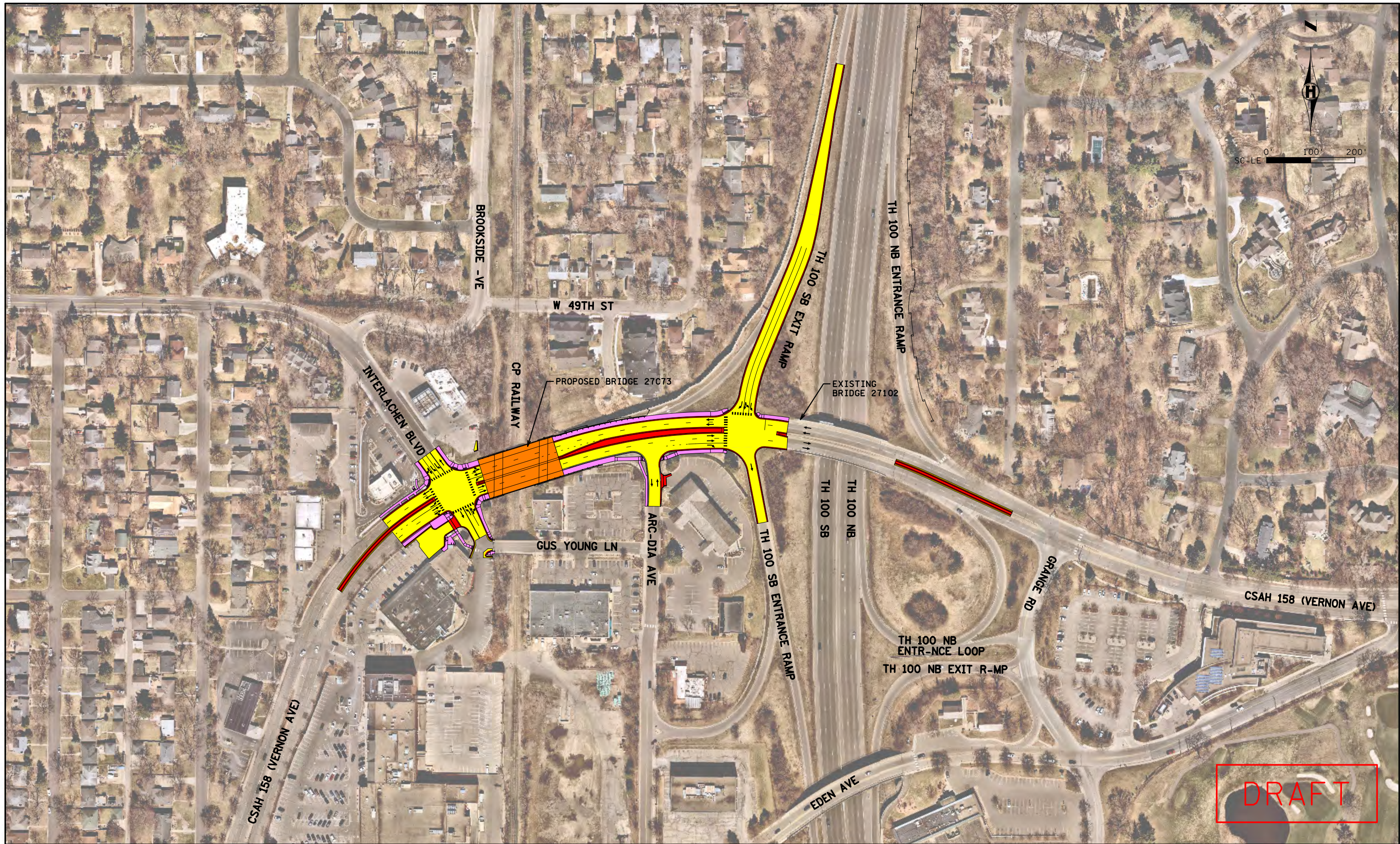
DESIGN BY: _____
 CAD BY: _____
 CHECKED BY: _____
 LAST REVISION: _____



ORIGINAL APPLICATION LAYOUT

CSAH 158 / HENNEPIN COUNTY PROJECT 2176600
 BRIDGE 27C73, SP 027-758-006, SP 2734-56 (TH 100)

SHEET



Attachment 4

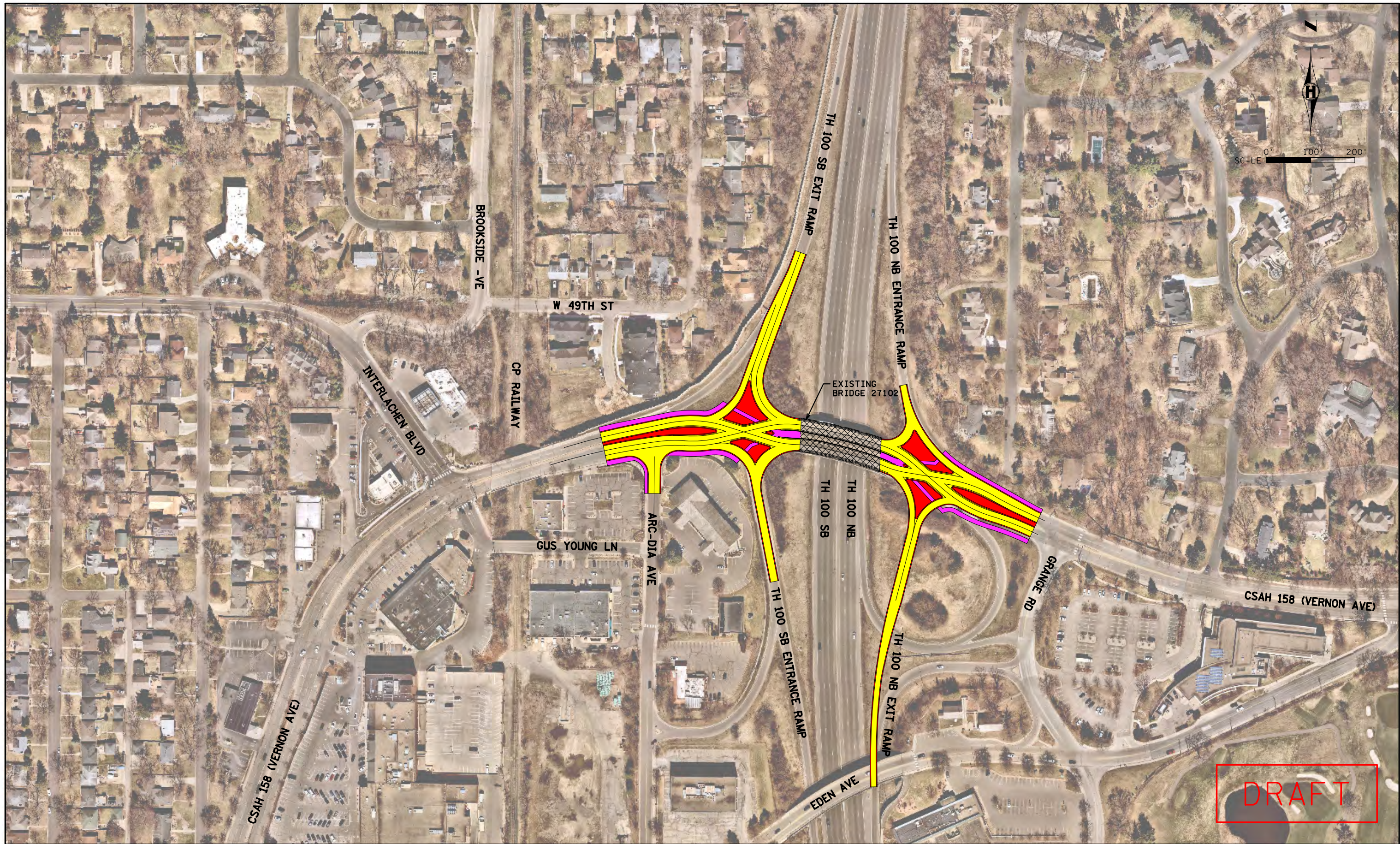
DESIGN BY: _____
 CAD BY: _____
 CHECKED BY: _____
 LAST REVISION: _____



PROPOSED LAYOUT WITH SCOPE CHANGE

CSAH 158 / HENNEPIN COUNTY PROJECT 2176600
 BRIDGE 27C73, SP 027-758-006, SP 2734-56 (TH 100)

SHEET



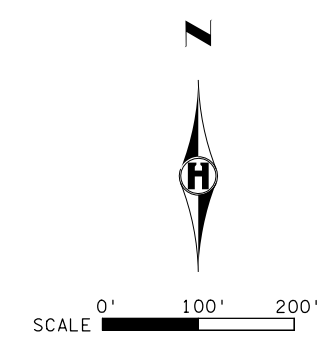
Attachment 5

DESIGN BY: _____
 CAD BY: _____
 CHECKED BY: _____
 LAST REVISION: _____

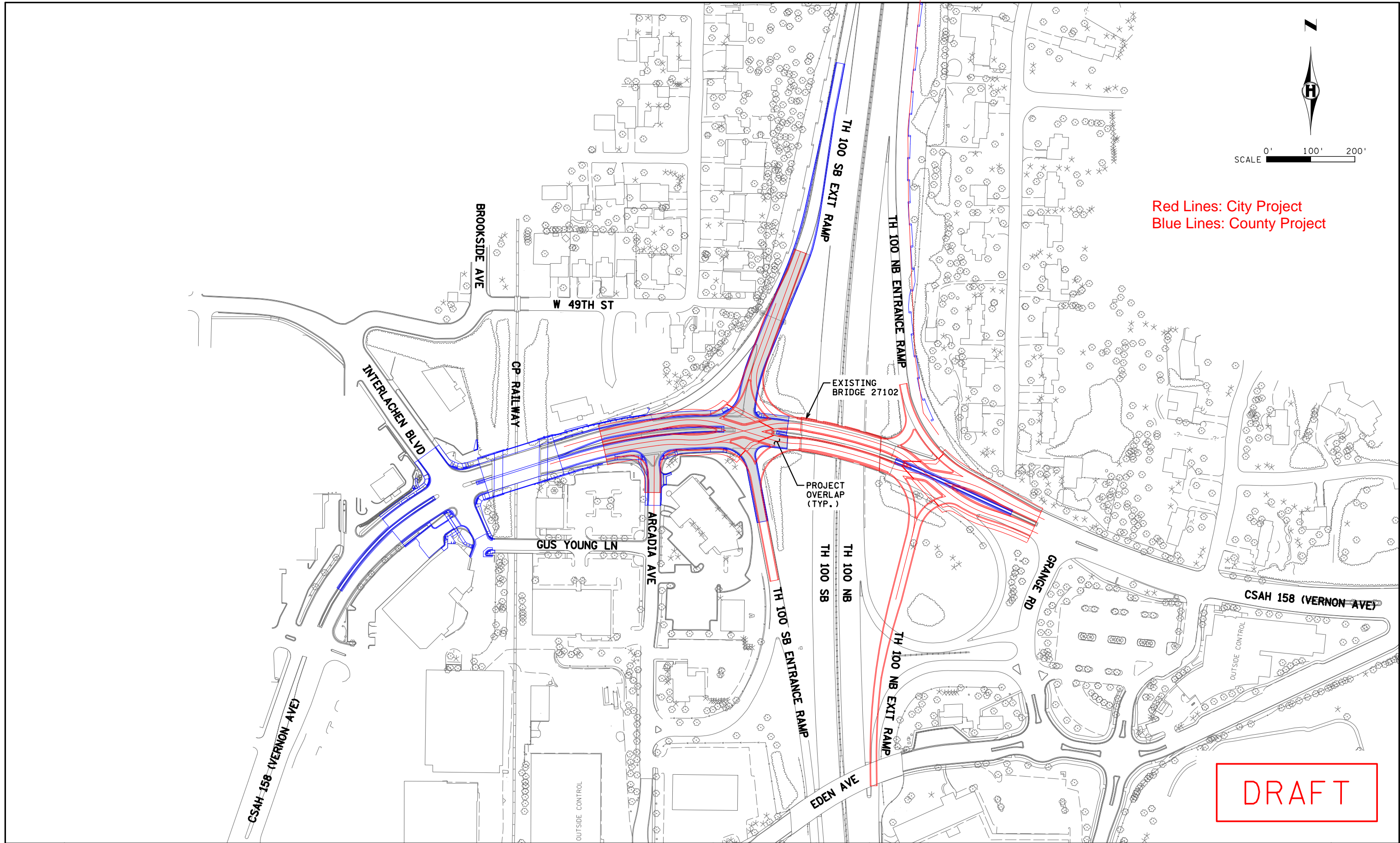


CITY OF EDINA APPLICATION LAYOUT

SHEET



Red Lines: City Project
Blue Lines: County Project



DRAFT

Attachment 6

DESIGN BY: _____
 CAD BY: _____
 CHECKED BY: _____
 LAST REVISION: _____



PROJECT OVERLAP EXHIBIT

SHEET

Attachment 7



December 15, 2022

Jason Staebell, P.E.
Principal Project Manager
Transportation Project Delivery - Design
1600 Prairie Drive
Medina, MN 55340

RE: Support for Regional Solicitation Program Year Change
Vernon Avenue (CSAH 158) Bridge #4510 Project over CP Rail

Dear Mr. Staebell:

The City of Edina hereby expresses its support for a program year change for the Hennepin County federal funded bridge project at CSAH 158 (Vernon Avenue) for Bridge #4510 over CP Rail to program year 2024. The City of Edina also has received federal funding for program year 2024 for an intersection improvement at Highway 100 Bridge #27102 in the form of a diverging diamond interchange.

This program year extension will allow both agencies an opportunity to combine the projects into one for economies of scale. Construction of a combined project will better utilize the public funding by reducing re-work and constructing both in 1-year to limit impacts to the traveling public and businesses.

The combined project will improve traffic operations, increase safety of pedestrians and cyclists, and rehabilitate and replace very important infrastructure.

Thank you for allowing us the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

A handwritten signature in black ink that reads "Chad A. Millner".

Chad A. Millner, P.E.
Engineering Director
City of Edina

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392

Regional Program Year Policy

The Regional Program Year Policy is intended to manage the development and timely delivery of transportation projects awarded federal funds through the TAB's Regional Solicitation Process.

Project sponsors awarded federal funds through the regional solicitation process are expected to get their project ready for authorization in their program year.

The program year is July 1 to June 30 of the year in which the project is originally programmed in the Transportation Improvement Program (TIP).

By April 1 of the program year, the project must meet the criteria on the attached sheet.

Additionally, if a regionally selected project is not ready to request authorization by June 15 of its program year, the project will not be carried over into the new TIP unless the project sponsor receives a program year extension from the TAB.

Project sponsors that have made significant progress but are delayed by circumstances that prevent them from delivering their projects on time must submit a request for a program year extension to the TAB Coordinator by December 31 of the project's program year.

The maximum length of a program year extension is one year. Projects are eligible for only one program year extension request.

If a program year extension is granted, funding the project will be contingent on the availability of federal funds. A project sponsor is responsible for funding the project until federal funding becomes available.

Projects receiving program year extensions will not receive an inflationary cost increase in their federal cost caps.

"Procedure to Request a Program Year Extension" is provided as Attachment 1.

Criteria for Meeting Program Year

Construction Projects through the FHWA Process:

- Environmental document approved – April 1
 - *Environmental Documentation draft submittal due December 1*
- Right of way certificate approved – April 1
 - *Condemnation proceedings formally initiated by February 28 with title and possession by June 1.*
- Final construction plans submitted and reviewed for standards, eligibility, funding and structural design – April 1
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Construction Projects through the FTA Process

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- Letting date can be set within 90 days
- FTA notification that grant approval imminent

Right of Way Only Projects through FHWA Process

- Environmental document approved – April 1
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Right of Way Only Projects through FTA Process

- Environmental document completed
- Appraisals over \$250,000 approved by FTA; under \$250,000 reviewed by Right of Way Section
- FTA notifies that grant approval is imminent
- OCPPM transfers funds
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Program Project

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

PROCEDURE TO REQUEST A PROGRAM YEAR EXTENSION

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

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

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

PROCESS AND ROLES

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

Action Transmittal

Transportation Advisory Board



Meeting Date: January 19, 2023

Date: January 12, 2023

Action Transmittal: 2023-10

Program Year Extension Request: Saint Paul Kellogg Bridge Replacement

To: TAC Funding & Programming Committee

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

Requested Action

Saint Paul requests a program year extension for its Kellogg Bridge replacement (SP# 164-158-028) from fiscal year 2023 to fiscal year 2024.

Recommended Motion

That the Funding & Programming Committee recommend that TAB approve Saint Paul's request to extend its Kellogg Bridge replacement (SP# 164-158-028) from fiscal year 2023 to fiscal year 2024.

Summary

Saint Paul was awarded \$7M in the 2020 Regional Solicitation to replace the Kellogg/3rd Street Bridge from Broadway Street to Maria Avenue. The city requests that the project be extended from 2023 to 2024 after supply-chain and cost concerns.

Background and Purpose

In the 2020 Regional Solicitation, the City of Saint Paul was awarded \$7M to replace the Kellogg/3rd Street Bridge (Broadway St. to Maria Ave). The project was programmed for fiscal year 2023. The city is requesting that the project be extended to fiscal year 2024 due to supply-chain shortages and 17.5% inflation for this type of bridge from 2020 to 2021.

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. This process helps assess whether the project is in position to be able to be obligated with the one-year extension. The request obtained a score of 10. Therefore, staff recommends approval of the request.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and

covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2028 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	<i>January 19, 2023</i>
Technical Advisory Committee	Review & Recommend	<i>February 1, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>February 15, 2023</i>





December 27, 2022

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

RE: PROGRAM YEAR EXTENSION REQUEST FOR SP 164-158-028, MSAS 158 (KELLOGG/3RD ST) FROM BROADWAY ST TO 0.04 MI W OF MARIA AVE IN ST PAUL – REPLACE BRIDGE NOS. 62080 AND 62080A WITH NEW BRIDGE 62666 INCLUDING APPROACH ROADWAYS AND INTERSECTIONS

Dear Mr. Thompson,

I am writing on behalf of the City of Saint Paul to respectfully request that the Funding and Programming Committee consider the program year extension for the reconstruction of Bridge No. 62080/62080A as referenced above.

“Kellogg-Third” Bridge No. 62080/62080A is a significant structure with a complex history and regional importance, connecting Lowertown Saint Paul with Dayton’s Bluff and T.H. 61 (Mounds)/I-94. The bridge functions as a gateway to major downtown facilities including CHS Field, Farmer’s Market and Union Depot.

The existing bridge was designed in 1980 and built in 1982 by MnDOT. Soon after, MnDOT re-routed T.H. 5 to follow E 7th Street and transferred ownership of Kellogg Boulevard and the Kellogg-Third Bridge to the City by Commissioner’s Orders. The structure is the longest (and one of the tallest) bridges owned and maintained by the City of Saint Paul. In 2014, structural analysis of bridge supports found that traffic cannot be supported on the outer portions of the bridge deck. Traffic was immediately removed from those portions of the bridge. City of Saint Paul committed local funds and sought external state and federal funds for a replacement bridge. In 2020, the project was awarded \$7M in Federal Regional Solicitation Grants, and State Legislature dedicated an additional \$52M of General Obligation Bonds to the project.

Design and engineering tasks are currently at 95% phase, on schedule to be “shovel-ready” in 2023.

Over the past two years, the bridge and road construction industry experienced widespread supply chain shortages and unprecedented cost escalations. Consecutive-year double-digit cost increases to numerous items (such as prestressed beams, disc bearings and steel reinforcement) outpaced historic inflation rates





SAINT PAUL
PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS
SEAN KERSHAW, DIRECTOR

25 West 4th Street, 1500 City Hall Annex
Saint Paul, MN 55102
Tel: 651-266-6100 | Fax: 651-266-6222

and resulted in a funding shortfall that must now be addressed to successfully deliver the project. As the City looks to close the funding gap in 2023, we respectfully ask that your office, with the help of your chairmanship, will embrace this project and provide your support for extension of the program year to 2024.

Should you require additional information, please do not hesitate to contact me directly at 651-266-6203 or at Paul.Kurtz@ci.stpaul.mn.us.

Sincerely,

Paul Kurtz, City Engineer
Department of Public Works

CC: Colleen Brown, MnDOT Federal Aid
Brent Christensen, Project Engineer (Saint Paul)
Glenn Pagel, City Bridge Engineer (Saint Paul)
Anne Weber, TAC F&P Committee Member (Saint Paul)

REQUEST FOR PROGRAM YEAR EXTENSION

For

SP 164-158-028

MSAS 158 (KELLOGG/3RD ST) FROM BROADWAY ST TO 0.04 MI W OF MARIA AVE IN ST PAUL – REPLACE
BRIDGE NOS. 62080 AND 62080A WITH NEW BRIDGE 62666 INCLUDING APPROACH ROADWAYS AND
INTERSECTIONS

City of Saint Paul, MN

REQUESTED BY:

Paul Kurtz

Phone: +1-651-266-6203

Email:

Paul.Kurtz@ci.stpaul.mn.us

1. PROJECT BACKGROUND

a) Project Name: SP 164-158-028, MSAS 158 (KELLOGG/3RD ST) FROM BROADWAY ST TO 0.04 MI W OF MARIA AVE IN ST PAUL – REPLACE BRIDGE NOS. 62080 AND 62080A WITH NEW BRIDGE 62666 INCLUDING APPROACH ROADWAYS AND INTERSECTIONS

b) Location Map: City of Saint Paul, MN

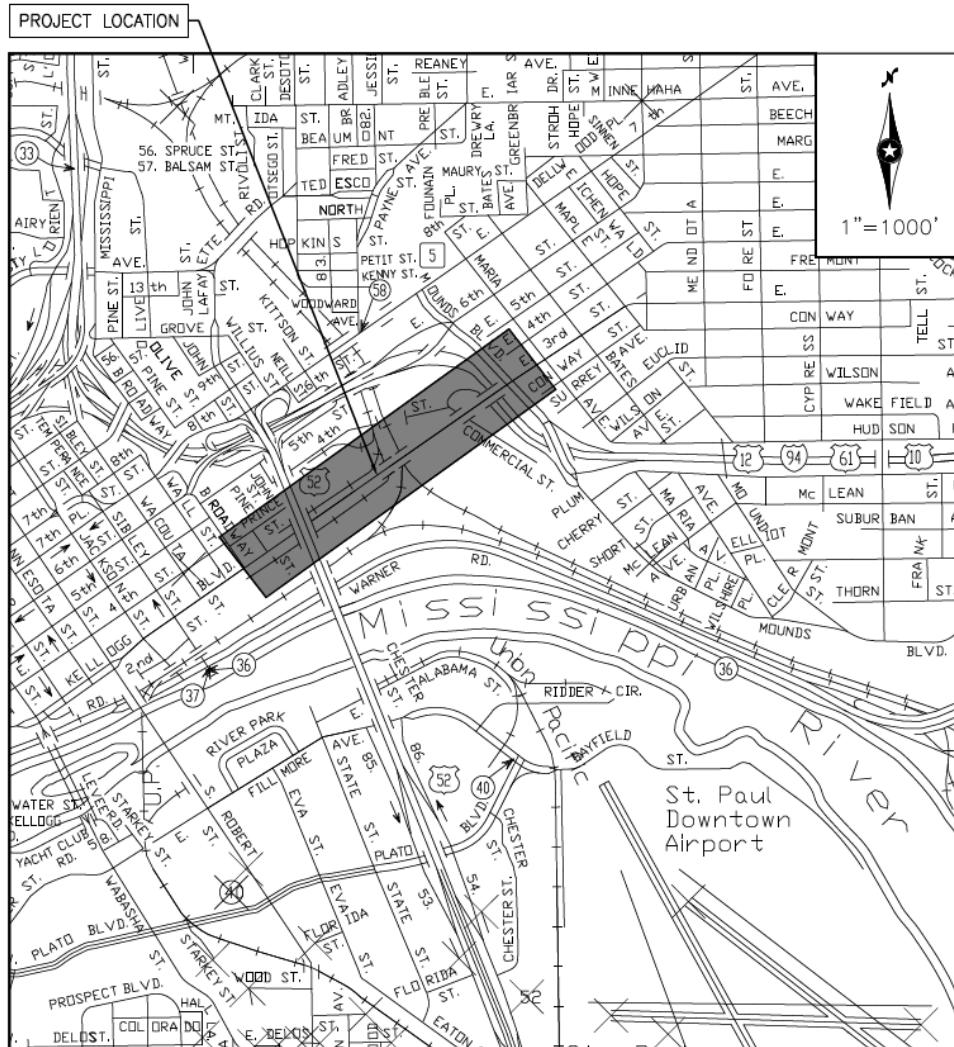


Figure 1 – Project Location Map

c) Sponsoring Agency: City of Saint Paul, MN

d) Other Participating Agencies: N/A

e) Project Description: Reconstruct Bridge Nos. 62080/62080A, walls, approach roadways and intersections including signal systems, on Kellogg Boulevard/Third Street from Broadway Street to Mounds Boulevard

f) Funding Category:

The project is funded as tabulated below:

Source	Amount (\$)
Federal Regional Solicitation Grant LBRP FY 2023	7,000,000.00
State GO Bonds STBGP	52,000,000.00
Local Sources	3,737,000.00
Total Budget	62,737,000.00

g) Federal Funds Allocated:

Federal funds in the amount of \$7,000,000 have been secured for Fiscal Year 2023.

2. PROJECT PROGRESS

a) Project Schedule:

The list below outlines the project schedule from preparation of preliminary plans to approval of project memorandum to approval of final plans for construction. The dates highlight current project status and upcoming milestones for the project. Future activity dates anticipate program year extension.

Completed/In Progress Activity / Milestone Date Completed

- MnDOT Level 2 Layout Completed – 9/16/2020
- BNSF/UP Railroad Concept Plan Submittal 7/16/21
- BNSF/UP Railroad 30% Plan Submittal 10/27/21
- 60% Roadway Plans Submitted 11/05/21
- Preliminary Bridge Plans Approved 11/08/21
- Draft Project Memorandum (CATEX) Submitted – 12/1/21
- 60% Bridge Plans Submitted 4/18/22
- 90% Bridge & Roadway Plans, Specifications, Estimates, and 60% Design comment responses Submitted 9/12/22
- BNSF/UP Railroad Final Plan Submittal 9/12/22
- UP Railroad Final Plan Approval 10/18/22
- BNSF Railroad Final Plan Approval 11/8/22
- Final Project Memorandum (CATEX) Approved 11/16/2022
- UP Railroad Construction & Maintenance Agreement – Started 12/1/22 (in progress)
- BNSF Railroad Construction & Maintenance – Started 12/1/22 (in progress).

Future Activity / Anticipated Completion Date

- ROW Certificate #1 – September 2023*
- Final Plans Approval and Authorization – October 2023
- Project Bid Opening – December 2023
- Desired Construction Start – January/February 2024

*See part (b) for detail related to ROW Certificate completion and subsequent future activity dates.

b) Right of Way Acquisition:

The City began conducting its Real Estate activities in February 2020, clarifying land ownership and existing property rights upon the 22 parcels that are affected by project activities. Several right-of-way tasks were successfully completed as appropriate and necessary to reconstruct the bridge. For example, in September 2021 the City recorded an amendment to existing DNR Conservation Easement on city-owned parcels within Bruce Vento Nature Sanctuary (below the central portion of the bridge). Also starting in 2021, the City approached all property owners to coordinate construction needs and acquire permanent and/or temporary easements. The City performed title work and property valuation of all affected parcels. Offer letters were sent out in Spring 2022, and City Real Estate staff negotiated terms and easement offers with property owners into Summer 2022. At the time of the 95% engineer's cost estimate, the City was on track to acquire all necessary easements by year-end 2022 and to submit Right of Way Certificate #1 early in 2023, supporting a June 2023 project authorization date and bidding and construction activities in the second half of 2023. Upon confirming a project funding shortfall, the City approached property owners to determine willingness to amend terms such that the shortfall could be adequately addressed. Options considered included specifying a 'floating' start date that would be tied to Contract Award, or increasing the duration of easements from three years to four or five years. Property owners presented with such options indicated opposition to open-ended start dates and concerns about future valuations or the taking of longer easements that could restrict the sale or redevelopment of their property. Likewise, the City recognizes a significant future risk in entering into easements before securing necessary project funds, should they expire during construction. Negotiating new easements or extensions during construction would be complicated and costly, especially considering the number of affected parcels.

Notably, at the time that the funding shortfall was identified in September 2022, the City had already made offers, met with all affected property owners, and negotiated mutually-acceptable terms for permanent and (three-year) temporary easements. It is expected that when funding is resolved and a construction timeframe is re-established, right-of-way acquisition will resume and be completed in a timely manner and without need for condemnation. Project schedule dates noted in section (a) above assume that project funding will be secured during the first half of 2023, and allows for a 90-day period to secure right-of-way acquisition agreements from property owners (which include private owners, county agency, and railroads).

Right-of-way plan sheets are included as attachments to this narrative.

c) Plans:

The City's design consultant (SRF Consulting) completed 95% construction plans in September 2022 and submitted to review agencies: MnDOT State Aid, Union Pacific Railroad, and BNSF Railway. Final comments were received by all external agencies. The City has since put final plan and specification revisions on temporary hold, acknowledging the critical path priorities of project financing and right-of-way acquisition. The City and its consultant expect that the minor remaining design tasks can be completed within 90 days.

Cover sheets, general layouts, typical sections, right-of-way plans, and bridge general plan and elevation sheets are provided as attachments to this narrative.

d) Permits:

Table 1 – Permits required.

PERMITS		
Permitting Agency	Required (Y/N)	Permit Status
DNR	No	No DNR properties will be impacted
MPCA – NPDES	Yes	Application completed, awaiting submittal of permit fee by City.
Capitol Regions Watershed District	Yes	Conditionally approved, awaiting approval of NPDES permit.
US Army Corp. of Engineers	Yes	Completed – Falls under USACOE Transportation Region General Permit
Board of Water and Soil Resources	No	Concerns waived under the USACOE General Permit
Railroad	Yes	In progress by Union Pacific and BNSF Railroads.
MnDOT	Yes	Detour permit application to be submitted with final design plans.
FAA	Yes	Completed – FAA obstruction permit obtained on 9/19/2022

e) Approvals:

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

Table 2 – Agency Approval Required

AGENCY APPROVAL REQUIRED		
Agency for Approval	Requirement	Status
MnDOT State Aid	Project Memorandum	Approved 11/16/2022
	Preliminary Plans	Prelim bridge approved 11/8/21 60% roadway plans submitted 11/05/21 60% bridge plans submitted 4/18/22 90% roadway & bridge plans submitted 9/12/22
	Final Plans and Specifications	Anticipated March 2023
Union Pacific Railroad	Concept Submittal	Completed – 7/16/21
	30% Submittal	Completed – 10/27/21
	Final Submittal	Approved – 10/18/22
BNSF Railway	Concept Submittal	Completed – 7/16/21
	30% Submittal	Completed – 10/27/21
	Final Submittal	Approved – 11/08/22

f) Identified Funds Spent to Date on Project:

City of Saint Paul committed local project funds to advance the design phase to 95% completion status. Approximate expenditures to December 2022 include \$3M for City staff project management and administration, consultant engineering services, and external review agency fees.

3) Justification for Extension Request:

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

The existing bridge was built in 1982 by MnDOT. Soon after, MnDOT re-routed T.H. 5 to follow E 7th Street and transferred ownership of Kellogg Boulevard and the Kellogg-Third Bridge to the City by Commissioner's Orders. The structure became the longest (and one of the tallest) bridges owned and maintained by the City of Saint Paul. The bridge replacement need was a sudden and unanticipated result of a 2014 structural analysis of the bridge supports, which found that traffic cannot be supported on the outer portions of the bridge deck. The City sought project funding for several years, and in 2020 was awarded \$7M Federal Regional Solicitation Grant and \$52M State General Obligation Bond funds. At the time of funding, total budget was adequate to deliver the project, and the City began design.

Recent world events, including COVID-19 pandemic and Russian invasion of Ukraine, contributed to widespread supply chain shortages and unprecedented inflation rates. Two reports that serve to illustrate and quantify these increases are provided for reference:

- 1) The most recently published (2021) MnDOT State Aid Bridge Office Cost Report recorded a 17.5% increase in average bridge cost from 2020 to 2021, for prestressed precast concrete beam bridge type. https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docid=17981678
- 2) Associated General Contractors (AGC) published a July 2022 Construction Inflation Alert that utilized U.S. Bureau of Labor Statistics data and indicated alarming production price index (PPI) trends: for example, the steel mill index more than doubled between April 2020 and June 2022, and the bid price index soared 19.8% from June 2021 to June 2022. https://www.agc.org/sites/default/files/users/user21902/Construction%20Inflation%20Alert%20Cover_Jul2022_V4.pdf

Comparison of project cost estimates prepared at key stages of design (preliminary in January 2020, interim in May 2021, and final in 2022) track successive project cost increases that resemble the 2020-2021 and 2021-2022 bid price reports noted above. In Summer 2022, the project team attempted to offset price increases with cost-reduction measures. However, because the replacement bridge already utilizes the most economical methods of bridge construction available (driven steel pile foundation, reinforced concrete substructures, prestressed precast concrete beams, structural concrete deck, standard slip-form barrier) very few material substitutions, scope reductions, or design alternatives exist to reduce the cost of the bridge as-proposed.

Though not without challenge, a local agency such as the City of Saint Paul could potentially mitigate unprecedented cost inflation on its local bridge projects, by re-allocation of its local road and bridge improvement program, and deferral of some lesser priority projects. Kellogg-Third Bridge is no ordinary local bridge structure, however, and the immense scale of the bridge, multiplied by actual 2020-2022 bid price increases, results in a substantial and unforeseeable funding gap.

Extension of the program year is necessary to preserve the \$7M Federal Regional Solicitation Grant funds that have been allocated to the project while the City acts to resolve the funding gap in 2023.

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

If the project is not delivered in FY 2023, the existing Federal funds are at-risk and the project funding shortfall will increase by an additional \$7M.

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

If the project does not obtain the requested extension, the City of Saint Paul may be unable to secure necessary right-of-way (temporary easements that require known construction duration) and advance the project to authorization. Consequently, the existing Federal funds are at-risk and the project funding shortfall will increase by an additional \$7M.

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

The City's top priority will be to solve the funding gap associated with the Kellogg-Third Bridge Replacement Project. The City will continue to evaluate and pursue all potential sources for additional funding at local, state and federal levels.

- As a recurrent program, Regional Solicitation Grant is one important component of capital project planning.
- Between 2015 and 2020, the City requested direct appropriation for the State legislature, and is considering submitting a 2023 request, citing the unprecedented cost escalations that were experienced in years following State contribution to the project.
- Other special Federal Grant sources have been evaluated for funding viability, including the Bridge Improvement Program (BIP) and Reconnecting Communities. The City will submit the Kellogg-Third Bridge Replacement Project to any and all grants for which the project appears to be a likely candidate for program award.

ATTACHMENTS:

95% Roadway Set

Cover Sheet

General Layout

Typical Sections (8 sheets)

Right-of-Way Plans (4 sheets)

95% Bridge Set

Cover Sheet

General Plan and Elevation (4 sheets)

Bridge Underpass Detail and Typical Section (2 sheets)

Regional Program Year Policy

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

Attachment 1: Progress Schedule for Program Year Extension

Enter request date

INSTRUCTIONS:

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

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM

Reviewed by State Aid If checked enter 4. _____
Date of approval 05/18/22

Completed/Approved If checked enter 5. 5
Date of approval 11/16/22

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

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

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

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

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

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

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

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

STUDY REPORT (required for Environmental Assessment Only)

____ Complete/Approved If checked enter 1. _____
Date of Approval _____

____ Not Complete
Anticipated Date of Completion _____

Regional Program Year Policy

TAB Adopted: April 17, 2013

Administrative Modifications: August 20, 2014

CONSTRUCTION PLANS

_____ Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date 10/05/22 If checked enter 2. 2
_____ Not Complete
Anticipated Date of Completion _____
If prior to June 30 of the program year, enter 1. _____

RIGHT OF WAY ACQUISITION

_____ Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion 09/31/23
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. 2
Date 09/12/22
_____ 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 12/01/23.
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

10

MINNESOTA DEPARTMENT OF TRANSPORTATION CITY OF ST. PAUL RAMSEY COUNTY, MINNESOTA

BRIDGE NO. 62666
S.P. 164-158-028
C.P. B-1202
LOCATED ON: KELLOGG BOULEVARD
FROM: BROADWAY STREET
TO: 0.04 MILES W. OF MARIA AVE

GROSS LENGTH3720.86... FEET0.705... MILES
BRIDGE LENGTH2106.50... FEET0.399... MILES
EXCEPTIONS LENGTH FEET MILES
NET LENGTH3718.86... FEET0.704... MILES

PLANS FOR: GRADING, AGGREGATE BASE, BITUMINOUS PAVING, SIGNAL LAYOUTS, DRAINAGE, RETAINING WALLS, LIGHTING,
LANDSCAPE DESIGN, AND BRIDGE NO. 62666

PLAN SYMBOLS

PRESENT RIGHT-OF-WAY LINE	----
PROPERTY LINE	----
CONC. RETAINING WALL	----
RAILROAD	----
RAILROAD RIGHT-OF-WAY LINE	----
RIVER OR CREEK	----
DRAINAGE DITCH	----
DRAIN TILE	----
CULVERT	----
DROP INLET	----
GUARD RAIL	----
WOVEN WIRE FENCE	----
CHAIN LINK FENCE	----
REMOVE FENCE	----
REMOVE RETAINING WALL	----
RAILROAD CROSSING SIGN	----
RAILROAD CROSSING BELL	----
ELECTRIC WARNING SIGN	----
CROSSING GATE	----
MEANDER CORNER	----
MAIL BOX CORNER	----
FIRE HYDRANT	----
BUILDING (One Story Frame)	----
F-FRAME	----
S-STONE	----
B-BRICK	----
C-CONCRETE	----
T-TILE	----
ST-STUCCO	----
IRON PIPE OR ROD	----
MONUMENT (STONE, CONCRETE, OR METAL)	----
WOODEN HUB	----

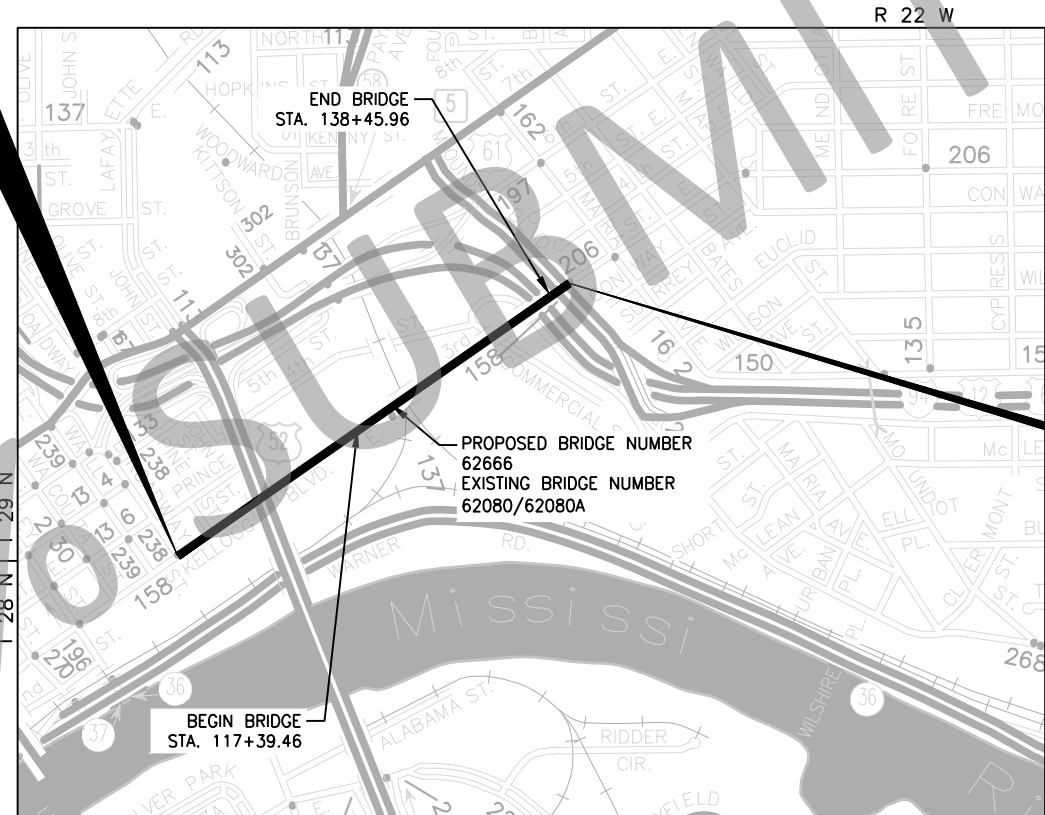
UTILITY SYMBOLS

POWER POLE LINE	----
TELEPHONE POLE LINE	----
JOINT TELEPHONE AND POWER ON POWER POLES	----
JOINT TELEPHONE AND POWER ON TELEPHONE POLES	----
ANCHOR	----
EXISTING STORM STRUCTURES	----
EXISTING WATERMAIN STRUCTURES	----
EXISTING STREET LIGHT (PEDESTAL)	----
EXISTING STREET LIGHT (COBRA)	----
PEDESTAL (TELEPHONE CABLE TERMINAL)	----
GAS MAIN	----
WATER MAIN	----
CONDUIT	----
TELEPHONE MANHOLE	----
ELECTRIC MANHOLE	----
BURIED TELEPHONE CABLE	----
BURIED ELECTRIC CABLE	----
AERIAL TELEPHONE CABLE	----
SEWER, (SANITARY)	----
SEWER, (STORM)	----
REMOVE STORM SEWER	----
SANITARY MANHOLE	----
HANDHOLE	----

BEGIN CONSTRUCTION
S.P. 164-158-028
C.P. B-1202
KELLOGG-EB
STA. 103+03.06

AGREEMENT NO.
CITY OF SAINT PAUL
SP 6283-261 (TH94=108)

METRO DISTRICT



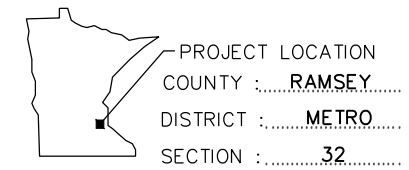
END CONSTRUCTION
S.P. 164-158-028
C.P. B-1202
KELLOGG-EB
STA. 140+23.95

DESIGN DESIGNATION FOR: KELLOGG

R-VALUE	30
ESALS (20)	1667000
ADT CURRENT YEAR (2021)	9900
ADT FUTURE YEAR (2041)	10500
PAVEMENT DESIGN	10 TON
FUNCTIONAL CLASSIFICATION	MAJOR COLLECTOR
NO. OF TRAFFIC LANES	4
NO. OF PARKING LANES	1
Design Speed	30 MPH
Height of eye / Height of Object	3.5' / 2.0'
Design Speed not achieved at:	N/A

SCALES

INDEX MAP	750'
GENERAL LAYOUT	150'
PLAN	25'
PROFILE	2.5' HORIZ. / 2.5' VERT.
X-SECTION	5' HORIZ. / 5' VERT.



PLAN REVISIONS

DATE	SHEET NO.	APPROVED BY

MINN. PROJ. NO.
GOVERNING SPECIFICATIONS
THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION", SHALL GOVERN.
ALL TRAFFIC CONTROL DEVICES SHALL CONFORM AND BE PLACED IN ACCORDANCE WITH THE MOST RECENT EDITION OF "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD) AND PART VI, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS".
CITY OF ST. PAUL 2021 STANDARD SPECIFICATION FOR UTILITY AND STREET CONSTRUCTION.
CITY ENGINEERS ASSOCIATION (CEAM) STANDARD SPECIFICATIONS, 2018 EDITION

INDEX

SHEET NO.	SHEET DESCRIPTION
1	TITLE SHEET
2	GENERAL LAYOUT
3-6	STATEMENT OF ESTIMATED QUANTITIES
7-26	STANDARD PLATES
27	EARTHWORK SUMMARY & TABULATIONS
28	CONSTRUCTION & SOIL NOTES
29-31	TABULATIONS
32-46	EXISTING UTILITY TABULATIONS
47	PROPOSED UTILITY PLANS
48-55	TYPICAL SECTIONS
56-69	STANDARD PLANS
70-75	ALIGNMENT PLANS AND TABULATIONS
76-82	INPLACE TOPOGRAPHY AND UTILITY PLANS
83-89	REMOVAL PLANS
90-93	RIGHT-OF-WAY PLANS
94-96	SITE PLANS
97-109	CONSTRUCTION PLAN & PROFILE
110-112	CURB PROFILE PLANS
113-116	SUPERELEVATION PLANS
117-118	INTERSECTION DETAILS
119-122	PEDESTRIAN CURB RAMP DETAILS
123-124	BUS STOP DETAILS
125-133	DRAINAGE PLANS AND PROFILES
134	DRAINAGE TABULATION
135-142	DRAINAGE DETAILS
143-145	STORM WATER POLLUTION PREVENTION PLAN
146-152	EROSION CONTROL TURF ESTABLISHMENT PLANS
159-158	LANDSCAPE PLANS AND DETAILS
160-162	CONTOUR PLANS
163-190	TRAFFIC CONTROL PLANS
192-212	SIGNING & STRIPING PLANS
213-220	LIGHTING PLANS AND DETAILS
221-235	SIGNAL PLANS
WR1-WR25	RETAINING WALL GENERAL NOTES AND DETAILS
WR26-WR31	RETAINING WALL A
WR32-WR38	RETAINING WALL B
WR39-WR41	RETAINING WALL C
WR42-WR44	RETAINING WALL D
WR45-WR48	WEST APPROACH BARRIER & WALK DETAILS
XS1-XS3	CROSS SECTIONS MATCHLINE LAYOUT
XS4-XS33	CROSS SECTIONS
B1-B207	BRIDGE # 62666

THIS PLAN CONTAINS **524** SHEETS

SRF

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNATURE _____
DATE _____ LIC. NO. 45427 PRINT NAME GEORGINA STANLEY-WOJCYLA

APPROVED20.....
CITY ENGINEER, CITY OF SAINT PAUL	
APPROVED20.....
DISTRICT TRANSPORTATION ENGINEER	
DISTRICT STATE AID ENGINEER:20.....
REVIEWED FOR COMPLIANCE WITH STATE AND FEDERAL AID RULES/POLICY	
APPROVED FOR STATE AND FEDERAL AID FUNDING: STATE AID ENGINEER20.....

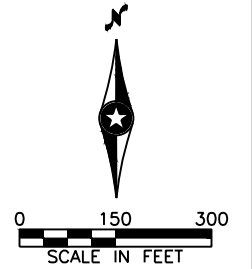
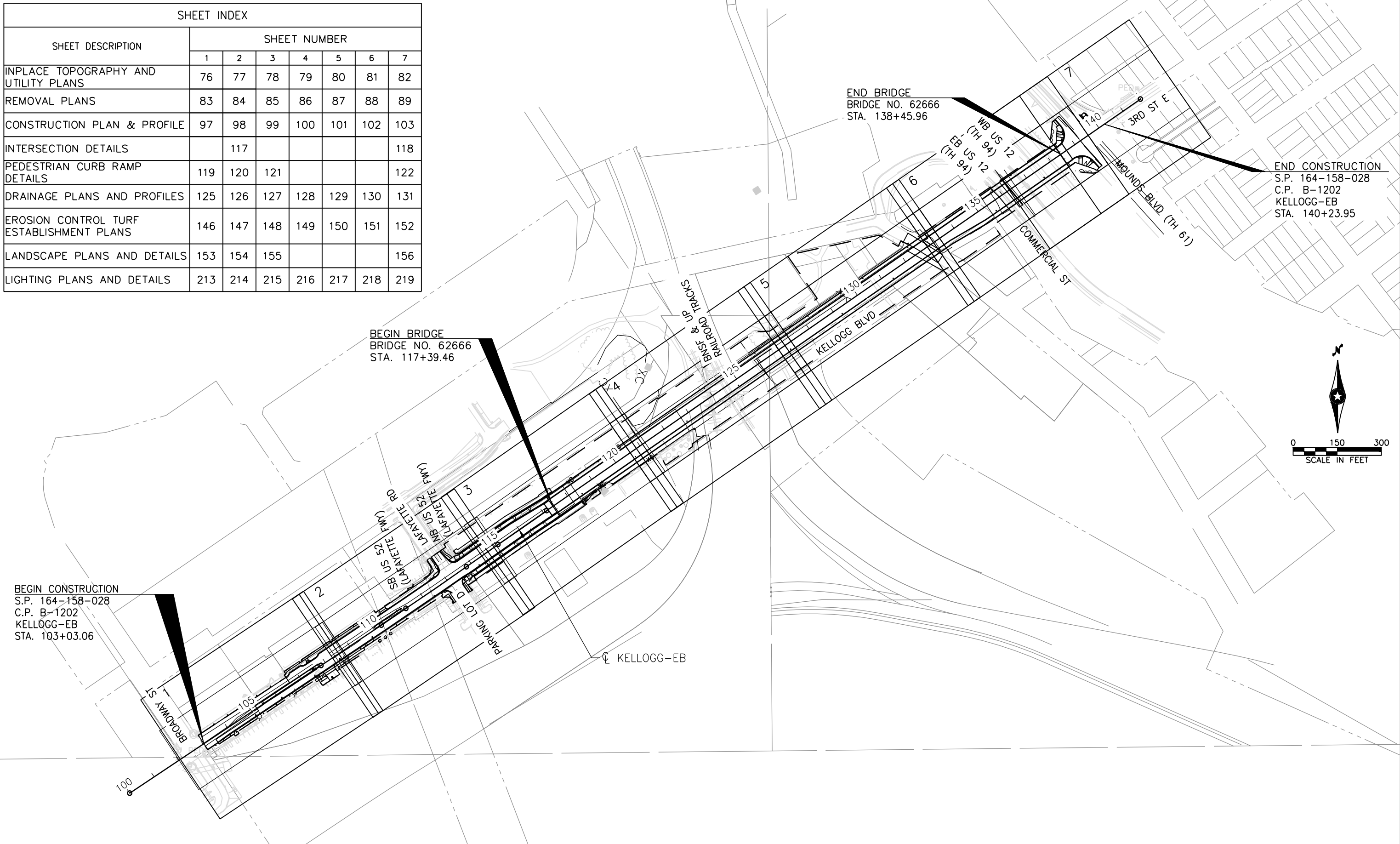
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September 8, 2022 - 10:33:43AM
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THIS PLAN AND/OR SPECIFICATION WAS PREPARED SPECIFICALLY FOR THIS PROJECT, AND ANY RE-USE OF DETAILS OR SPECIFICATIONS ON OTHER PROJECTS IS NOT INTENDED OR AUTHORIZED BY THE DESIGNER. LIABILITY FOR ANY RE-USE ON OTHER PROJECTS IS THE RESPONSIBILITY OF THE PERSON, AGENCY, OR CORPORATION USING PLAN OR SPECIFICATION DATA FROM THIS PROJECT.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO GUIDELINES OF CI/ASCE 38-02. ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

S.P. 164-158-028 S.P. 6283-261 (TH 94-108)
C.P. B-1202
SHEET NO. 1 OF 235 SHEETS

SHEET INDEX							
SHEET DESCRIPTION	SHEET NUMBER						
	1	2	3	4	5	6	7
INPLACE TOPOGRAPHY AND UTILITY PLANS	76	77	78	79	80	81	82
REMOVAL PLANS	83	84	85	86	87	88	89
CONSTRUCTION PLAN & PROFILE	97	98	99	100	101	102	103
INTERSECTION DETAILS		117					118
PEDESTRIAN CURB RAMP DETAILS	119	120	121				122
DRAINAGE PLANS AND PROFILES	125	126	127	128	129	130	131
EROSION CONTROL TURF ESTABLISHMENT PLANS	146	147	148	149	150	151	152
LANDSCAPE PLANS AND DETAILS	153	154	155				156
LIGHTING PLANS AND DETAILS	213	214	215	216	217	218	219

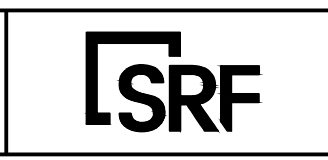


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 BRENT BOKEMPER
 2315 (LMS TECH) | C:\Users\bokemper\AppData\Local\Temp\Rooming\Autodesk\C3D_2020\enu\

NO	DATE	BY	CKD	APPR

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 Print Name: **MARK REDINGER**
 Date: **---/---/---** License # **59198**

STATE AID PROJECT NO. 164-158-028
 STATE PROJECT NO. 6283-261 (TH 94)
 COUNTY PROJECT NO.
 CITY PROJECT NO. B-1202
 DRAWN BY BDB
 DESIGNED BY ADG
 CHECKED BY SAS
 COMM. NO. 11371



SAINT PAUL, MINNESOTA
GENERAL LAYOUT
 KELLOGG/3RD STREET BRIDGE REPLACEMENT

SHEET
2
 OF
235

GENERAL NOTES:

ALL CROSS SLOPES ARE IN FT/FT

ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED

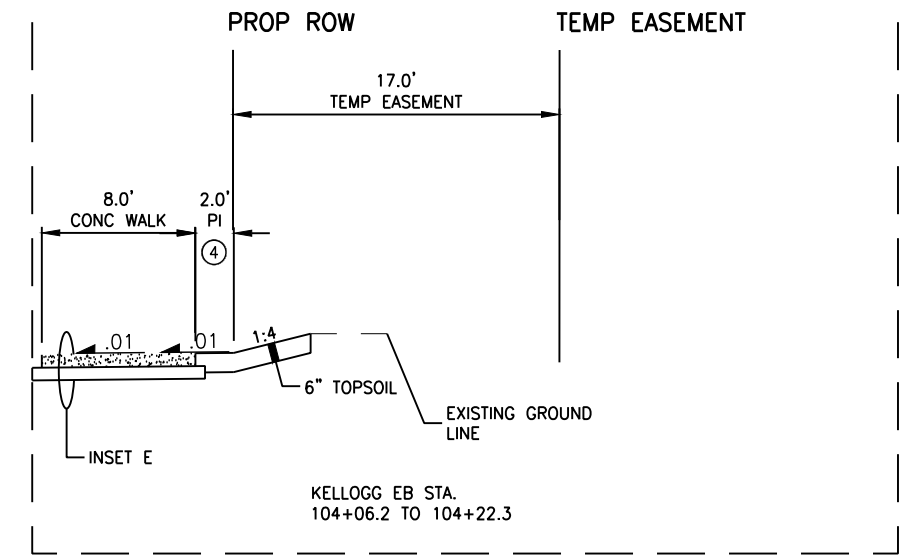
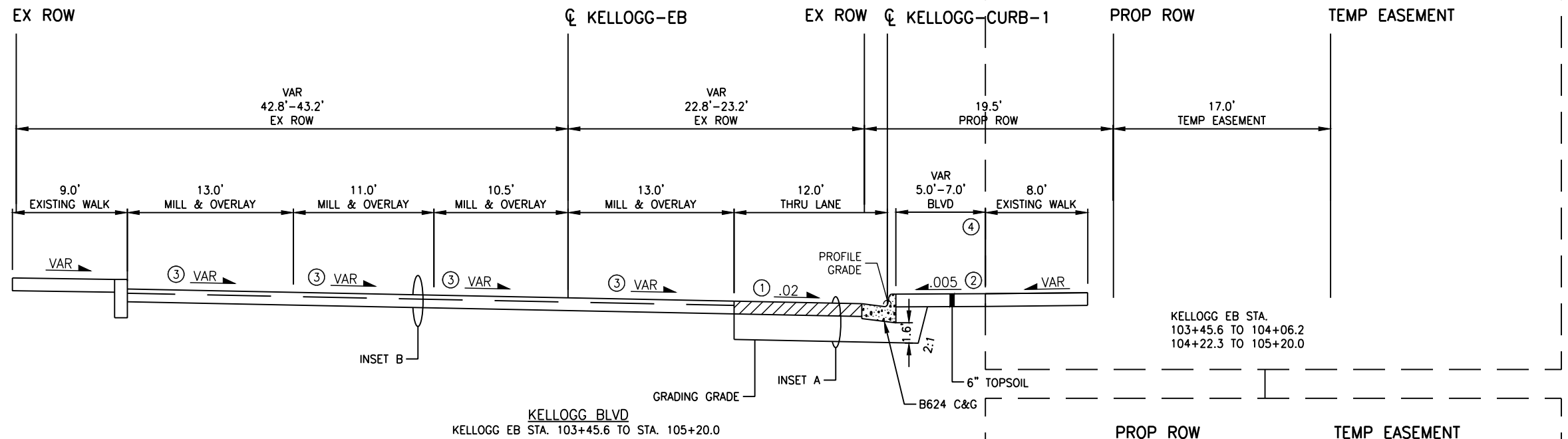
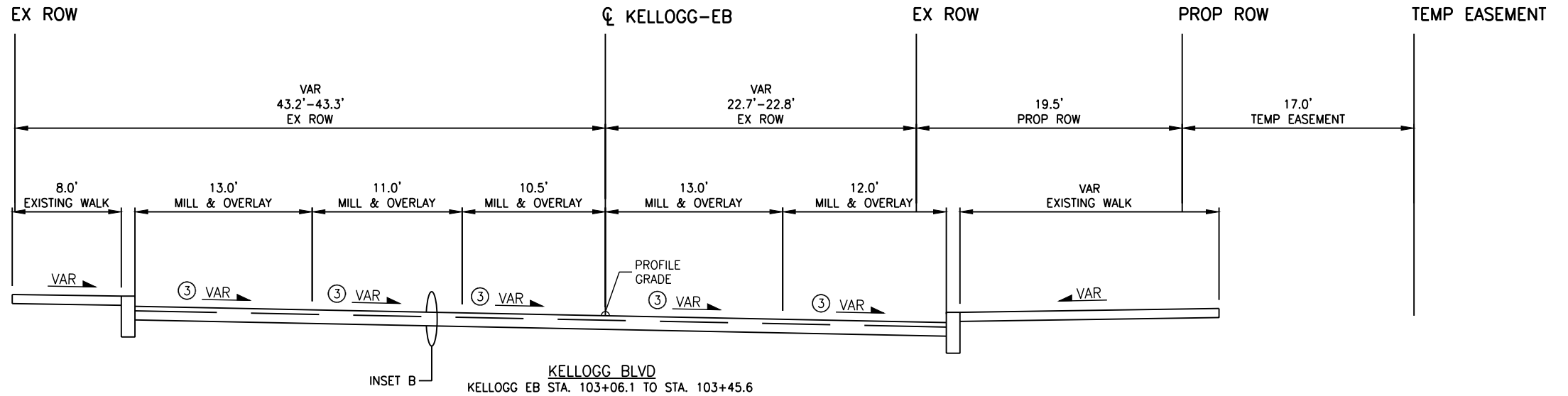
BOULEVARD DIMENSIONS START FROM BACK OF CURB UNLESS OTHERWISE NOTED.

SEE RETAINING WALLS PLAN SHEETS WR27 - WR43 FOR RETAINING WALL INFORMATION

SEE SIGNING AND STRIPING PLAN SHEETS 192 - 211 FOR LANE CONFIGURATIONS AND MARKINGS.

NOTES:

- ① SEE SUPERELEVATION PLANS SHEETS 113 - 116 FOR ROAD CROSS SLOPE
- ② VARIABLE BOULEVARD GRADE 0.5% TO 4.0% KELLOGG EB STA. 104+10.0 TO 104+25.0
- ③ MATCH EXISTING ROAD CROSS SLOPE
- ④ 2.0' OBSTACLE CLEAR ZONE FROM EDGE OF WALK



ADAM GARFIELD | 8/29/2022 11:34:43 AM
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NO	DATE	BY	CKD	APPR

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STATE AID PROJECT NO. 164-158-028
 STATE PROJECT NO. 6283-261 (TH 94)
 COUNTY PROJECT NO.
 CITY PROJECT NO. B-1202

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 DESIGNED BY ADG
 CHECKED BY SAS
 COMM. NO. 11371



SAINT PAUL, MINNESOTA
 TYPICAL SECTIONS
 KELLOGG/3RD STREET BRIDGE REPLACEMENT

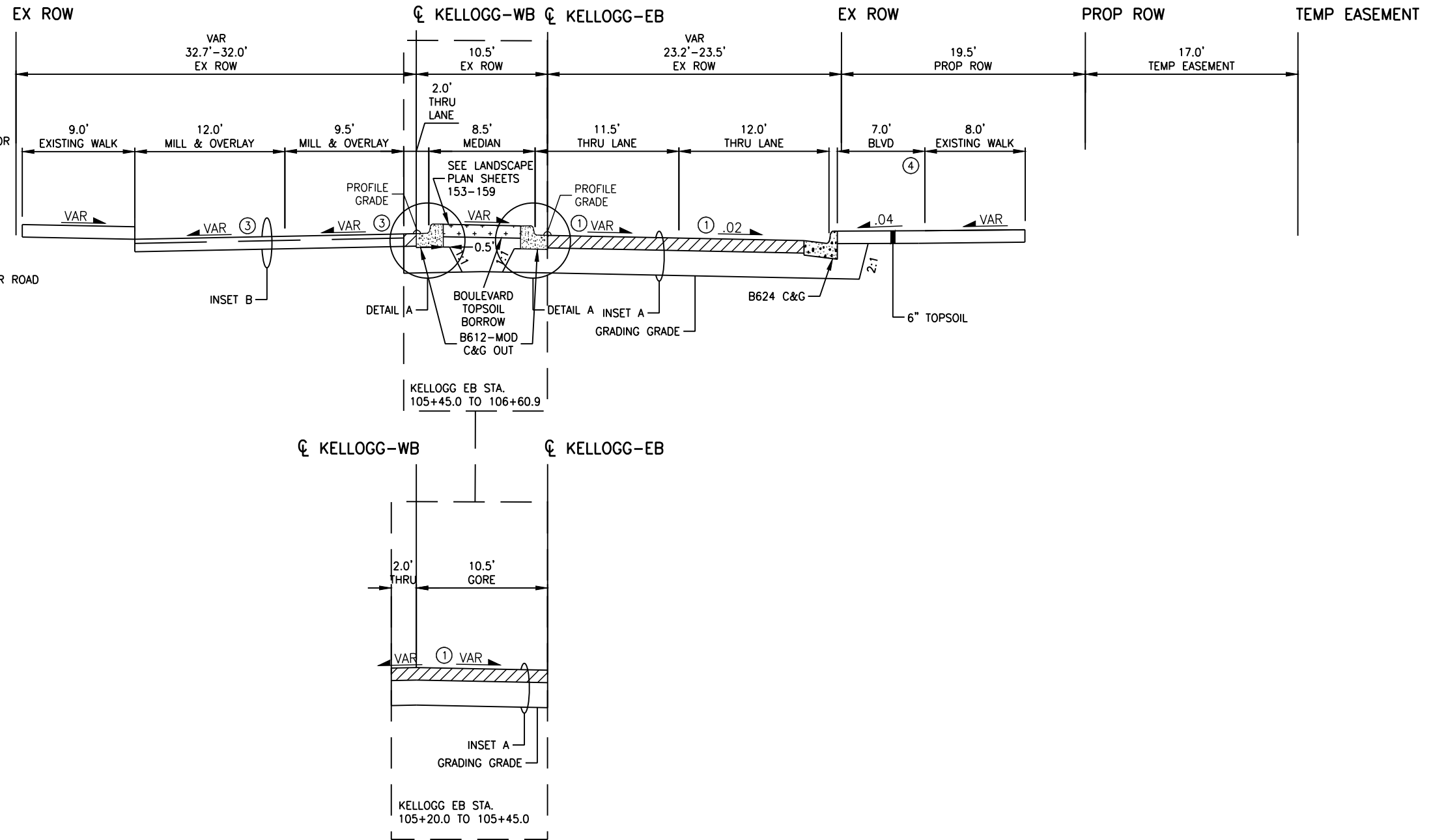
SHEET 48 OF 235

GENERAL NOTES:

ALL CROSS SLOPES ARE IN FT/FT
 ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED
 BOULEVARD DIMENSIONS START FROM BACK OF CURB UNLESS OTHERWISE NOTED.
 SEE RETAINING WALLS PLAN SHEETS WR27 - WR43 FOR RETAINING WALL INFORMATION
 SEE SIGNING AND STRIPING PLAN SHEETS 192 - 211 FOR LANE CONFIGURATIONS AND MARKINGS.

NOTES:

- ① SEE SUPERELEVATION PLANS SHEETS 113 - 116 FOR ROAD CROSS SLOPE
- ③ MATCH EXISTING ROAD CROSS SLOPE
- ④ 2.0' OBSTACLE CLEAR ZONE FROM EDGE OF WALK



KELLOGG BLVD
 KELLOGG EB STA. 105+20.0 TO STA. 106+60.9

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STATE AID PROJECT NO. **164-158-028**
 STATE PROJECT NO. **6283-261 (TH 94)**
 COUNTY PROJECT NO.
 CITY PROJECT NO. **B-1202**

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 COMM. NO. **11371**



SAINT PAUL, MINNESOTA
TYPICAL SECTIONS
 KELLOGG/3RD STREET BRIDGE REPLACEMENT

SHEET **49**
 OF **235**

GENERAL NOTES:

ALL CROSS SLOPES ARE IN FT/FT

ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED

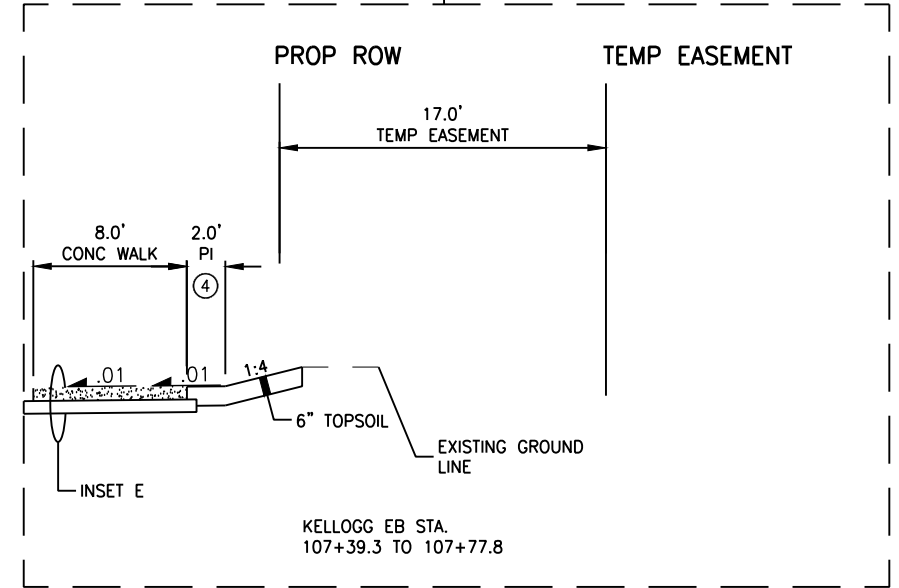
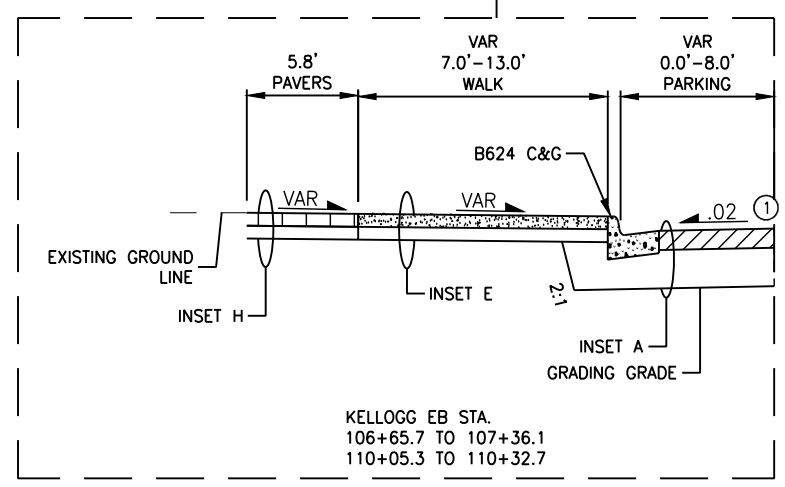
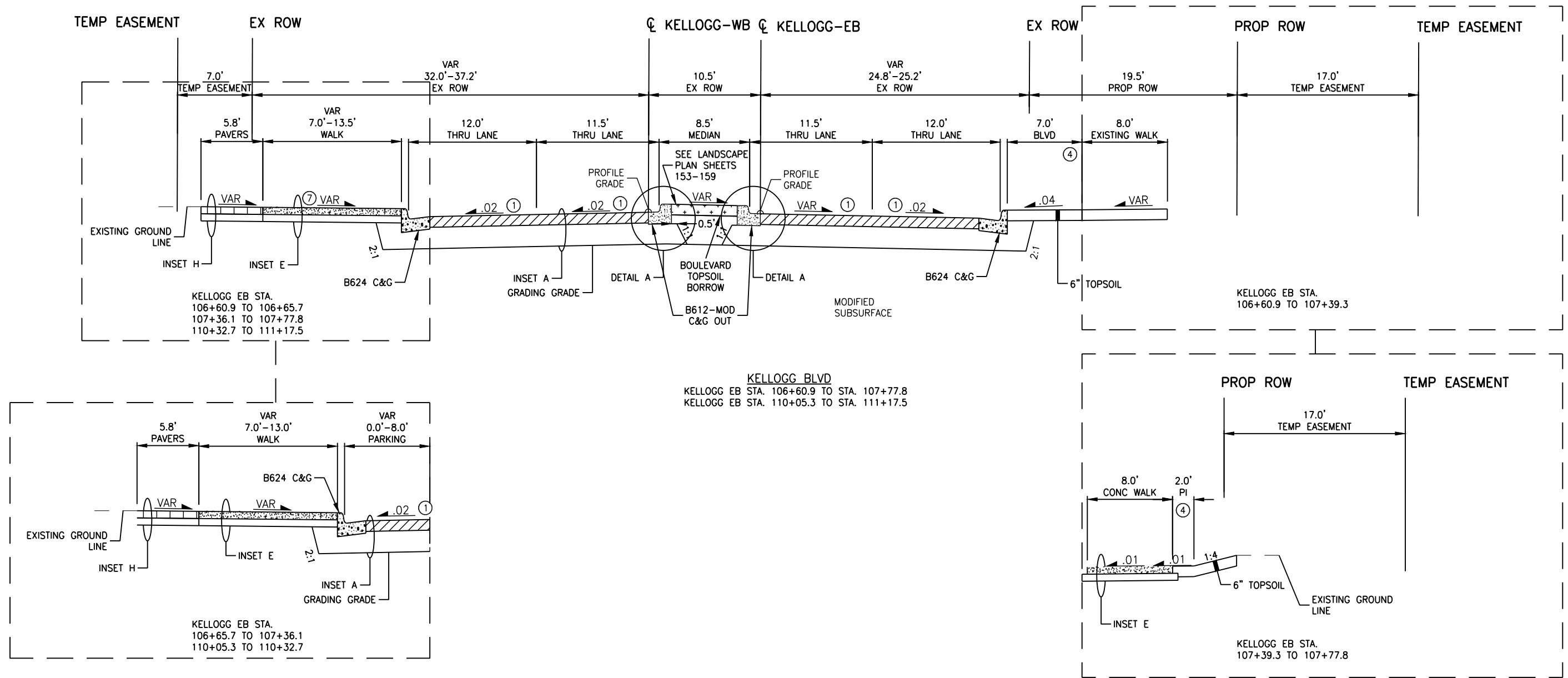
BOULEVARD DIMENSIONS START FROM BACK OF CURB UNLESS OTHERWISE NOTED.

SEE RETAINING WALLS PLAN SHEETS WR27 - WR43 FOR RETAINING WALL INFORMATION

SEE SIGNING AND STRIPING PLAN SHEETS 192 - 211 FOR LANE CONFIGURATIONS AND MARKINGS.

NOTES:

- ① SEE SUPERELEVATION PLANS SHEETS 113 - 116 FOR ROAD CROSS SLOPE
- ④ 2.0' OBSTACLE CLEAR ZONE FROM EDGE OF WALK
- ⑦ VARIABLE CROSS SLOPE MAXIMUM SLOPE MUST NOT EXCEED 0.02 FT/FT IN ANY DIRECTION.



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 Print Name: **MARK REDINGER**
 Date: **8/29/2022** License # **59198**

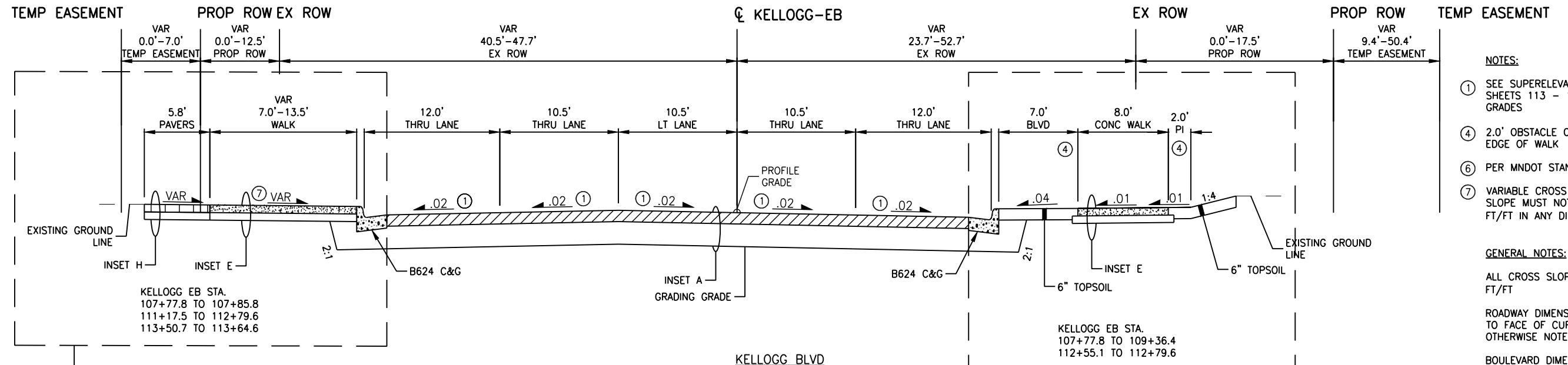
STATE AID PROJECT NO. 164-158-028
 STATE PROJECT NO. 6283-261 (TH 94)
 COUNTY PROJECT NO.
 CITY PROJECT NO. B-1202

DRAWN BY BDB
 DESIGNED BY ADG
 CHECKED BY SAS
 COMM. NO. 11371



SAINT PAUL, MINNESOTA
TYPICAL SECTIONS
 KELLOGG/3RD STREET BRIDGE REPLACEMENT

SHEET 50 OF 235



- NOTES:**
- ① SEE SUPERELEVATION PLANS SHEETS 113 - 116 FOR ROAD GRADES
 - ④ 2.0' OBSTACLE CLEAR ZONE FROM EDGE OF WALK
 - ⑥ PER MNDOT STANDARD PLATE 7100
 - ⑦ VARIABLE CROSS SLOPE MAXIMUM SLOPE MUST NOT EXCEED 0.02 FT/FT IN ANY DIRECTION.

GENERAL NOTES:

ALL CROSS SLOPES ARE IN FT/FT

ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED

BOULEVARD DIMENSIONS START FROM BACK OF CURB UNLESS OTHERWISE NOTED.

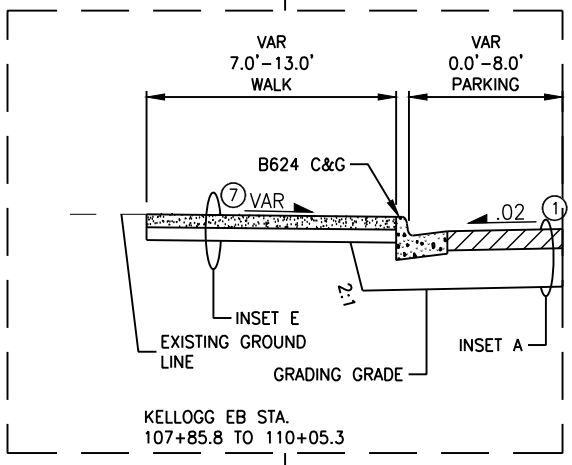
SEE RETAINING WALLS PLAN SHEETS WR27 - WR43 FOR RETAINING WALL INFORMATION

SEE SIGNING AND STRIPING PLAN SHEETS 192 - 211 FOR LANE CONFIGURATIONS AND MARKINGS.

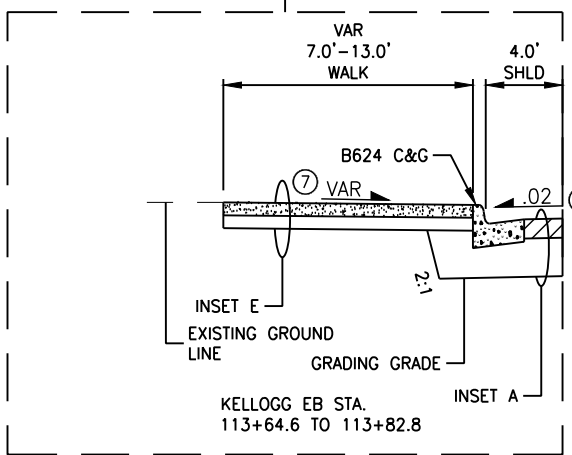
KELLOGG EB STA.
107+77.8 TO 107+85.8
111+17.5 TO 112+79.6
113+50.7 TO 113+64.6

KELLOGG BLVD
KELLOGG EB STA. 107+77.8 TO STA. 110+05.3
KELLOGG EB STA. 111+17.5 TO STA. 112+79.6
KELLOGG EB STA. 113+50.7 TO STA. 113+82.8

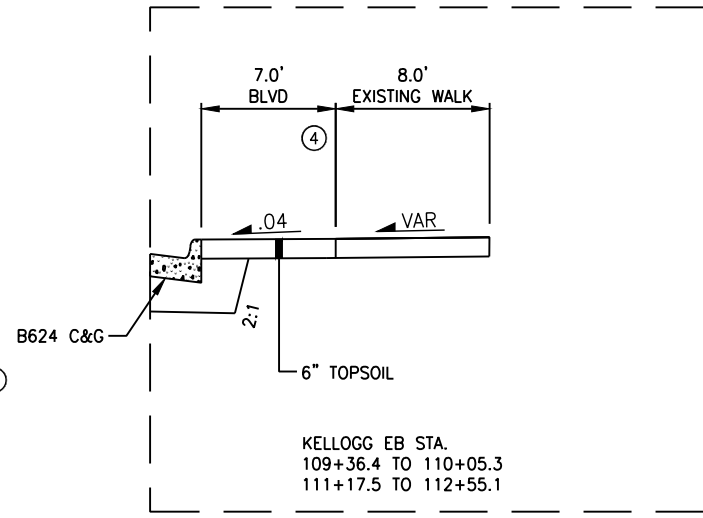
KELLOGG EB STA.
107+77.8 TO 109+36.4
112+55.1 TO 112+79.6



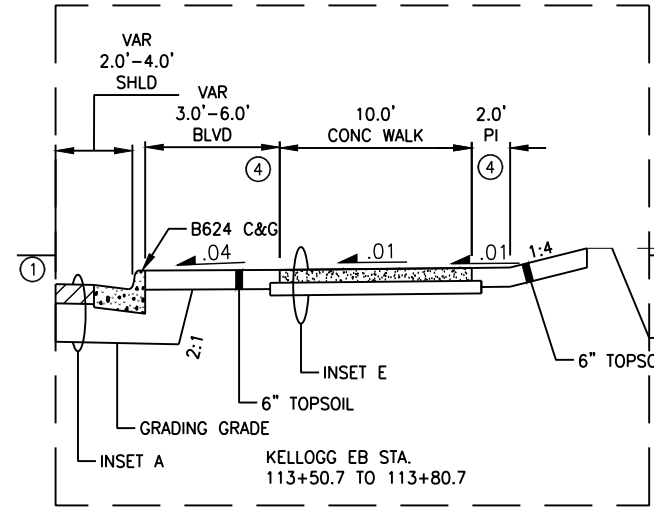
KELLOGG EB STA.
107+85.8 TO 110+05.3



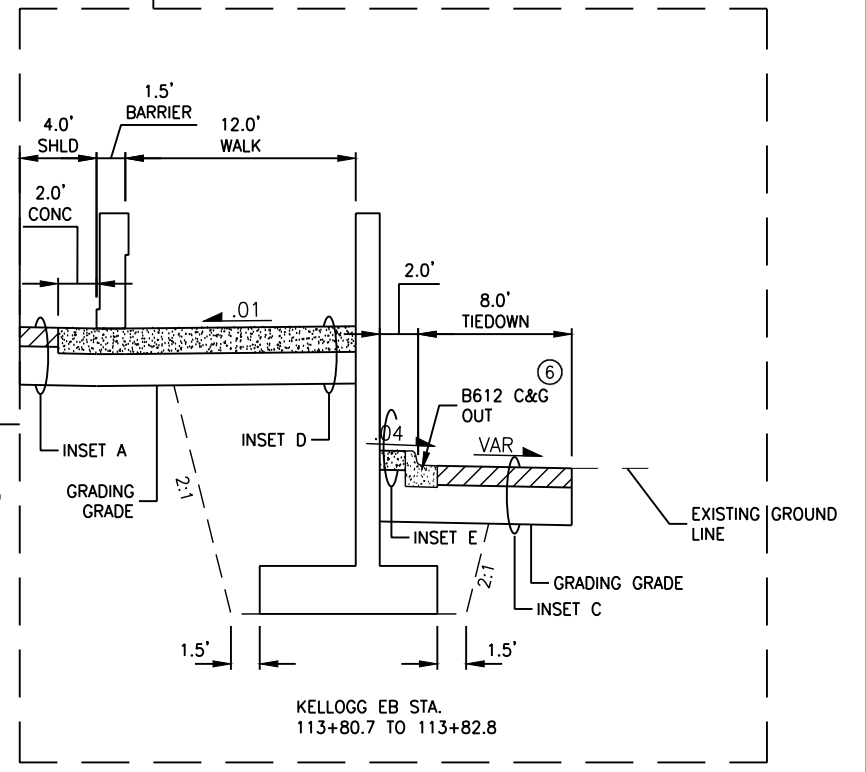
KELLOGG EB STA.
113+64.6 TO 113+82.8



KELLOGG EB STA.
109+36.4 TO 110+05.3
111+17.5 TO 112+55.1



KELLOGG EB STA.
113+50.7 TO 113+80.7



KELLOGG EB STA.
113+80.7 TO 113+82.8

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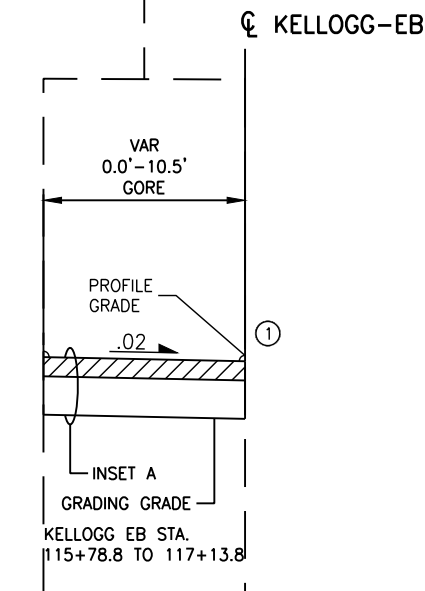
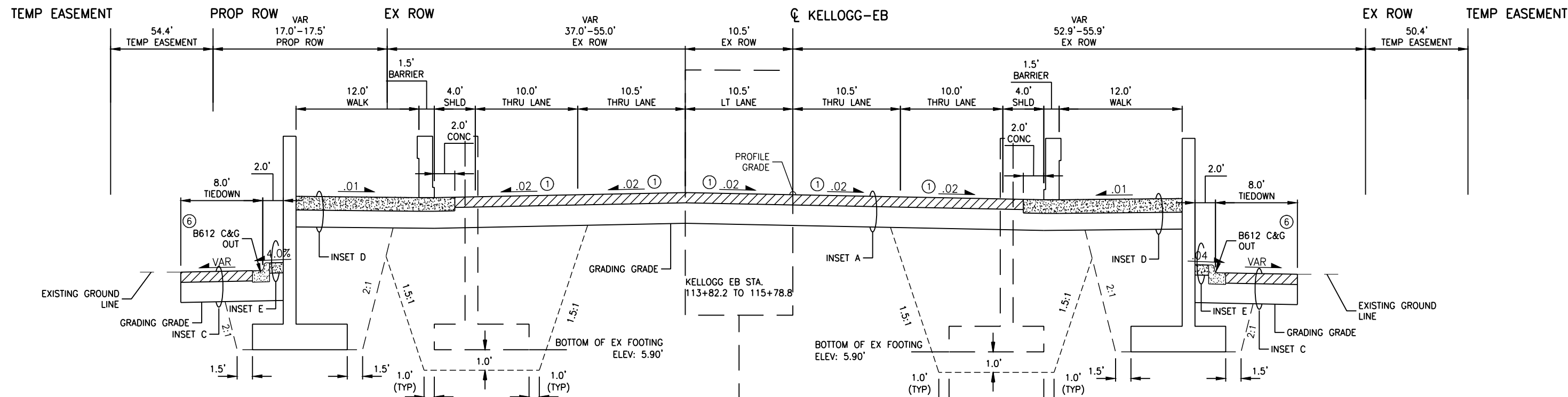
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 Print Name: **MARK REDINGER**
 Date: **--/--** License # **59198**

STATE AID PROJECT NO. 164-158-028
 STATE PROJECT NO. 6283-261 (TH 94)
 COUNTY PROJECT NO.
 CITY PROJECT NO. B-1202
 DRAWN BY BDB
 DESIGNED BY ADG
 CHECKED BY SAS
 COMM. NO. 11371



SAINT PAUL, MINNESOTA
 TYPICAL SECTIONS
 KELLOGG/3RD STREET BRIDGE REPLACEMENT

SHEET 51 OF 235



GENERAL NOTES:

- ALL CROSS SLOPES ARE IN FT/FT
- ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED
- BOULEVARD DIMENSIONS START FROM BACK OF CURB UNLESS OTHERWISE NOTED.
- SEE RETAINING WALLS PLAN SHEETS WR27 - WR43 FOR RETAINING WALL INFORMATION
- SEE SIGNING AND STRIPING PLAN SHEETS 192 - 211 FOR LANE CONFIGURATIONS AND MARKINGS.

NOTES:

- ① SEE SUPERELEVATION PLANS SHEETS 113 - 116 FOR ROAD GRADES
- ⑥ PER MNDOT STANDARD PLATE 7100

KELLOGG BLVD
KELLOGG EB STA. 113+82.8 TO STA. 117+13.8

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 Date: **8/29/2022** License # **59198**

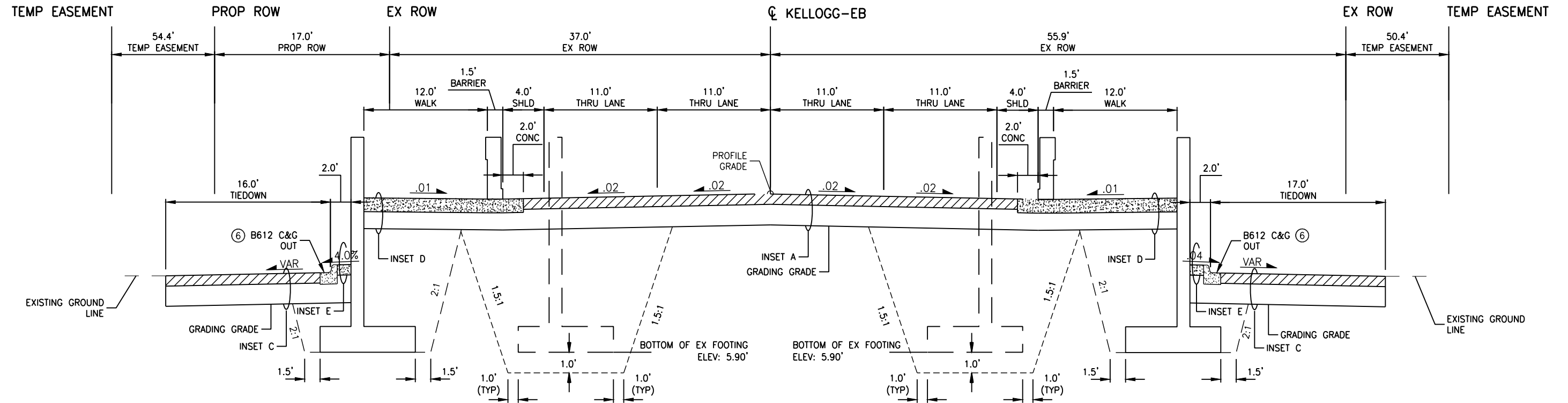
STATE AID PROJECT NO. 164-158-028
 STATE PROJECT NO. 6283-261 (TH 94)
 COUNTY PROJECT NO.
 CITY PROJECT NO. B-1202

DRAWN BY BDB
 DESIGNED BY ADG
 CHECKED BY SAS
 COMM. NO. 11371



SAINT PAUL, MINNESOTA
 TYPICAL SECTIONS
 KELLOGG/3RD STREET BRIDGE REPLACEMENT

SHEET 52 OF 235



KELLOGG BLVD
 KELLOGG EB STA. 117+13.8 TO STA. 117+19.5

GENERAL NOTES:

- ALL CROSS SLOPES ARE IN FT/FT
- ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED
- BOULEVARD DIMENSIONS START FROM BACK OF CURB UNLESS OTHERWISE NOTED.
- SEE RETAINING WALLS PLAN SHEETS WR27 - WR43 FOR RETAINING WALL INFORMATION
- SEE SIGNING AND STRIPING PLAN SHEETS 192 - 211 FOR LANE CONFIGURATIONS AND MARKINGS.

NOTES:

- ⑥ PER MNDOT STANDARD PLATE 7100

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 STATE PROJECT NO. 6283-261 (TH 94)
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 CITY PROJECT NO. B-1202

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 CHECKED BY SAS
 COMM. NO. 11371



SAINT PAUL, MINNESOTA
 TYPICAL SECTIONS
 KELLOGG/3RD STREET BRIDGE REPLACEMENT

SHEET 53 OF 235

GENERAL NOTES:

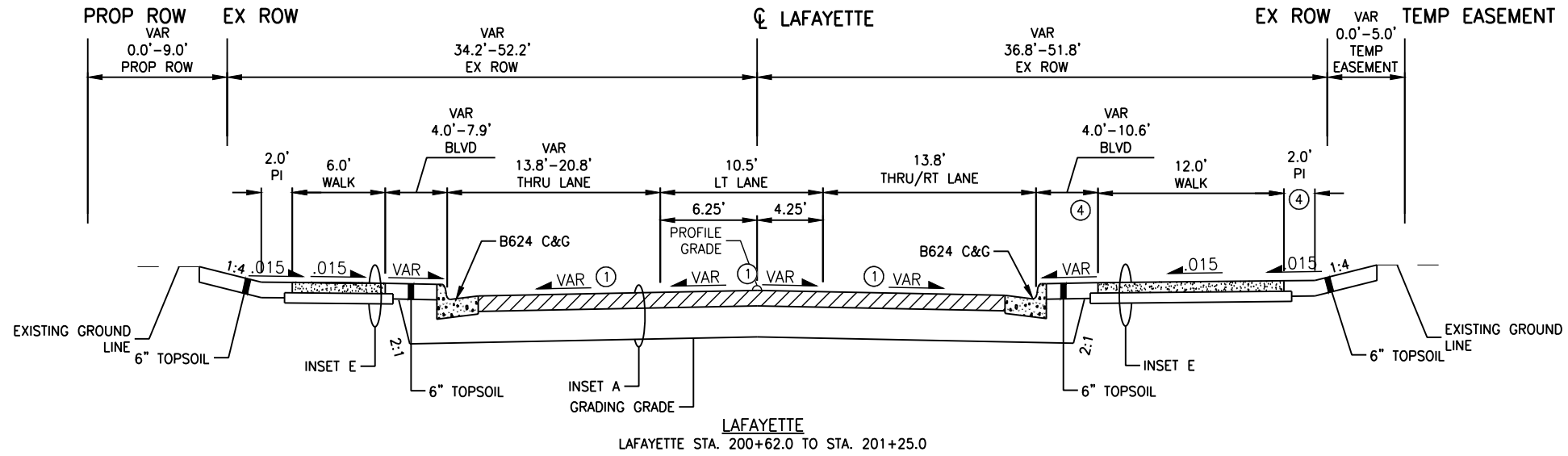
ALL CROSS SLOPES ARE IN FT/FT

ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED

BOULEVARD DIMENSIONS START FROM BACK OF CURB UNLESS OTHERWISE NOTED.

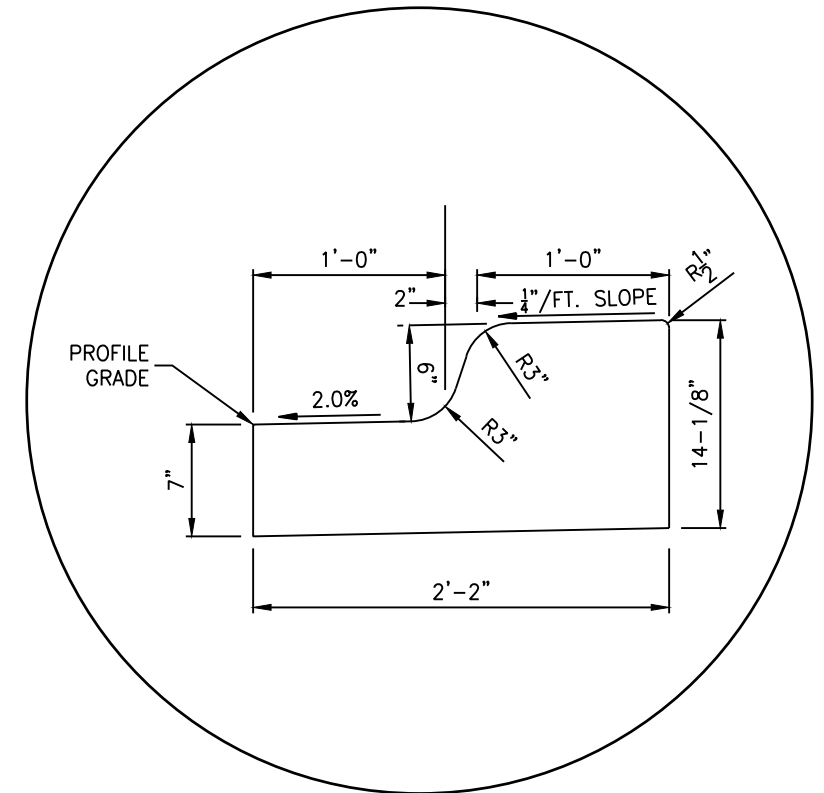
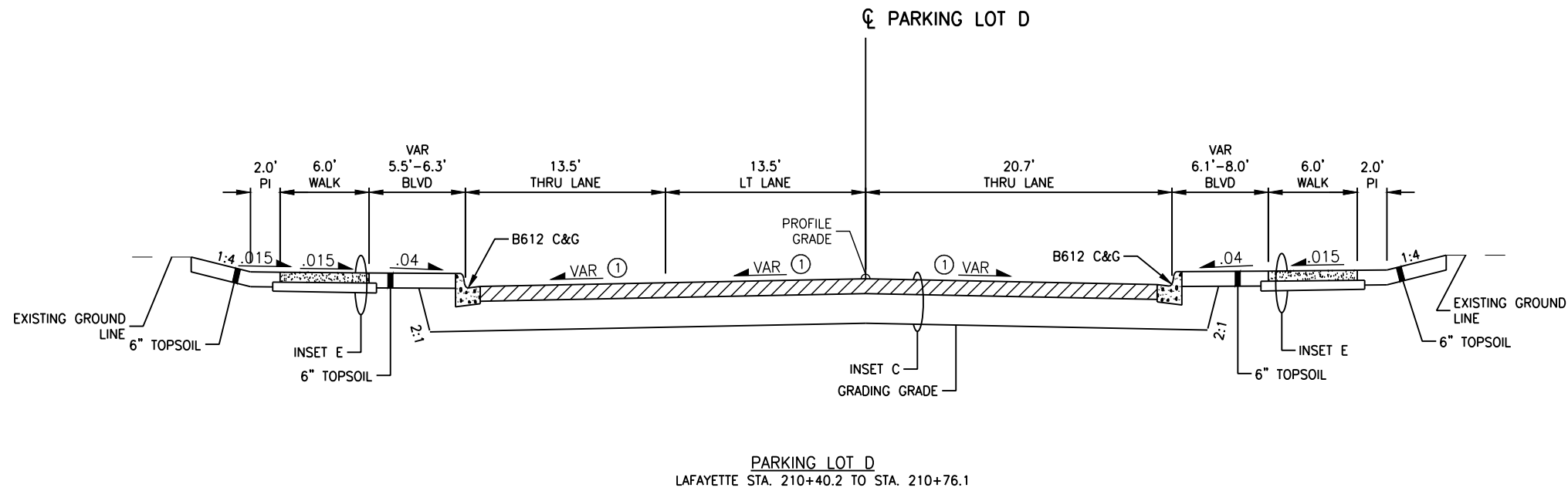
SEE RETAINING WALLS PLAN SHEETS WR27 - WR43 FOR RETAINING WALL INFORMATION

SEE SIGNING AND STRIPING PLAN SHEETS 192 - 211 FOR LANE CONFIGURATIONS AND MARKINGS.



NOTES:

- ① SEE SUPERELEVATION PLANS SHEETS 113 - 116 FOR ROAD GRADES
- ④ 2.0' OBSTACLE CLEAR ZONE FROM EDGE OF WALK



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NO	DATE	BY	CHKD	APPR

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Print Name: MARK REDINGER
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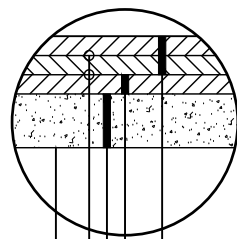
STATE AID PROJECT NO. 164-158-028
STATE PROJECT NO. 6283-261 (TH 94)
COUNTY PROJECT NO.
CITY PROJECT NO. B-1202

DRAWN BY BDB
DESIGNED BY ADG
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COMM. NO. 11371



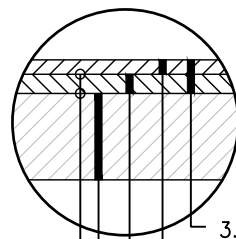
SAINT PAUL, MINNESOTA
TYPICAL SECTIONS
KELLOGG/3RD STREET BRIDGE REPLACEMENT

SHEET 54 OF 235



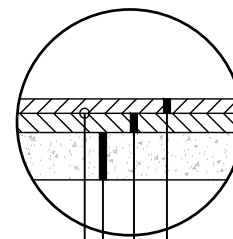
2 - 1.5" TYPE SP 9.5 WEARING COURSE MIXTURE
MnDOT SPEC. 2360, SPWEA340C
2.5" TYPE SP 12.5 NON-WEARING COURSE MIXTURE
MnDOT SPEC. 2360, SPNWB330C
12" AGGREGATE BASE CLASS 5 (CV)
MnDOT SPEC. 2111
TACK COAT MnDOT SPEC. 2357 (INCIDENTAL)
GRADING GRADE

INSET A
BITUMINOUS PAVEMENT



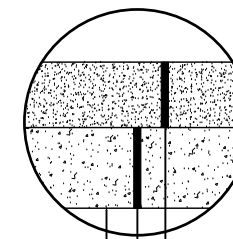
3.5" MILL BITUMINOUS SURFACE
1.5" TYPE SP 9.5 WEARING COURSE MIXTURE
MnDOT SPEC. 2360, SPWEA340C
2" TYPE SP 12.5 WEARING COURSE MIXTURE
MnDOT SPEC. 2360, SPWEA340C
EXISTING CONCRETE PAVEMENT (BELOW MILLING DEPTH)
TACK COAT MnDOT SPEC. 2357 (INCIDENTAL)

INSET B
BITUMINOUS PAVEMENT IN MILLED AREA



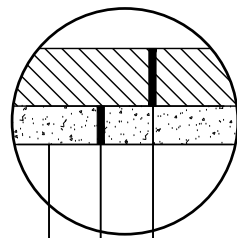
2.0" TYPE SP 12.5 WEARING COURSE MIXTURE
MnDOT SPEC. 2360, SPWEA340C
2" TYPE SP 12.5 WEARING COURSE MIXTURE
MnDOT SPEC. 2360, SPWEA340C
6" AGGREGATE BASE CLASS 5 (CV)
MNDOT SPEC. 2211
TACK COAT MnDOT SPEC. 2357 (INCIDENTAL)

INSET C
BITUMINOUS PAVEMENT (PARKING LOTS)



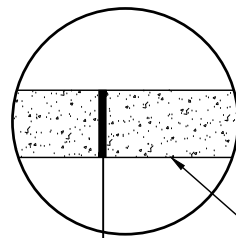
8" SIDEWALK CONCRETE (3S52)
SEE RETAINING WALL PLANS
MnDOT SPEC. 2301
10" AGGREGATE BASE CLASS 5 (CV)
MnDOT SPEC. 2211 (INCIDENTAL)
GRADING GRADE

INSET D
REINFORCED CONCRETE WALK



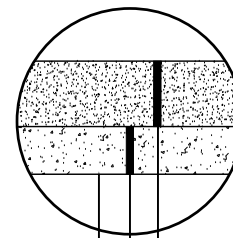
6" CONCRETE WALK
MNDOT SPEC. 2521
4" AGGREGATE BASE CLASS 5 (CV)
MnDOT SPEC. 2211 (INCIDENTAL)
GRADING GRADE

INSET E
6" CONCRETE WALK



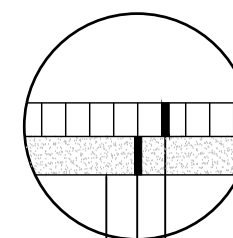
GRADING GRADE
8" AGGREGATE SURFACING

INSET F
GRAVEL DRIVEWAY



8" CONCRETE PAVEMENT
MnDOT SPEC. 2301
6" AGGREGATE BASE CLASS 5 (CV)
MnDOT SPEC. 2211 (INCIDENTAL)
GRADING GRADE

INSET G
CONCRETE PAVEMENT



INSTALL BRICK PAVERS
VAR SELECT GRANULAR BORROW (CV)
GRADING GRADE

INSET H
INSTALL BRICK PAVERS

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 C:\Users\admgarfield\OneDrive\Documents\11371_TYPSEC01.dwg

NO	DATE	BY	CKD	APPR

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 Date: / / License # 59198

STATE AID PROJECT NO.
164-158-028
 STATE PROJECT NO.
6283-261 (TH 94)
 COUNTY PROJECT NO.
CITY PROJECT NO. B-1202

DRAWN BY
BDB
 DESIGNED BY
ADG
 CHECKED BY
SAS
 COMM. NO. 11371



SAINT PAUL, MINNESOTA
 TYPICAL SECTIONS
 KELLOGG/3RD STREET BRIDGE REPLACEMENT

SHEET
55
OF
235

PARCEL NO. 1
 FEE OWNER SAINT PAUL PW SEWER LIFT STATION &
 VENT PIPES KELLOGG AT BROADWAY
 PID NO. 322922330038
 TEMPORARY ESMT = 397.75 SQ FT
 PERMANENT ESMT = 277.50 SQ FT
 DATE ACQUIRED

PARCEL NO. 9
 FEE OWNER CITY OF ST PAUL
 PID NO. 322922420042
 TEMPORARY ESMT = 5920.62 SQ FT
 DATE ACQUIRED

PARCEL NO. 18
 FEE OWNER CITY OF ST PAUL REAL ESTATE
 PID NO. 322922420019
 TEMPORARY ESMT = 27716.92 SQ FT
 DATE ACQUIRED

PARCEL NO. 2A
 FEE OWNER RAMSEY COUNTY REG RR AUTH
 PID NO. 322922330360
 TEMPORARY ESMT = 12563.41 SQ FT
 PERMANENT ESMT = 12332.63 SQ FT
 DATE ACQUIRED

PARCEL NO. 10
 FEE OWNER CHARLES CROTTY AND SONS INC
 PID NO. 322922420055
 TEMPORARY ESMT = 6747.42 SQ FT
 DATE ACQUIRED

PARCEL NO. 19
 FEE OWNER CITY OF ST PAUL
 PID NO. 322922420020
 TEMPORARY ESMT = 9999.08 SQ FT
 DATE ACQUIRED

PARCEL NO. 2B
 FEE OWNER RAMSEY COUNTY REG RR AUTH
 PID NO. 322922330360
 TEMPORARY ESMT = 19802.01 SQ FT
 PERMANENT ESMT = 17326.99 SQ FT
 DATE ACQUIRED

PARCEL NO. 11
 FEE OWNER DONERLY INC
 PID NO. 322922340022
 TEMPORARY ESMT = 315.35 SQ FT
 PERM ESMT = 14606.81 SQ FT
 DATE ACQUIRED

PARCEL NO. 20
 FEE OWNER CITY OF ST PAUL
 PID NO. 322922420021
 TEMPORARY ESMT = 7801.42 SQ FT
 DATE ACQUIRED

PARCEL NO. 3
 FEE OWNER RAMSEY COUNTY REG RR AUTH
 PID NO. 322922340011
 TEMPORARY ESMT = 83216.57 SQ FT
 DATE ACQUIRED

PARCEL NO. 12
 FEE OWNER D OREN B LLC
 PID NO. 322922340019
 TEMPORARY ESMT = 46702.64 SQ FT
 PERM ESMT = 10793.11 SQ FT
 DATE ACQUIRED

PARCEL NO. 21
 FEE OWNER CITY OF ST PAUL
 PID NO. 322922420023
 TEMPORARY ESMT = 26502.63 SQ FT
 DATE ACQUIRED

PARCEL NO. 4
 FEE OWNER RAMSEY COUNTY RR AUTH
 PID NO. 322922340018
 TEMPORARY ESMT = 2007.08 SQ FT
 DATE ACQUIRED

PARCEL NO. 13
 FEE OWNER BNSF RAILWAY CO & PROPERTY
 PID NO. 322922340007
 TEMPORARY ESMT = 9558.51 SQ FT
 DATE ACQUIRED

PARCEL NO. 22
 FEE OWNER MINDFRAME INC
 PID NO. 322922330012
 TEMPORARY ESMT = 2587.69 SQ FT
 DATE ACQUIRED

PARCEL NO. 5
 FEE OWNER UNION PACIFIC RAILROAD COMPANY & ATTN
 PROPERTY TAX
 PID NO. 322922340017
 TEMPORARY ESMT = 5401.08 SQ FT
 DATE ACQUIRED

PARCEL NO. 14
 FEE OWNER BNSF RAILWAY CO & PROPERTY
 PID NO. 322922310027
 TEMPORARY ESMT = 326.32 SQ FT
 DATE ACQUIRED

PARCEL NO. 6
 FEE OWNER BNSF RAILWAY CO & PROPERTY
 PID NO. 322922341106
 TEMPORARY ESMT = 5751.28 SQ FT
 DATE ACQUIRED

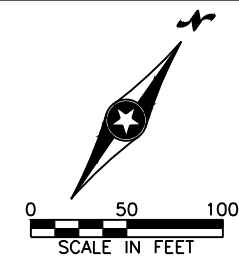
PARCEL NO. 15
 FEE OWNER BNSF RAILWAY CO & PROPERTY
 PID NO. 322922310051
 TEMPORARY ESMT = 5192.71 SQ FT
 DATE ACQUIRED

PARCEL NO. 7
 FEE OWNER BN LEASING CORP
 PID NO. 322922430012
 TEMPORARY ESMT = 645.47 SQ FT
 DATE ACQUIRED

PARCEL NO. 16
 FEE OWNER RAMSEY COUNTY REG RR AUTH
 PID NO. 322922310050
 TEMPORARY ESMT = 7767.92 SQ FT
 DATE ACQUIRED

PARCEL NO. 8
 FEE OWNER CITY OF ST PAUL
 PID NO. 322922430013
 TEMPORARY ESMT = 21656.16 SQ FT
 DATE ACQUIRED

PARCEL NO. 17
 FEE OWNER RAMSEY COUNTY REG RR AUTH
 PID NO. 322922420057
 TEMPORARY ESMT = 4943.82
 DATE ACQUIRED



LEGEND

TEMPORARY EASEMENT

PERMANENT EASEMENT

XXXX PARCEL NUMBER

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NO	DATE	BY	CKD	APPR

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 Print Name: MARK REDINGER
 Date --/-- License # 59198




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164-158-028
 STATE PROJECT NO.
6283-261 (TH 94)
 COUNTY PROJECT NO.
 CITY PROJECT NO. B-1202

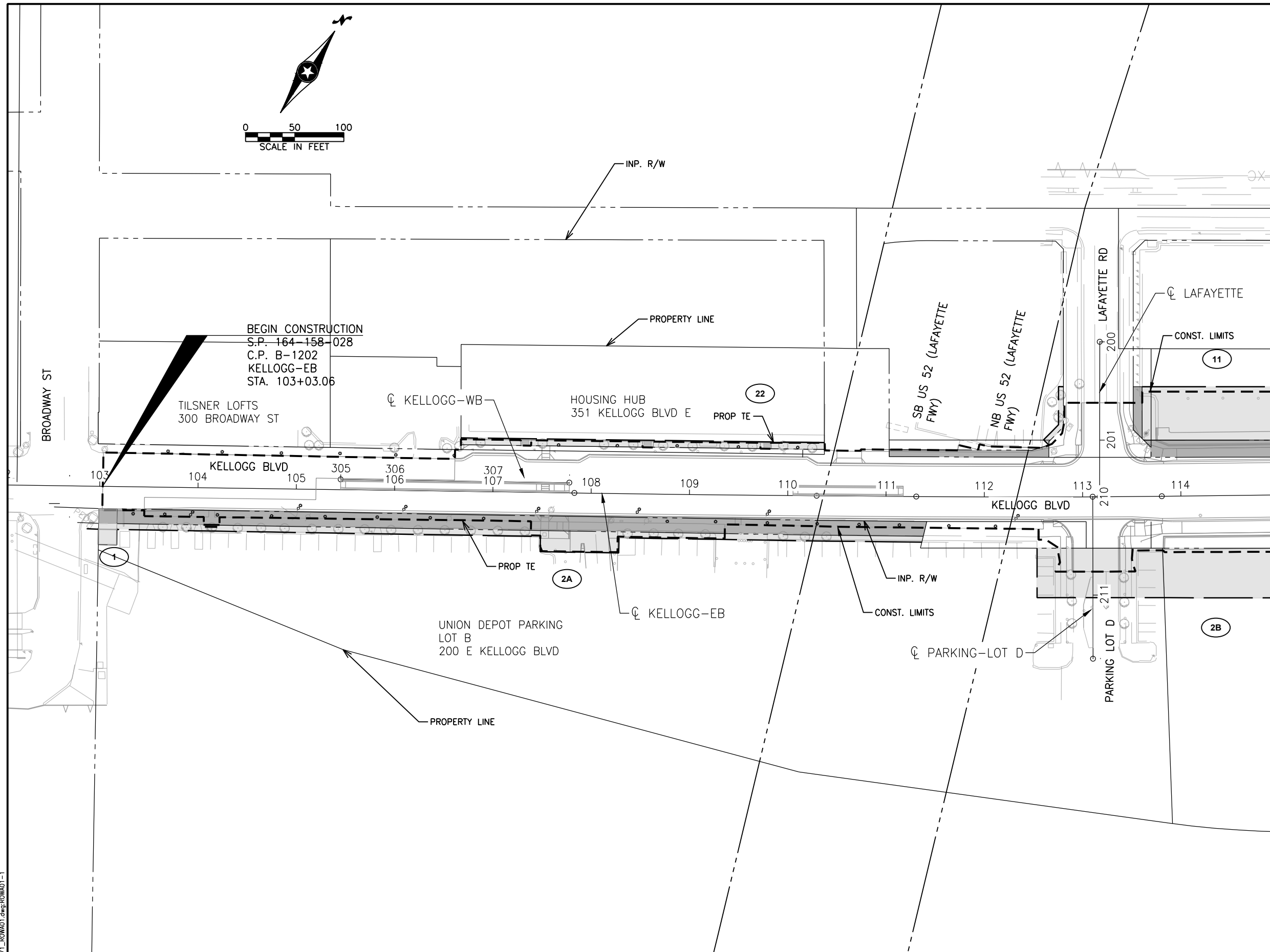
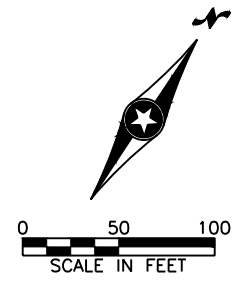
DRAWN BY
BDB
 DESIGNED BY
ADG
 CHECKED BY
SAS
 COMM. NO. 11371



SAINT PAUL, MINNESOTA
 RIGHT-OF-WAY PLANS
 KELLOGG/3RD STREET BRIDGE REPLACEMENT

SHEET
 90
 OF
 235

LEGEND	
	TEMPORARY EASEMENT
	PERMANENT EASEMENT
	PARCEL NUMBER



MATCHLINE STA. 114+97
SEE SHEET NO. 92

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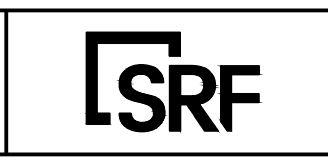
NO	DATE	BY	CKD	APPR

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Print Name: MARK REDINGER
Date: / / License # 59198

STATE AID PROJECT NO.
164-158-028
STATE PROJECT NO.
6283-261 (TH 94)
COUNTY PROJECT NO.




CITY PROJECT NO. B-1202

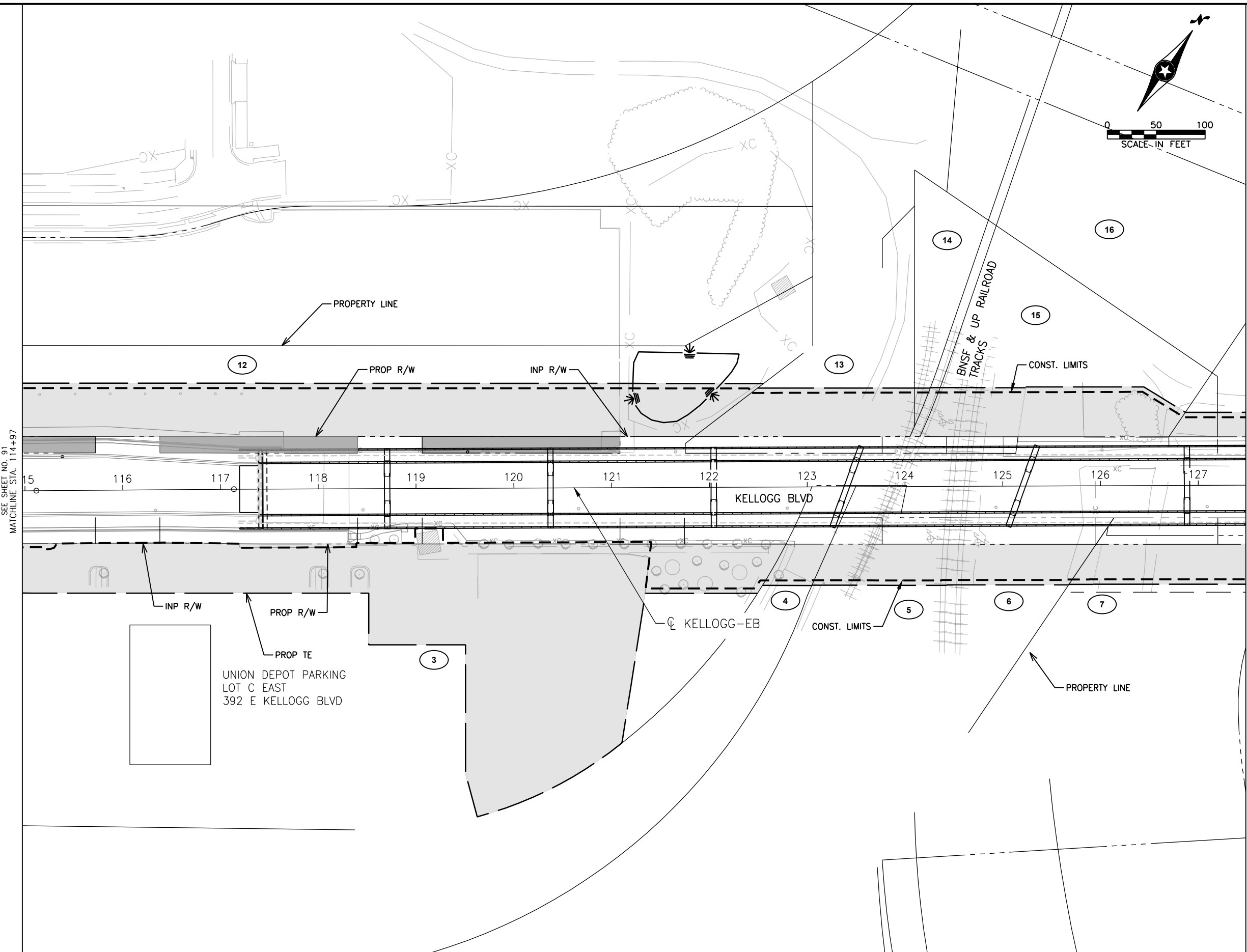
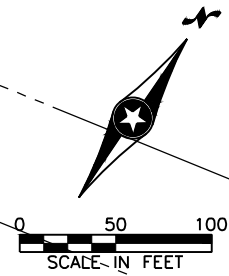
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SAS
COMM. NO. 11371



SAINT PAUL, MINNESOTA
RIGHT-OF-WAY PLANS
KELLOGG/3RD STREET BRIDGE REPLACEMENT

SHEET
91
OF
235

LEGEND	
	TEMPORARY EASEMENT
	PERMANENT EASEMENT
	PARCEL NUMBER



SEE SHEET NO. 91
MATCHLINE STA. 114+97

MATCHLINE STA. 127+49
SEE SHEET NO. 93

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NO	DATE	BY	CKD	APPR

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Print Name: MARK REDINGER
Date / / License # 59198




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STATE PROJECT NO. 6283-261 (TH 94)
COUNTY PROJECT NO.
CITY PROJECT NO. B-1202

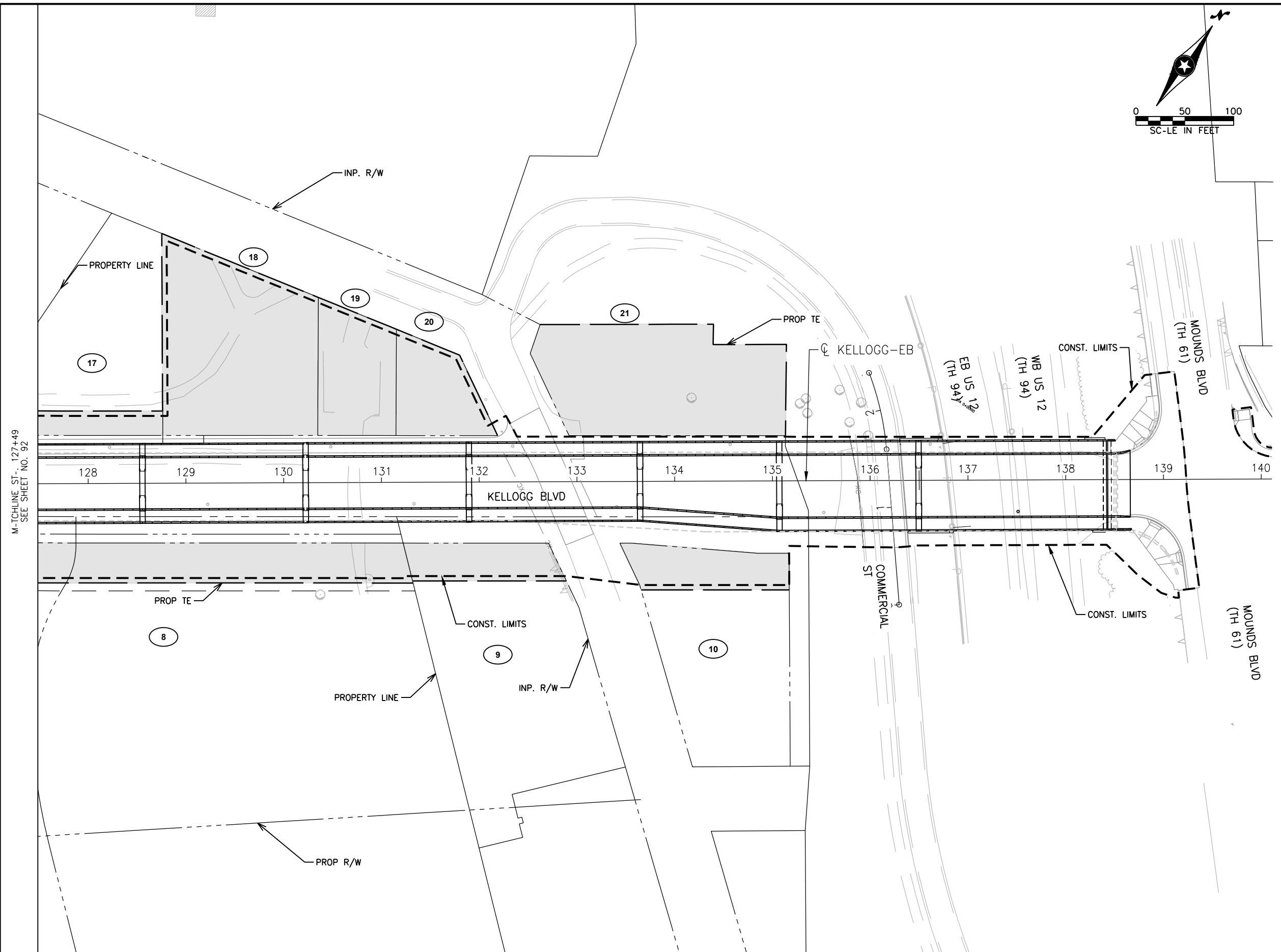
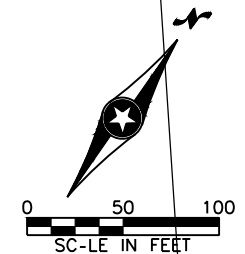
DRAWN BY BDB
DESIGNED BY ADG
CHECKED BY SAS
COMM. NO. 11371



SAINT PAUL, MINNESOTA
RIGHT-OF-WAY PLANS
KELLOGG/3RD STREET BRIDGE REPLACEMENT

SHEET 92 OF 235

LEGEND	
	TEMPOR-RY E-SEMENT
	PERM-NENT E-SEMENT
	P-RCEL NUMBER



M-TCHLINE ST., 127+49
SEE SHEET NO. 92

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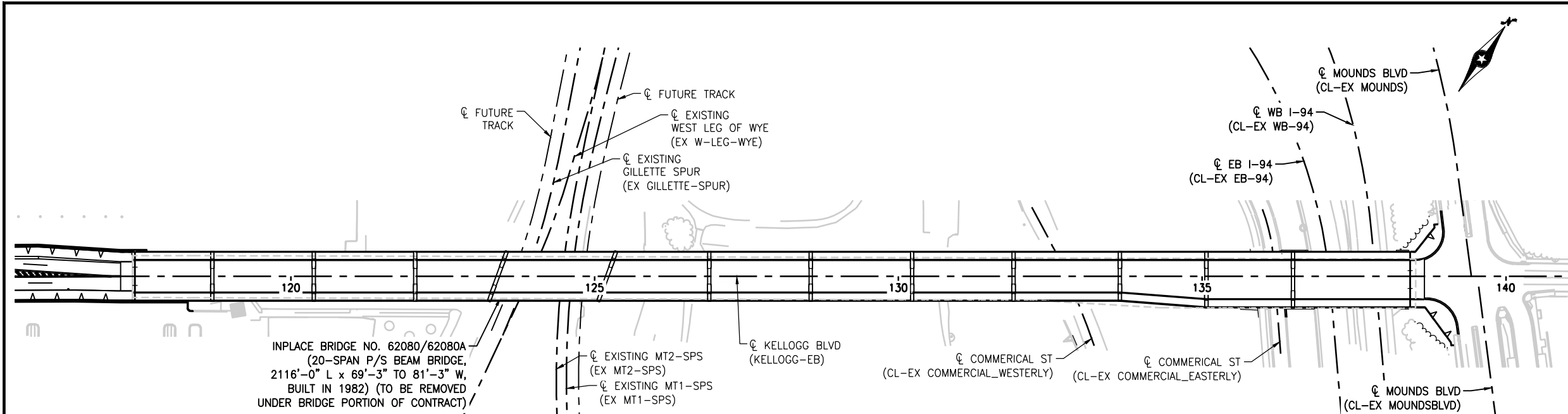
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 Print Name: M-RK REDINGER
 Date: / / License # 59198

ST-TE -ID PROJECT NO. 164-158-028	DR-WN BY BDB
ST-TE PROJECT NO. 6283-261 (TH 94)	DESIGNED BY -DG
COUNTY PROJECT NO.	CHECKED BY S-S
CITY PROJECT NO. B-1202	COMM. NO. 11371

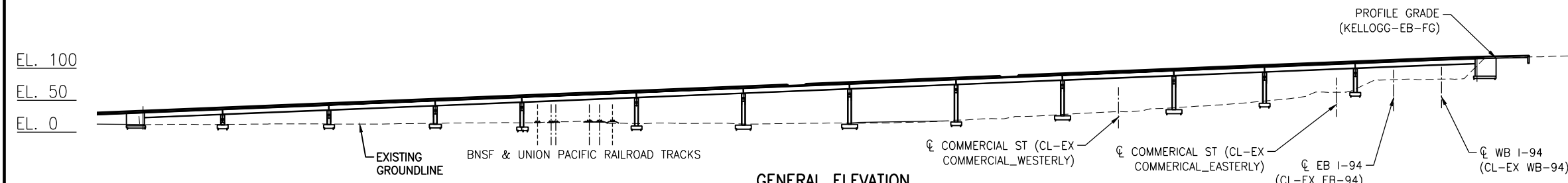


S-INT P-UL, MINNESOT-
 RIGHT-OF-W-Y PL-NS
 KELLOGG/3RD STREET BRIDGE REPL-CEMENT

SHEET
 93
 OF
 235



GENERAL PLAN



GENERAL ELEVATION

VERTICAL DATUM
 THE VERTICAL DATUM IS BASED ON THE CITY OF SAINT PAUL DATUM. (1)
 ZERO DATUM (SAINT PAUL) = EL. 694.26 (NAVD 88)

DESIGN DATA

DESIGNED IN ACCORDANCE WITH 2020 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

HL-93 LIVE LOAD

DEAD LOAD INCLUDES 20 POUNDS PER SQUARE FOOT ALLOWANCE FOR FUTURE WEARING COURSE MODIFICATIONS

MATERIAL DESIGN PROPERTIES:
 REINFORCED CONCRETE:
 $f'_c = 4$ KSI CONCRETE
 $f_y = 60$ KSI PLAIN AND EPOXY COATED BARS
 $n = 8$ FOR REINFORCEMENT BARS
 PRETENSIONED CONCRETE:
 $f'_c = 9.8$ KSI CONCRETE (MAX.)
 $f_{pu} = 300$ KSI LOW RELAXATION STRANDS
 $n = 1$ FOR PRETENSIONING STRANDS
 $0.72 f_{pu}$ FOR INITIAL PRESTRESS

DESIGN SPEED:
 OVER = 30 MPH
 UNDER = 55 MPH (I-94)
 30 MPH (COMMERCIAL ST)

APPROXIMATE DECK AREA = 176879 SQUARE FEET

2042 PROJECTED TRAFFIC VOLUMES:
 ROADWAY OVER ROADWAY UNDER
 10500 AADT 118000 (I-94)
 N/A (COMMERCIAL)

HL-93 LRFR
 BRIDGE OPERATING RATING FACTOR RF = 2.02

CONSTRUCTION NOTES

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

SEE SPECIAL PROVISIONS FOR ALL XXXX.6XX SERIES PAY ITEMS FOR ADDITIONAL REQUIREMENTS.

THE BAR SIZES SHOWN IN THIS PLAN ARE IN U.S. CUSTOMARY DESIGNATIONS.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

THE PILE LOADS SHOWN IN THE PLANS AND THE CORRESPONDING NOMINAL PILE BEARING RESISTANCE (R_n) WERE COMPUTED USING LRFD METHODOLOGY. PILE BEARING RESISTANCE DETERMINED IN THE FIELD SHALL INCORPORATE THE METHODS AND/OR FORMULAS DESCRIBED IN THE SPECIAL PROVISIONS.

CONSTRUCTION OF THE WEST ABUTMENT SHALL NOT BE STARTED UNTIL THE APPROACH FILL AT THAT ABUTMENT HAS BEEN CONSTRUCTED TO THE FULL HEIGHT AND CROSS SECTION (AND ALLOWED TO SETTLE FOR 2 MONTHS).

DIMENSIONS SHOWN ARE BASED ON AN AMBIENT TEMPERATURE OF 45°F. THE CONTRACTOR SHALL ADJUST THE POSITION OF BEAMS, BEARINGS, AND EXPANSION JOINTS FOR THE TEMPERATURE AT INSTALLATION.

DEWATERING EQUIPMENT MAY BE NEEDED FOR FOUNDATION REMOVAL OR CONSTRUCTION. SEE SPECIAL PROVISIONS.

POURING THE BEAM SEATS SHALL NOT BE STARTED UNTIL THE CONTRACTOR HAS PROVIDED THE MEASURED BEAM CAMBER TO THE ENGINEER. THE ENGINEER WILL PROVIDE ADJUSTED BEAM SEAT ELEVATIONS IF REQUIRED TO ACCOMMODATE LESS THAN ANTICIPATED BEAM CAMBER. SEE SPECIAL PROVISIONS.

THE BEAMS ARE SUPPORTED BY LOW FRICTION BEARINGS. THE CONTRACTOR'S ENGINEER SHALL DESIGN, AND THE CONTRACTOR SHALL CONSTRUCT, A TEMPORARY BRACING SYSTEM THAT PROVIDES LONGITUDINAL, LATERAL, AND ROTATIONAL STABILITY OF THE GIRDERS BEFORE THE ENTIRE DECK IN EACH UNIT HAS ATTAINED A MINIMUM STRENGTH OF 2800 PSI.

NOTES:

- (1) SEE BRIDGE SURVEY SHEET FOR BENCH MARK LOCATION.
- TRAFFIC TO BE DETOURED DURING CONSTRUCTION.
- BRIDGE APPROACH PANEL STANDARDS 5-297.222 & 5-297.223 APPLY AT THE WEST ABUTMENT. STANDARDS 5-297.224 & 5-297.225 APPLY AT THE EAST ABUTMENT.
- BRIDGE APPROACH TREATMENT STANDARD 5-297.233 APPLIES.
- ALL SLOPES ARE SHOWN VERTICAL:HORIZONTAL.

LIST OF SHEETS	
B1	COVER SHEET
B2	RAILROAD CONSTRUCTION REQUIREMENTS
B3-B6	GENERAL PLAN & ELEVATION
B7	ROADWAY UNDERPASS DETAIL
B8	SCHEDULE OF QUANTITIES
B9	TRANSVERSE SECTION
B10	CORNER DETAILS
B11-B13	BRIDGE LAYOUT
B14-B15	EXISTING PIER REMOVAL SHEETS
B16-B39	ABUTMENT DETAILS
B40-B103	PIER DETAILS
B104-B110	FRAMING PLAN
B111-B123	BEAM SHEETS
B124-B136	SUPERSTRUCTURE DETAILS
B137	POUR SEQUENCE
B138-B149	BARRIER AND PARAPET DETAILS
B150-B153	ORNAMENTAL METAL RAILING DETAILS
B154-B155	MODULAR BRIDGE JOINT DETAILS
B156	DISC BEARING DETAILS
B157-B161	DECK DRAINAGE DETAILS
B162-B163	UNDERJOINT CONTAINMENT DETAILS
B164-B166	CONDUIT SYSTEM DETAILS
B167	CONCRETE SLOPE PAVING DETAILS
B168-B173	BRIDGE APPROACH PANEL DETAILS
B174-B179	B-DETAILS
B180	AS-BUILT BRIDGE DATA
B181-B187	BRIDGE SURVEY
B188-B203	BORINGS - PLAN & PROFILE
B204-B207	SOIL BORINGS

CITY OF ST. PAUL

BRIDGE NO. 62666

KELLOGG BLVD (MSAS 158) OVER TH 94, COMMERCIAL ST., BNSF RAILWAY & UNION PACIFIC RAILROAD 0.5 MI EAST OF JCT. TH 52
 13 VARIABLE PRESTRESSED CONCRETE BEAM SPANS ROADWAY VARIES FROM 52'-0" TO 63'-0"

BRIDGE ID NO. 501
 SEC. 32, T29N, R22W
 CITY OF ST. PAUL, RAMSEY COUNTY

APPROVED: _____ DATE _____
 CITY OF SAINT PAUL BRIDGE ENGINEER
 APPROVED: _____ DATE _____
 STATE BRIDGE ENGINEER

DESIGNED BY	RMS	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA SIGNED: _____ DATE: XX/XX/XXXX LIC. NO. 44648 JAMISON M. BEISSWENGER
DESIGN CHECK	JMB	
DRAWN BY	HMF	
DWG CHECK	JMB	

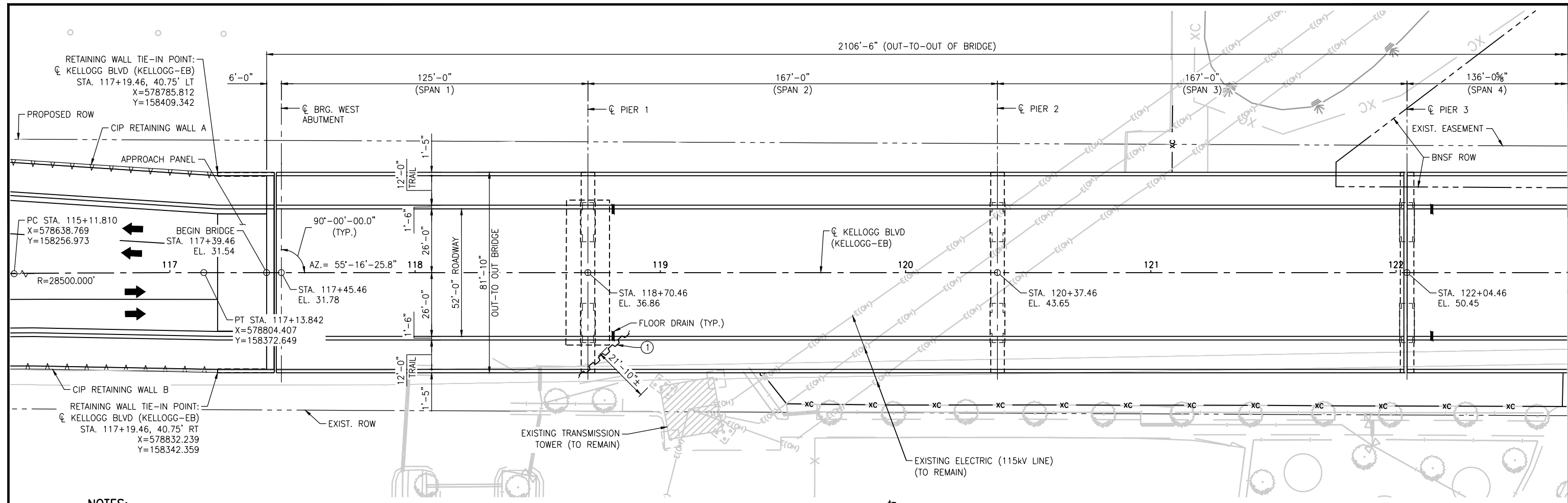


KELLOGG BLVD/3RD ST BRIDGE REPLACEMENT COVER SHEET

STATE PROJECT NUMBER:	S.P. 164-158-028	PROJECT:	B-1202
CAD DRAWING FOLDER:	B1202 KELLOGG THIRD \ PLANS	DRAWER:	143
APPROVED:	SHEET NO. B1 OF B207 SHEETS	BRIDGE NO. 62666	



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NOTES:

SEE BORINGS - PLAN & PROFILE SHEETS FOR INPLACE UTILITIES.

AN APPROACH SETTLEMENT PERIOD OF 2 MONTHS IS REQUIRED BEFORE CONSTRUCTION OF THE WEST ABUTMENT MAY BEGIN.

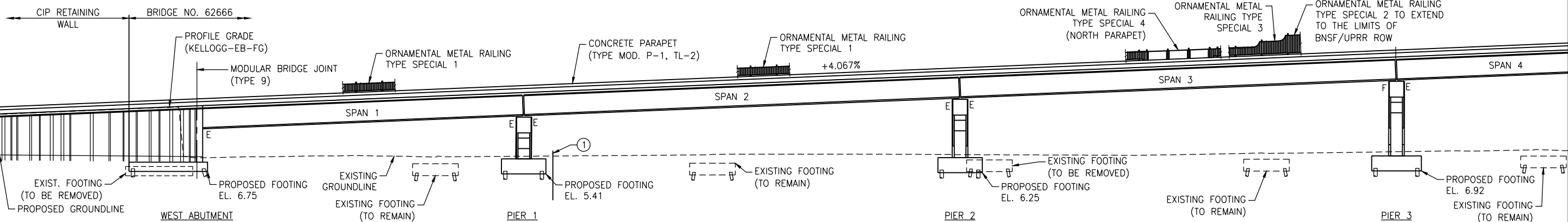
① NO EXCAVATION IS PERMITTED WITHIN 20'-0" OF EXISTING TRANSMISSION TOWER FOOTING. PROVIDE TEMPORARY SHORING AS REQUIRED FOR FOOTING CONSTRUCTION.

GENERAL PLAN



EL. 120
EL. 110
EL. 100
EL. 90
EL. 80
EL. 70
EL. 60
EL. 50
EL. 40
EL. 30
EL. 20
EL. 10
EL. 0

VPT STA. 113+71.000
VPT EL. 16.552



GENERAL ELEVATION

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DESIGNED BY	RMS
DESIGN CHECK	JMB
DRAWN BY	HMF
DWG CHECK	JMB

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SIGNED: _____ DATE: XX/XX/XXXX LIC. NO. 44648
JAMISON M. BEISSWENGER

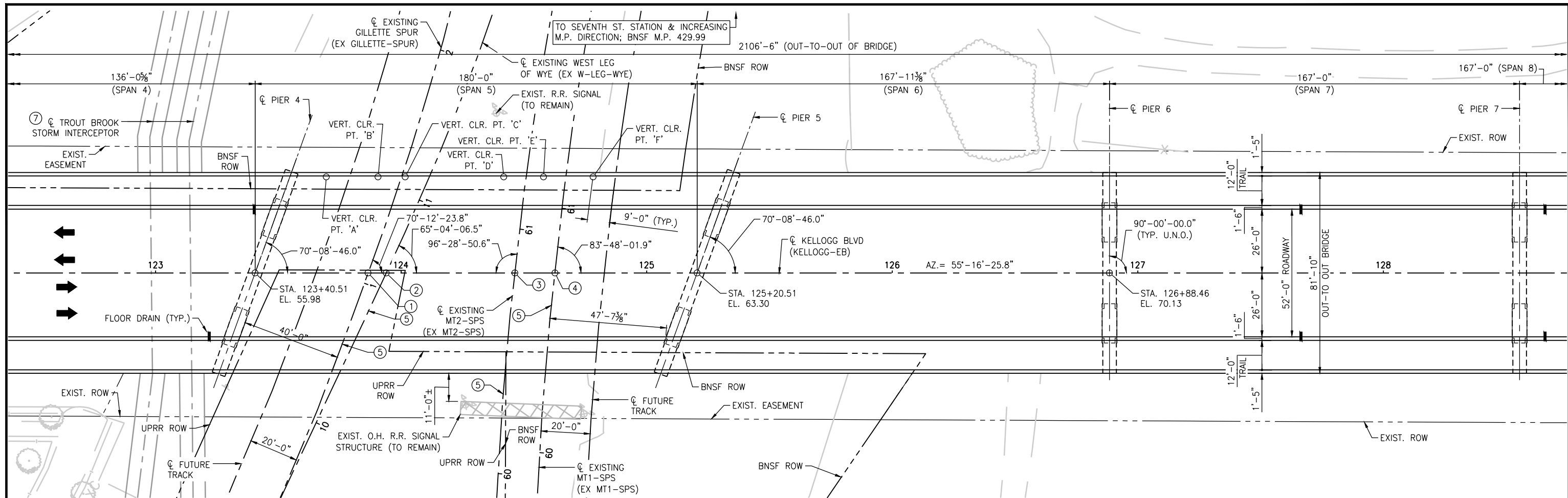


**KELLOGG BLVD/3RD ST BRIDGE REPLACEMENT
GENERAL PLAN & ELEVATION
(SHEET 1 OF 4)**

STATE PROJECT NUMBER:	S.P. 164-158-028
CAD DRAWING FOLDER:	B1202 KELLOGG THIRD \ PLANS
APPROVED:	SHEET NO. B3 OF B207 SHEETS

PROJECT: B-1202	BRIDGE NO. 62666
DRAWER: 143	

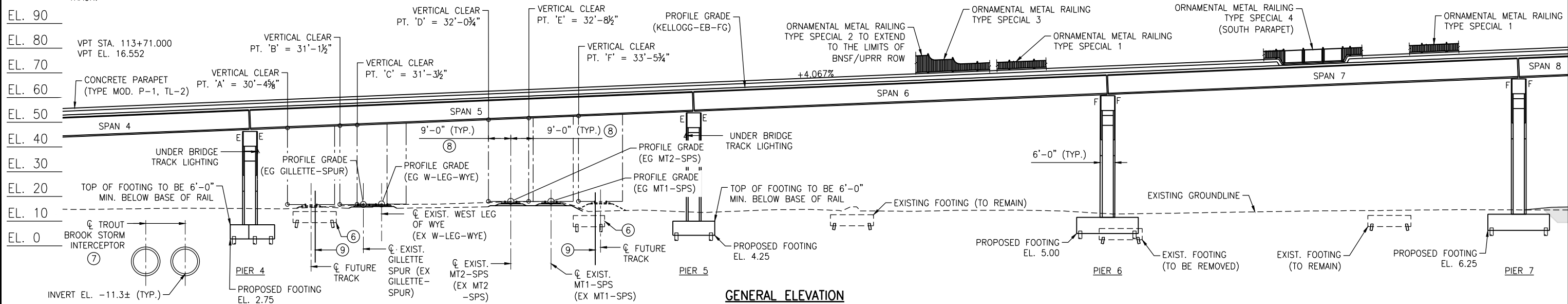




NOTES:

- ① SEE BORINGS - PLAN & PROFILE SHEETS FOR INPLACE UTILITIES.
- ② SEE BORINGS - PLAN & PROFILE FOR RAILROAD ALIGNMENT DATA.
- ③ EXISTING FOOTING ADJACENT TO ACTIVE R.R. TRACKS TO BE REMOVED TO THE LIMITS AS DIRECTED BY BNSF RAILWAY & UP RAILROAD DURING CONSTRUCTION. SEE SHEET B14.
- ④ STOCKPILES OF SOIL AND CONSTRUCTION MATERIAL AND ANY IMPOSITION OF LOADING THAT EXCEEDS THE LIMITS DEFINED IN THE SPECIAL PROVISIONS IS NOT PERMITTED WITHIN 20 FEET FROM THE OUTERMOST EDGES OF THE INPLACE SEWER.
- ⑤ MEASURED PERPENDICULAR TO ALIGNMENT.
- ⑥ TEMPORARY SHORING AS REQUIRED TO REMOVE EXISTING FOUNDATION AND/OR CONSTRUCT NEW FOUNDATIONS. SEE SHEET B2 FOR REQUIREMENTS.

EL. 120
EL. 110
EL. 100
EL. 90
EL. 80
EL. 70
EL. 60
EL. 50
EL. 40
EL. 30
EL. 20
EL. 10
EL. 0



GENERAL ELEVATION

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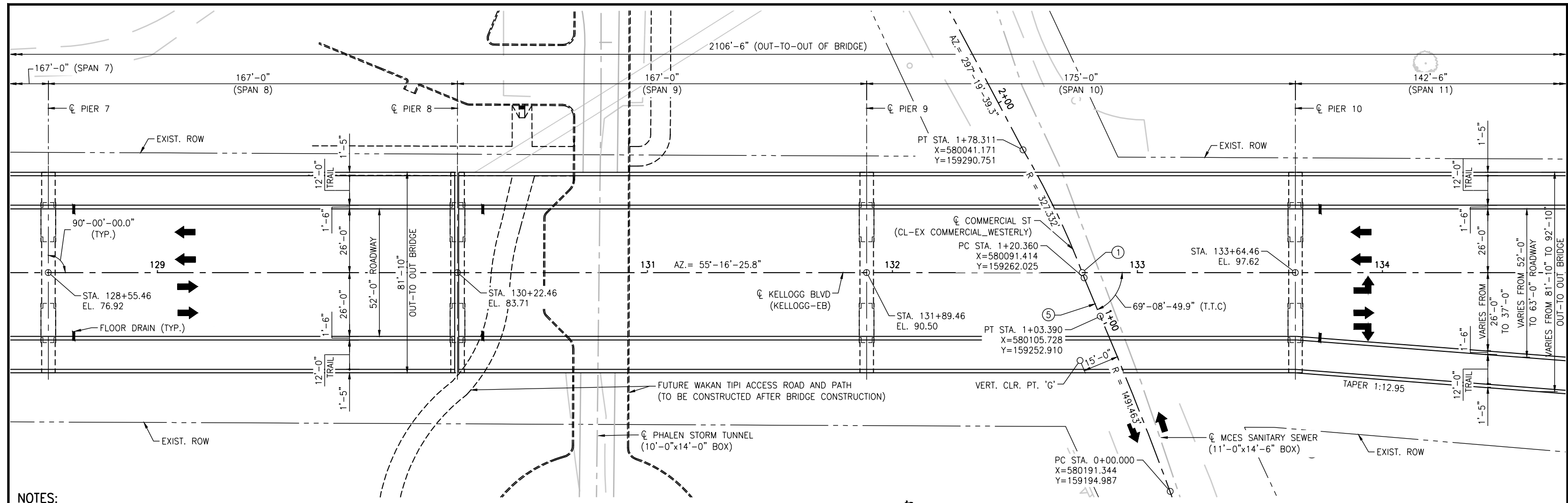
DESIGNED BY	RMS	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
DESIGN CHECK	JMB	
DRAWN BY	HMF	
DWG CHECK	JMB	
SIGNED: _____ DATE: XX/XX/XXXX LIC. NO. 44648		
JAMISON M. BEISSWENGER		



**KELLOGG BLVD/3RD ST BRIDGE REPLACEMENT
GENERAL PLAN & ELEVATION
(SHEET 2 OF 4)**

STATE PROJECT NUMBER:	S.P. 164-158-028
CAD DRAWING FOLDER:	B1202 KELLOGG THIRD \ PLANS
APPROVED:	SHEET NO. B4 OFB207 SHEETS

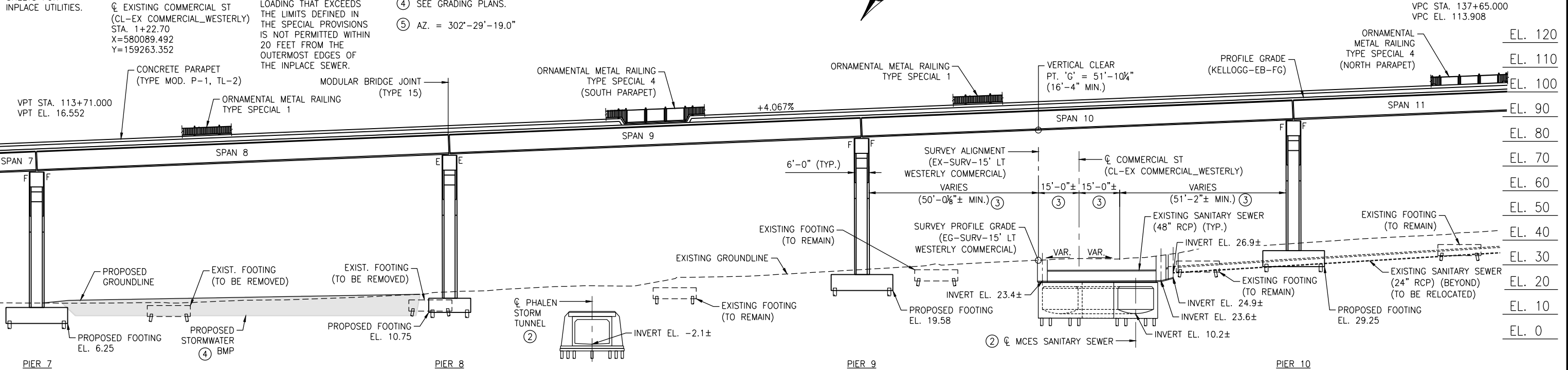
PROJECT: B-1202	
DRAWER: 143	
BRIDGE NO. 62666	



NOTES:

- 1. SEE BORINGS - PLAN & PROFILE SHEETS FOR INPLACE UTILITIES.
- 2. STOCKPILES OF SOIL AND CONSTRUCTION MATERIAL AND ANY IMPOSITION OF LOADING THAT EXCEEDS THE LIMITS DEFINED IN THE SPECIAL PROVISIONS IS NOT PERMITTED WITHIN 20 FEET FROM THE OUTERMOST EDGES OF THE INPLACE SEWER.
- 3. MEASURED PERPENDICULAR TO ALIGNMENT.
- 4. SEE GRADING PLANS.
- 5. AZ. = 302°-29'-19.0"

GENERAL PLAN



GENERAL ELEVATION

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DESIGNED BY	RMS	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
DESIGN CHECK	JMB	
DRAWN BY	HMF	
DWG CHECK	JMB	
SIGNED: _____ DATE: XX/XX/XXXX LIC. NO. 44648		
JAMISON M. BEISSWENGER		

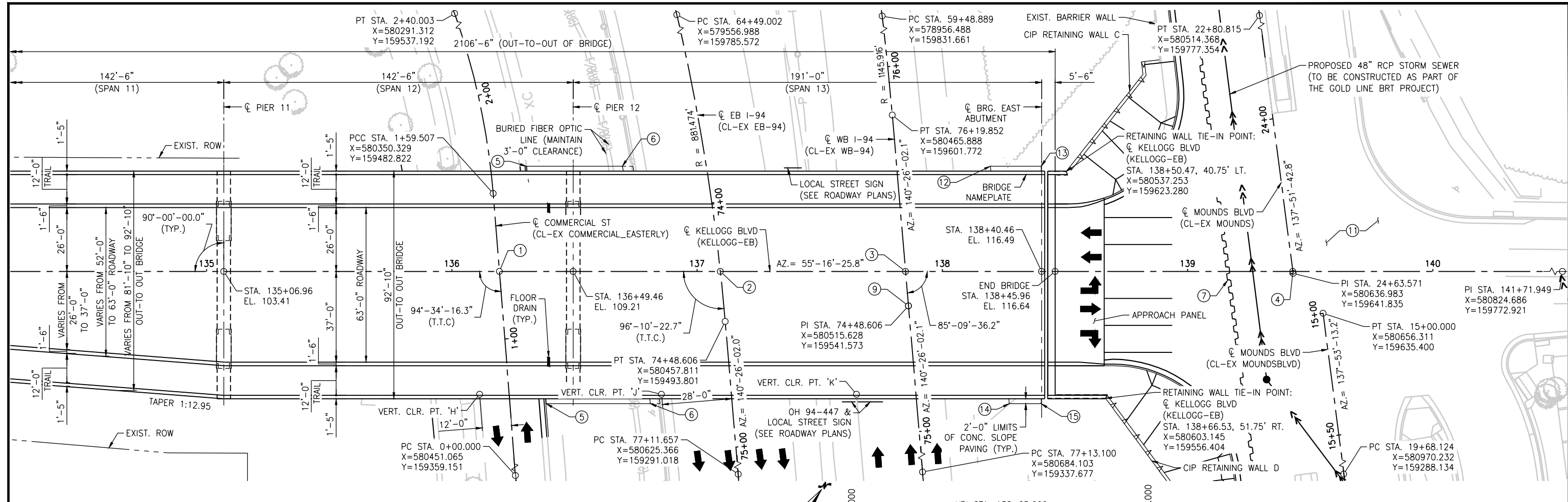


KELLOGG BLVD/3RD ST BRIDGE REPLACEMENT
GENERAL PLAN & ELEVATION
 (SHEET 3 OF 4)

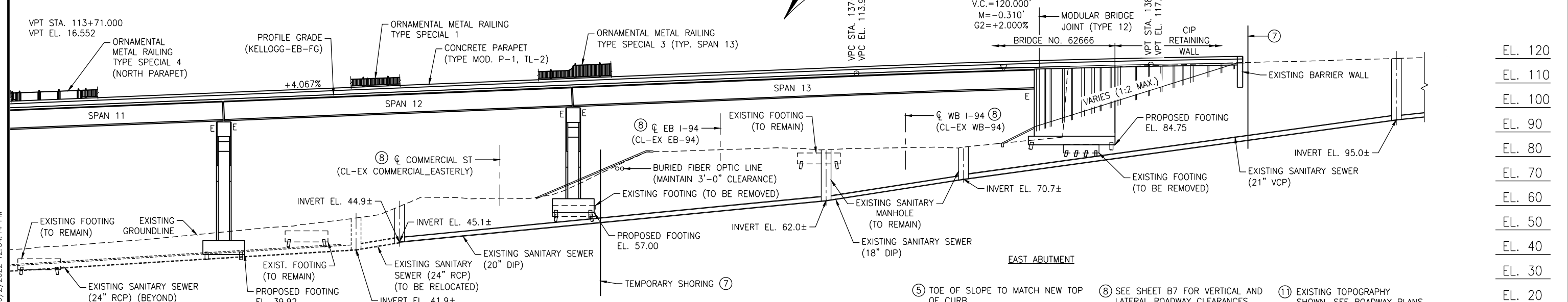
STATE PROJECT NUMBER:	S.P. 164-158-028
CAD DRAWING FOLDER:	B1202 KELLOGG THIRD \ PLANS
APPROVED:	SHEET NO. B5 OF B207 SHEETS

PROJECT: B-1202	BRIDGE NO. 62666
DRAWER: 143	





GENERAL PLAN



GENERAL ELEVATION

NOTES:
SEE BORINGS - PLAN & PROFILE SHEETS FOR INPLACE UTILITIES.

- ① CL KELLOGG BLVD (KELLOGG-EB) STA. 136+19.39 CL COMMERCIAL ST (CL-EX COMMERCIAL_EASTERLY) STA. 1+27.61 X=580370.549 Y=159458.155
- ② CONTROL POINT: CL KELLOGG BLVD (KELLOGG-EB) STA. 137+09.45 CL EB I-94 (CL-EX EB-94) STA. 74+28.10 X=580506.624 Y=159509.457
- ③ CL KELLOGG BLVD (KELLOGG-EB) STA. 137+84.96 CL WB I-94 (CL-EX WB-94) STA. 76+83.81 X=580636.434 Y=159552.470
- ④ CL KELLOGG BLVD (KELLOGG-EB) STA. 139+42.90 CL WB I-94 (CL-EX WB-94) STA. 24+62.75 X=580642.442

- ⑤ TOE OF SLOPE TO MATCH NEW TOP OF CURB.
- ⑥ TOP OF SLOPE TO MATCH EXISTING CONCRETE SLOPE PAVING ADJACENT TO I-94.
- ⑦ TEMPORARY SHORING MAY BE REQUIRED TO SUPPORT EXISTING OR PROPOSED UTILITY AND CONSTRUCT PIER OR TO CONSTRUCT ABUTMENT AND RETAINING WALLS.
- ⑧ SEE SHEET B7 FOR VERTICAL AND LATERAL ROADWAY CLEARANCES.
- ⑨ STA. EQUATION 76+97.941 BK = 74+48.606 AH.
- ⑩ SEE SHEET B7 FOR ADDITIONAL INFORMATION FOR DEFINITION OF ROADWAY SECTION BELOW BRIDGE.
- ⑪ EXISTING TOPOGRAPHY SHOWN. SEE ROADWAY PLANS FOR PROPOSED GOLD LINE BRT PROJECT GEOMETRY.
- ⑫ TOE OF SLOPE EL. 84.60
- ⑬ TOP OF SLOPE EL. 94.63
- ⑭ TOE OF SLOPE EL. 86.07
- ⑮ TOP OF SLOPE EL. 91.99

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DESIGN CHECK	JMB	
DRAWN BY	HMF	
DWG CHECK	JMB	
SIGNED: _____ DATE: XX/XX/XXXX LIC. NO. 44648		
JAMISON M. BEISSWENGER		

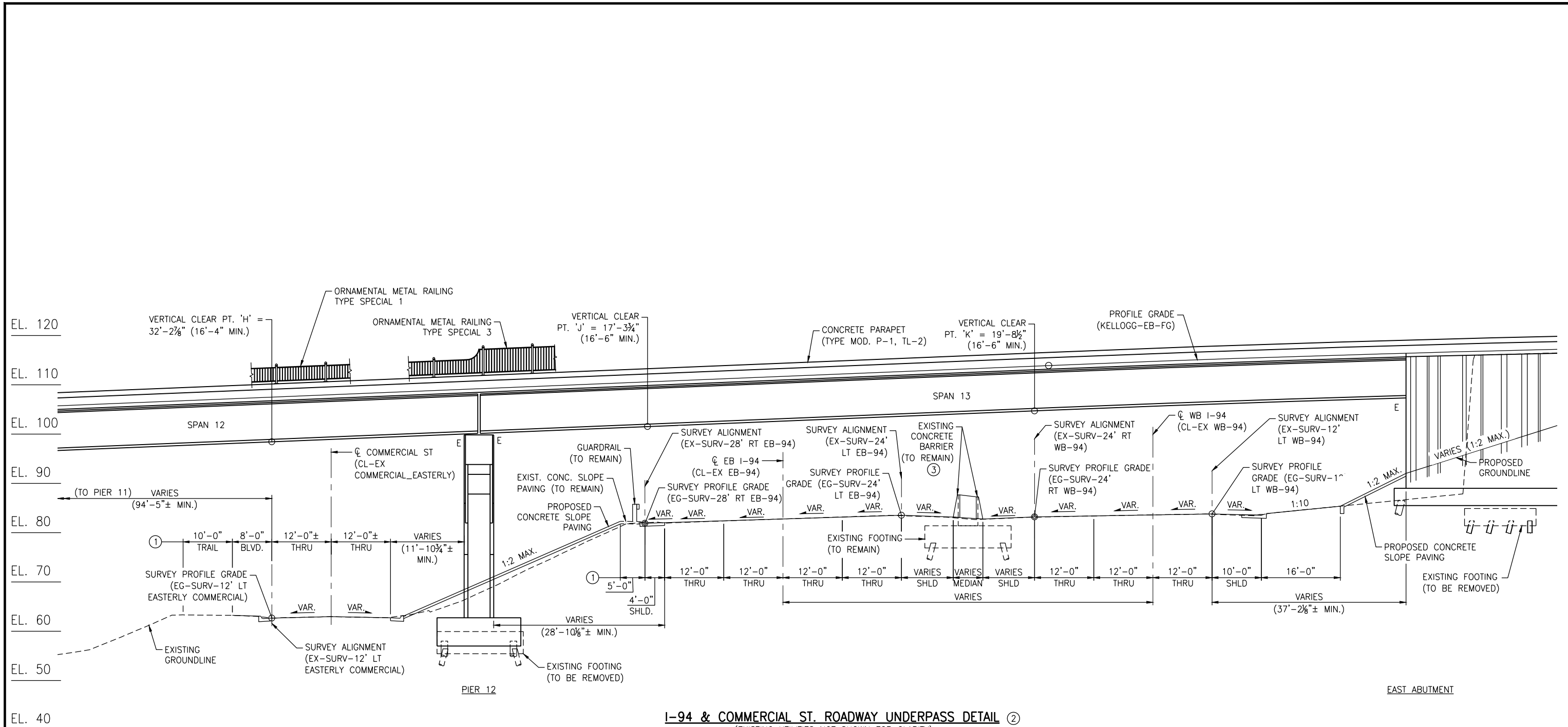


KELLOGG BLVD/3RD ST BRIDGE REPLACEMENT
GENERAL PLAN & ELEVATION
(SHEET 4 OF 4)

STATE PROJECT NUMBER:	S.P. 164-158-028
CAD DRAWING FOLDER:	B1202 KELLOGG THIRD \ PLANS
APPROVED:	SHEET NO. B6 OF B207 SHEETS

PROJECT: B-1202	BRIDGE NO. 62666
DRAWER: 143	





I-94 & COMMERCIAL ST. ROADWAY UNDERPASS DETAIL ②
 (EXISTING UTILITIES NOT SHOWN FOR CLARITY)

- NOTES:**
- ① MEASURED PERPENDICULAR TO ALIGNMENT.
 - ② SEE SHEET B6 FOR ADDITIONAL INFORMATION AND EXISTING UTILITIES.
 - ③ SEE SHEET B15 FOR REMOVAL DETAILS.

C:\SRF-PW\DM531504\CBR62666_DET02.DWG 9/2/2022 12:34:31 PM

	DESIGNED BY	RMS	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA SIGNED: _____ DATE: XX/XX/XXXX LIC. NO. 44648 JAMISON M. BEISSWENGER
	DESIGN CHECK	JMB	
	DRAWN BY	HMF	
	DWG CHECK	JMB	



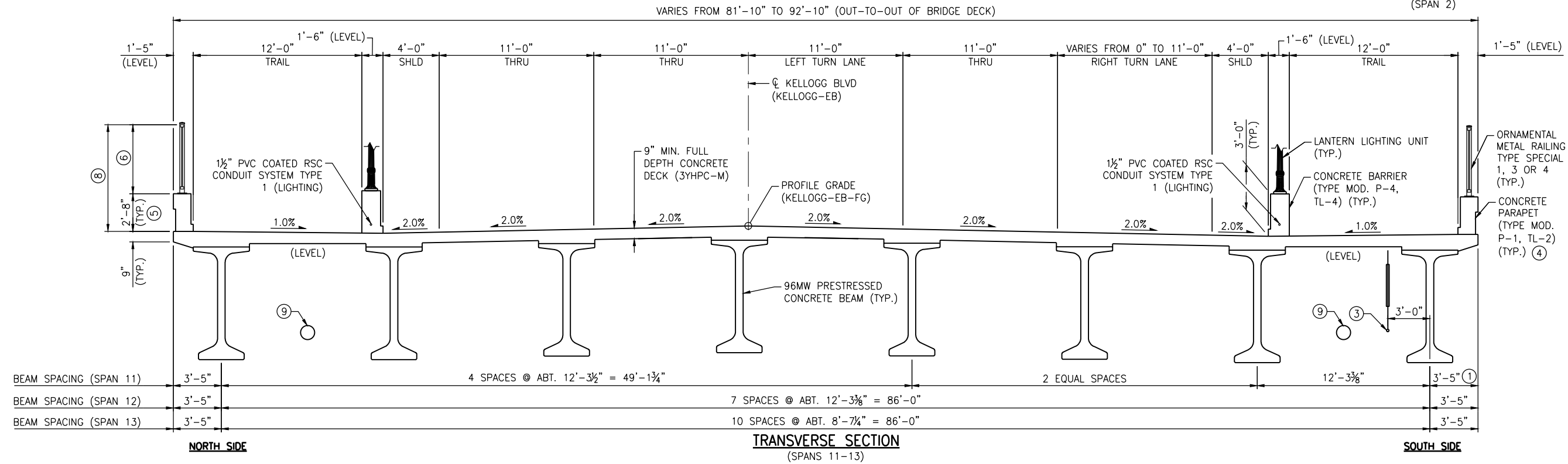
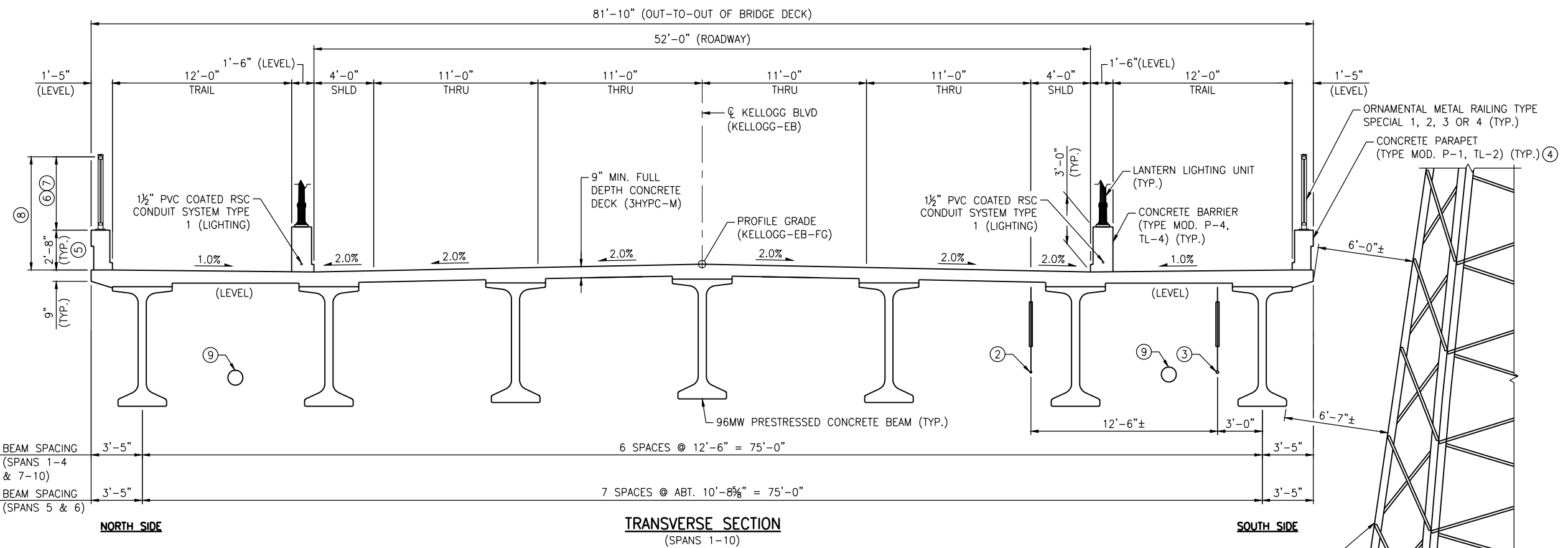
**KELLOGG BLVD/3RD ST BRIDGE REPLACEMENT
 ROADWAY UNDERPASS DETAIL**

STATE PROJECT NUMBER:	S.P. 164-158-028	PROJECT: B-1202
CAD DRAWING FOLDER:	B1202 KELLOGG THIRD \ PLANS	DRAWER: 143
APPROVED:	SHEET NO. B7 OF B207 SHEETS	BRIDGE NO. 62666



NOTES:

- ① MEASURED PERPENDICULAR TO SOUTH EDGE OF DECK.
- ② 1½" DIA. PVC COATED RSC CONDUIT SYSTEM TYPE 2 (RR LIGHTING) - (SPANS 1-5).
- ③ 2" DIA. PVC COATED RSC CONDUIT SYSTEM TYPE 3 (SIGNALS).
- ④ BARRIER TRANSITION TO CONCRETE CURB WHERE ORNAMENTAL METAL RAILING TYPE SPECIAL 4 IS USED.
- ⑤ VARIES 6" TO 2'-8" WHERE ORNAMENTAL METAL RAILING TYPE SPECIAL 4 IS USED.
- ⑥ 3'-4" TYP. (ORNAMENTAL METAL RAILING TYPE SPECIAL 1), 7'-4" OVER RAILROAD (ORNAMENTAL METAL RAILING TYPE SPECIAL 2), 5'-4" OVER I-94 (ORNAMENTAL METAL RAILING TYPE SPECIAL 3), VARIES 3'-4" TO 5'-6" WHERE ORNAMENTAL METAL RAILING TYPE SPECIAL 4 IS USED.
- ⑦ ORNAMENTAL METAL RAILING TYPE SPECIAL 2 (OVER RAILROAD) TO INCLUDE VINYL COATED CHAIN LINK FENCE TO COMPLY WITH BNSF GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS SECTION 4.7.B.1.
- ⑧ 6'-0" TYP. (ORNAMENTAL METAL RAILING TYPE SPECIAL 1 AND TYPE SPECIAL 4), 10'-0" OVER RAILROAD (ORNAMENTAL METAL RAILING TYPE SPECIAL 2), 8'-0" OVER I-94. (ORNAMENTAL METAL RAILING TYPE SPECIAL 3).
- ⑨ 12" DIA. MAINLINE DRAIN PIPE (SPANS 3-4 & 7-12) OR 8" FEED PIPE (SPAN 2); SEE DECK DRAINAGE DETAILS.



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DESIGNED BY	RMS	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
DESIGN CHECK	JMB	
DRAWN BY	HMF	
DWG CHECK	JMB	
SIGNED:	RICHARD M. SNYDER	
DATE:	XX/XX/XXXX	LIC. NO. 51652



**KELLOGG BLVD/3RD ST BRIDGE REPLACEMENT
TRANSVERSE SECTION**

STATE PROJECT NUMBER:	S.P. 164-158-028	PROJECT: B-1202
CAD DRAWING FOLDER:	B1202 KELLOGG THIRD \ PLANS	DRAWER: 143
APPROVED:	SHEET NO. B9 OF B207 SHEETS	BRIDGE NO. 62666



Regional Program Year Policy

The Regional Program Year Policy is intended to manage the development and timely delivery of transportation projects awarded federal funds through the TAB's Regional Solicitation Process.

Project sponsors awarded federal funds through the regional solicitation process are expected to get their project ready for authorization in their program year.

The program year is July 1 to June 30 of the year in which the project is originally programmed in the Transportation Improvement Program (TIP).

By April 1 of the program year, the project must meet the criteria on the attached sheet.

Additionally, if a regionally selected project is not ready to request authorization by June 15 of its program year, the project will not be carried over into the new TIP unless the project sponsor receives a program year extension from the TAB.

Project sponsors that have made significant progress but are delayed by circumstances that prevent them from delivering their projects on time must submit a request for a program year extension to the TAB Coordinator by December 31 of the project's program year.

The maximum length of a program year extension is one year. Projects are eligible for only one program year extension request.

If a program year extension is granted, funding the project will be contingent on the availability of federal funds. A project sponsor is responsible for funding the project until federal funding becomes available.

Projects receiving program year extensions will not receive an inflationary cost increase in their federal cost caps.

"Procedure to Request a Program Year Extension" is provided as Attachment 1.

Criteria for Meeting Program Year

Construction Projects through the FHWA Process:

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

Construction Projects through the FTA Process

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

Right of Way Only Projects through FHWA Process

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

Right of Way Only Projects through FTA Process

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

Program Project

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

PROCEDURE TO REQUEST A PROGRAM YEAR EXTENSION

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

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

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

PROCESS AND ROLES

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

Action Transmittal

Transportation Advisory Board



Meeting Date: January 19, 2023

Date: January 12, 2023

Action Transmittal: 2023-11

Scope Change Request for MnDOT TH 13 Cable Barrier Median

To: TAC Funding & Programming Committee

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

Requested Action

MnDOT requests a scope change to reduce the project length of its Trunk Highway 13 cable median barrier project in Burnsville (SP # 1901-186).

Recommended Motion

That the Funding & Programming Committee recommend that TAB approve MnDOT's scope change request reduce the project length of its Trunk Highway 13 cable median barrier project in Burnsville (SP # 1901-186).

Summary

This requested scope change involves removing about 1.3 miles from a 2.9-mile cable median barrier installation. The project sponsor, MnDOT, states that the removed portion will be completed as a part of two other projects.

Background and Purpose

MnDOT was awarded \$425,250 in Highway Safety Improvement Program (HSIP) funds for 2024 in the proactive category as part of the 2020 HSIP Solicitation. The award was to fund a cable median barrier on Minnesota Trunk Highway (TH) 13 (Sioux Trail) between Lynn Avenue and Nicollet Avenue in Burnsville. The project is currently in the TIP at \$489,600 in HSIP funds. The additional \$64,350 was provided by MnDOT (not from the same pool as the HSIP Solicitation funds) when the project cost estimate increased.

During project development it became known that the project will be impacted by two other projects: a MnDOT I-35W paving project and a City of Burnsville-sponsored interchange construction at Nicollet Avenue and TH 13. Therefore, MnDOT proposes to move the eastern terminus from Nicollet Avenue to County State Aid Highway (CSAH) 5, reducing the project length from approximately 2.9 miles to approximately 1.6 miles. In terms of the cost, the 1.3-mile portion removed would have amounted to \$201,393 (\$181,254, federal) of the original estimate. In theory this could point to a reduction in federal funds from \$425,250 to \$243,996. Because MnDOT and the city intend to install the entire median and because the cost of the project has increased, MnDOT is requesting approval of the scope change request with retention of the original \$425,250 federal award.

Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes are

subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

Staff Analysis

Approval/Denial of the Scope Change: Table 1 shows a scoring analysis. This was scored through a MnDOT process. While the project length is reduced by over 40%, the impact on most of these scoring measures is likely to be negligible. The application's score of 631 is 170 points above the highest-scoring unfunded project. Given this and the assertion that the entire project is going to be built, staff recommends approval of the request.

Table 1: Scoring Analysis

Measure	Max Score	Original Score	Scope Change	Notes
1. Connection to 2014-19 MN Strategic Highway Safety Plan	100	100	0	No change
2. Cost per Exposure	300	275	0	Uncertain
3. Correctable Fatal / Serious Injury Crashes	100	14	0	Low score with little room for reduction
4. Crash Modification Factor	200	92	-	Potential for minor reduction
5. Part of a Plan	200	150	0	No change
6. Ped/Bike Safety	100	0	0	Score of zero cannot be reduced.
TOTAL	1,000	631	0	Likely minimal scoring change

* 0 = no change

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

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

Funding: Recent history shows that retention of the full federal award is typical when removed elements are being completed by other another project. The applicant cites \$201,393 (\$181,254, federal) as the cost of the project portion being removed from the original scope. The committee should consider whether it is necessary to remove this amount versus allowing the applicant to retain this amount.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	January 19, 2023
Technical Advisory Committee	Review & Recommend	February 1, 2023
Transportation Advisory Board	Review and Adopt	February 15, 2023





December 9, 2022

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

Re: Scope Change request to S.P. 1901-186 - TH 13 from Lynn Ave to Nicollet Ave, Cable Median Barrier

Dear Mr. Thompson,

Minnesota Department of Transportation (MnDOT) respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

In 2020, MnDOT was awarded federal funding as part of the Regional Highway Safety Improvement Program (HSIP) to make safety improvements by constructing cable median barrier on TH 13 from Lynn Ave to Nicollet Ave.

The current 2023-2026 State Transportation Improvement Program (STIP) identifies \$489,600 in federal funding and \$54,400 in State match funding for the project, for a STIP project total of \$544,000. The program year for this project is FY 2025.

Project development for SP 1901-186 has been ongoing since 2020; and in 2022, it became known that this TH 13 cable median barrier project is scheduled in the same year as a pavement reconstruction project on I-35W (SP 1981-140). The I-35W pavement project also includes replacing the two TH 13 bridges over I-35W. To rebuild these two bridges, one bridge at a time will carry both directions of traffic on it, which requires paved median crossovers be constructed in the median of TH 13 on both sides of I-35W.

Also, the City of Burnsville is proposing to construct an interchange at TH 13/Nicollet Ave. At this time the proposed interchange layout has not been completed, but it will surely affect the median within our project's limits, so installing cable median barrier in that area will need to be done later.

Because of these two projects and how they will affect the medians in these areas, MnDOT is proposing to change the eastern limits of our TH 13 cable project to CSAH 5 instead of Nicollet Ave, see Attachment 2. We will be able to construct the cable median barrier on TH 13 from CSAH 5 to I-35W as part of the I-35W project. Because we are still installing and paying for the median barrier as part of another project and the cost of median barrier has increased by approximately 70%, we ask that we retain the original \$425,250 HSIP funding.

We want to assure you, for the section of TH 13 between I-35W and Nicollet Ave that we propose to remove from this TH 13 cable project, that we are committed to install cable median barrier funded with a different funding source later when construction of a City led TH 13/Nicollet Ave interchange is constructed.

With your approval, we respectfully request the project length change can be made to the new 2024-2027 STIP with no change in the Regional HSIP funding originally awarded.

Equal Opportunity Employer

Please advise of any additional information you may need and contact me with any questions.

Sincerely,

Tahsina Alam

CC: Lars Impola, MnDOT - Traffic
Colleen Brown, MnDOT - State Aid
Cindy Krumsieg – Program Management

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	2020
Application Funding Category	HSIP
HSIP Solicitation?	Yes
Application Total Project Cost	\$472,500
Federal Award	\$425,250
Application Federal Percentage of Total Project Cost	90%



Project Elements Being Removed:	Original Application Cost
Project length shortened 1.3miles	\$201,393

New Project Elements:	Cost (Based on Year of Costs in Original Application)
N/A	N/A

ATTACHMENT 2: Project map identifying locations of work

ATTACHMENT 2: Project map identifying locations of work

Beginning of the Project

New length of the project : 
Length removed from the project: 

Lynn Ave.

End of the Project

CR 5

35W

Nicollet Ave.



Action Transmittal

Transportation Advisory Board



Meeting Date: January 19, 2023

Date: January 12, 2023

Action Transmittal: 2023-12

Scope Change Request for Saint Paul Fish Hatchery Trail Stabilization and Reconstruction

To: TAC Funding & Programming Committee

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

Requested Action

The City of Saint Paul requests a scope change to remove slope stabilization from its Fish Hatchery trail stabilization and reconstruction project (SP # 164-090-017).

Recommended Motion

That the Funding & Programming Committee recommend that TAB approve Saint Paul's scope change request to remove slope stabilization from its Fish Hatchery trail stabilization and reconstruction project (SP # 164-090-017).

Summary

This requested scope change involves removing slope stabilization from the City of Saint Paul's Fish Hatchery trail stabilization and reconstruction project. The need for this removal is that further stabilization is going to occur along the adjacent highway by MnDOT in a future highway project.

Background and Purpose

Saint Paul was awarded \$ 2,216,800 in Surface Transportation Block Grant (STBG) Program funds for 2023 in the 2018 Regional Solicitation. The award was to fund the stabilization and reconstruction of the Fish Hatchery Trail from Battle Creek Regional Park to Warner Road near Fish Hatchery Road.

Roughly half of the 1.375-mile trail is located beneath the embankment of US Highway 10/61, which was to be stabilized as part of the project scope. A slope failure on that embankment has damaged much of the trail. Since the time of the award, MnDOT has determined that erosion and embankment stability is a considerable concern for the highway and is budgeting for a slope correction in 2027 or 2028. MnDOT recommended that the city request a scope change to remove the slope stabilization from the city's project.

Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

Staff Analysis

Approval/Denial of the Scope Change: Table 1 shows a scoring analysis. The project's original score of 819 left it ranked 4th out of the 40 applications in the Multiuse Trails and Bicycle Facilities category. Eleven applications were funded. The highest-scoring unfunded application scored 782 points. Staff believes it is unlikely that the project as now proposed would have scored fewer than 783 points and therefore supports approval of the request.

Table 1: Scoring Analysis

Measure	Max Score	Original Score	Scope Change	Notes
1. RBTN	200	200	0	No change
2A. Population/Employment	150	44	0	No change
2B. Snow/Ice Removal	50	50	0	No change
3A. Equity	50	70	0	Very unlikely to change
3B. Housing	30	70	0	No change
4A. Gaps/Barriers	100	95	0	No change
4B. Safety Deficiency	150	120		Unlikely to change; measure primarily related to crashes
5. Multimodal	100	83	0	Very unlikely to change
6. Risk Assessment	130	111	0	Very unlikely to change
7. Cost Effectiveness	100	16	0	N/A
TOTAL	1,100	819	0	Likely minimal scoring change

* 0 = no change

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

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

Funding: Removal of a portion of the original project scope will result in a reduction in the original budget. The original application and current cost estimates are shown in Table 2, below.

Table 2: Federal and Local Costs

	Application Budget	Current Budget
Federal Funding Amount	\$2,216,800	\$2,216,800
Local Contribution	\$554,200	\$1,400,000
Total Cost	\$2,771,000	\$3,616,800
Slope Stabilization Removal (federal; 80%)	\$324,000 (\$259,200)	\$324,000 (\$259,200)
80% Federal	\$259,200	\$259,200
Revised Project Cost	\$2,447,000	\$3,292,800

Recent history shows that retention of the full federal award is typical when removed elements are being completed by other another project. MnDOT will complete any necessary stabilization, albeit four to five years later, when it completes its US 10/61 project. MnDOT will also repair any damage done to the trail while constructing the highway project.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	January 19, 2023
Technical Advisory Committee	Review & Recommend	February 1, 2023
Transportation Advisory Board	Review and Adopt	February 15, 2023



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

December 28, 2022

RE: Scope Change request to Fish Hatchery Trail Stabilization and
Reconstruction project (SP 164-090-017)
REMOVE SLOPE STABILIZATION

Dear Mr. Thompson

The City of St. Paul Department of Parks and Recreation respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the Fish Hatchery Trail Stabilization and Reconstruction project.

Background:

The City of St. Paul Department of Parks and Recreation (City) applied for and was awarded 2023 Surface Transportation Block Grant Program (STBGP) funding for the stabilization and reconstruction of the Fish Hatchery Trail between Battle Creek Regional Park and Fish Hatchery Road/Warner Road in St. Paul, shown in Attachment A. Roughly half of the $1\frac{3}{8}$ mile long trail lies on the embankment of US Highway 10/61. A localized slope failure on a portion of the embankment damaged a section of the Fish Hatchery Trail. The scope of the project included stabilization of the slope where the failure occurred.

Project Development

At the time of application, the root cause of the failure was not well understood. Therefore, the City included stabilization via retaining walls in the application. Since the original application was submitted, a thorough analysis of the slope has been completed finding that the underlying cause of the failure is due to deep soils beneath the

embankment, eliminating the viability of most stability measures, including retaining walls. During a 30% design plan review, MnDOT noted erosion and embankment stability was a broader issue through the corridor and was not isolated to the short section of failure on the trail project. MnDOT is currently budgeting for a larger drainage and slope correction project along the adjacent section of US Highway 10/61 to occur in approximately State FY2027/FY2028. After extensive coordination, the determination was that any viable correction measure included in the trail reconstruction project would not meet the long-term needs of MnDOT, however, the future US Highway 10/61 project performed by MnDOT would cover this broader issue. MnDOT recommended the City pursue a project Scope Change to remove the slope stabilization from the trail project to ensure MnDOT has adequate time and funding to address the broader stabilization work in a way that meets the needs of the corridor at large.

Funding

The City is requesting to remove all work and costs associated with Slope Stabilization for the Trail reconstruction project. A summary of the overall project cost and reduction for the proposed scope change is summarized below.

Federal Funding Amount in STIP	\$ 2,216,800.00
Estimated Project Cost	\$ 3,616,800.00
Project cost to be covered by local funds	\$ 1,400,000.00
Removal of Slope Stabilization (Retaining walls)	\$ 324,000.00
Change in project costs	\$ (324,000.00)
80% Federal	\$ 259,200.00
20% Local	\$ 64,800.00
Revised project cost	\$ 3,292,800.00
Revised Federal Amount	\$ 1,957,600.00
Revised Local Amount	\$ 1,335,200.00

Summary

Removing the slope stabilization from the trail project makes sense because the source of the problem will be addressed in a broader erosion, drainage, and slope stability project by MnDOT in the near future. The modified scope still achieves the project goals of providing the critical connection between the Battle Creek Trail and the Samuel H. Morgan Regional Trail.

We therefore request the Funding and Programming Committee's support for a scope change as described. If additional information is needed, please contact me at 651-266-6411 or by email at: bryan.murphy@ci.stpaul.mn.us

Sincerely,



Bryan Murphy

Enc: Exhibit No. 1 – Project location overview map
Exhibit No. 2 – MnDOT support letter

c: Alice Messer, Manager – Design and Construction
Tom Hagel, Manager – Operations and Maintenance
Sarah Sullivan – Assistant City Attorney
Brett Hussong
Paul Sawyer
Blake Hansen, SEH Project Engineer
Colleen Brown – MnDOT Federal Aid
File # L21-01-10

Save: 12/29/2022 12:14 PM bhansen Plot: 12/29/2022 12:15 PM X:\PT\GIS\STPAU\164778\5-final-dgn\5-1-drawings\10-Civil\cad\dwg\sheet\ST164778EX1.dwg

INDIAN MOUNDS REGIONAL PARK

THE GREAT RIVER ROAD (US 61)

END OF EXISTING ACCESS ROAD

CREEK CROSSING

MINNESOTA DNR PARCEL

SLOPE FAILURE AREA

AREA IDENTIFIED TO HAVE BROADER CONCERNS OUTSIDE THE SCOPE OF THE FISH HATCHERY TRAIL PROEJCT.

WARNER ROAD

EXISTING ALIGNMENT

STATE OF MINNESOTA PARCEL

CITY OF SAINT PAUL PARCEL

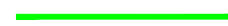




PIG'S EYE ARCHERY RANGE (SAINT PAUL PARKS AND RECREATION PARCEL)

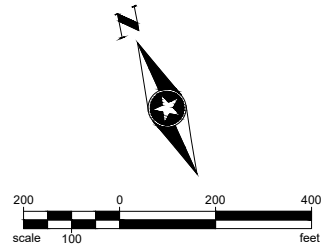
LITTLE PIG'S EYE

BNSF

BATTLE CREEK REGIONAL PARK

LEGEND

-  PREFERRED ALTERNATE ALIGNMENT
-  SECONDARY ALTERNATE ALIGNMENT (EXISTING)
-  EXISTING ALIGNMENT (NO CHANGE PROPOSED)
-  SLOPE FAILURE AREA IDENTIFIED FOR CORRECTION IN FUNDING APPLICATION
-  AREA IDENTIFIED TO HAVE BROADER DRAINAGE, EROSION, HIGHWAY SHOULDER, OR GUARDRAIL CONCERNS TO BE REVIEWED AND ADDRESSED WITH STATE FY2027/2028 MNDOT US HIGHWAY 10/61 PROJECT.



FILE NO.
164778
DATE:
12/29/2022

PROJECT LOCATION
FISH HATCHERY TRAIL STABILIZATION AND RECONSTRUCTION - ST. PAUL, MINNESOTA
SP 164-090-017

EXHIBIT NO. 1

From: Ruranika, Malaki (DOT) <malaki.ruranika@state.mn.us>
Sent: Friday, January 6, 2023 4:27 PM
To: Bower, Christopher (DOT) <Christopher.Bower@state.mn.us>; Parent, Matthew (DOT) <Matthew.Parent@state.mn.us>
Cc: Barnes, Melissa (DOT) <melissa.barnes@state.mn.us>
Subject: RE: 2023-01-04 Meeting to discuss Fish Hatchery Trail

Chris,

This is a follow-up to our conversation on January 04, 2023, regarding the future TH 61 work that will affect the Fish Hatchery Trail constructed and owned by the City of St. Paul.

Part of Section D of Agreement No. 63187, executed on April 4th, 1986, states that: *"If at any time it is necessary to relocate or replace any or all of the bike trails and /or the pedestrian bridge constructed under said state projects, it is hereby understood and agreed by that the City shall absolve the State from any cost or expense for relocation or replacement of said bike trails and pedestrian bridge and the City shall assume the complete responsibility for the relocation or replacement and maintenance of said bike trails and pedestrian bridge."*

However, Section II.C.3.e.2.ii. (Bikeways and Shared Use Paths) of the Cost Participation Manual (revised in 2016) includes the following language: *"MnDOT will be responsible for costs to reconstruct an existing bikeway or shared use path disturbed as a result of a project, with MnDOT participation being in the same ratio as MnDOT's participation in the work that disturbed the existing facility. MnDOT participation in reconstruction will be limited to the existing-width or standard-width, whichever is greater."*

I consulted with the Chief Counsel's office on January 3rd, 2023, to resolve the discrepancies between the agreement and the Cost Participation manual. As a result, we concluded that MnDOT has enough justification for paying 100% cost of the trail work disturbed by the FY 2027 TH 61 project as indicated in the Cost Participation manual. Further, the agreement will not be amended because St. Paul owns and maintains the facility.

Thanks,

Malaki

Malaki M. Ruranika, PE

Cooperative Agreements Engineer
395 John Ireland Blvd, MS 682
St. Paul, MN 55155
(651) 366-4634



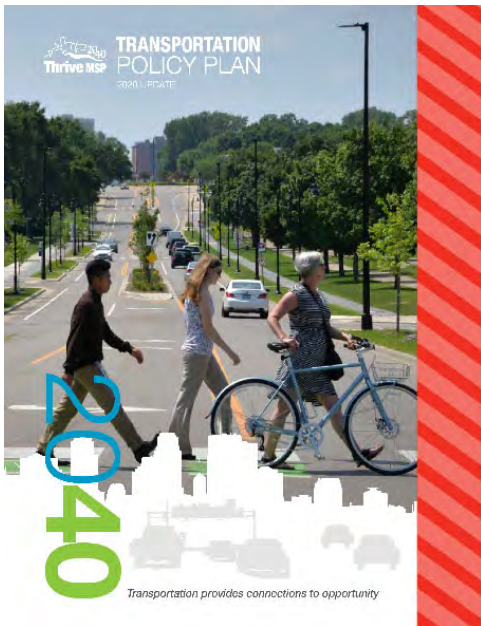


2050 Transportation Policy Plan Development Update



TAC Funding and Programming Committee Jan 2023

TPP Planning Cycle



Studies to Inform Policy Development

Example Completed

- Mobility Hub Planning Guide
- Highway Mobility Study

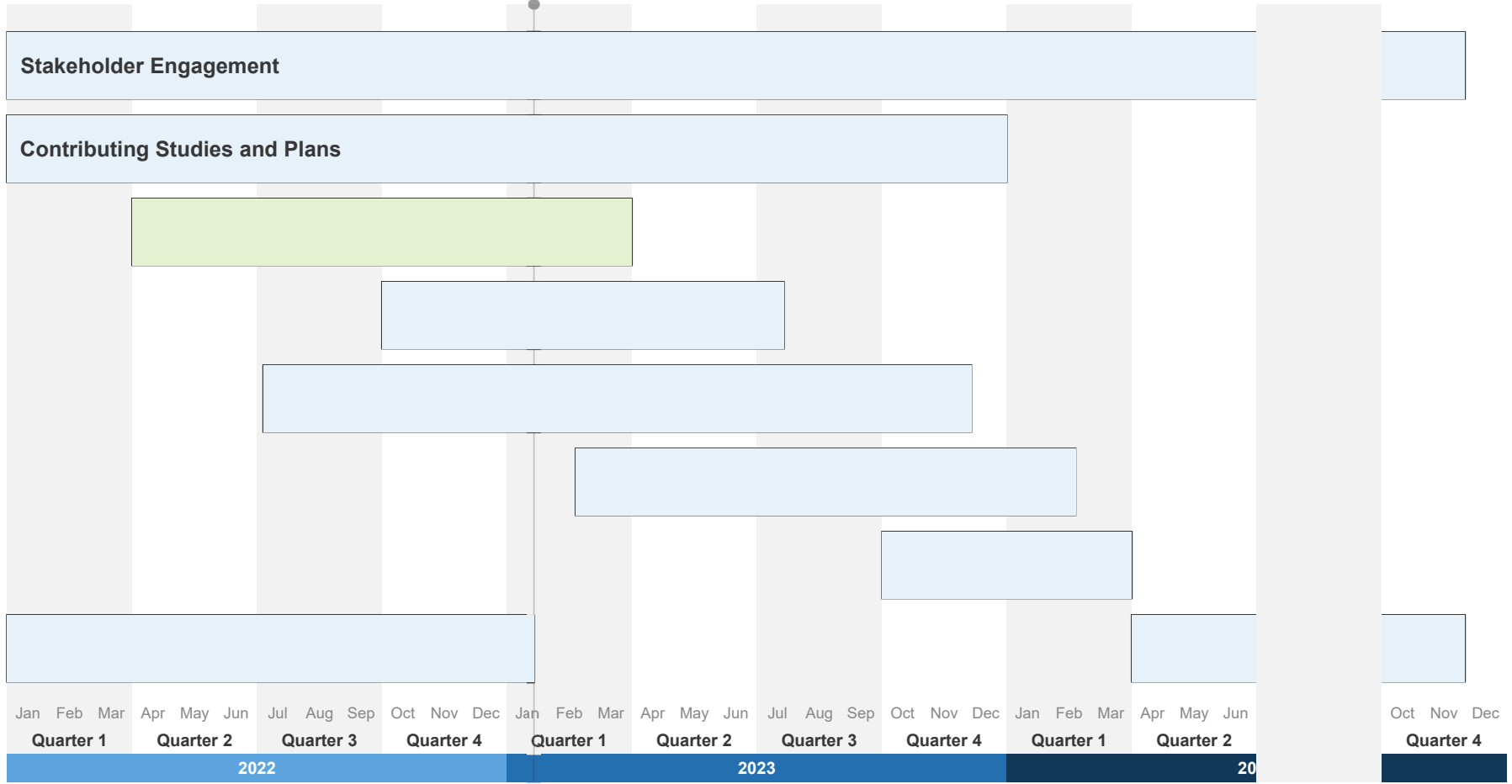
Example Ongoing

- Regional Safety Study
- Regional Travel Demand Management (TDM) Study
- Equity Evaluation of Transportation Investments
- Transportation and Climate Change Multimodal Measures

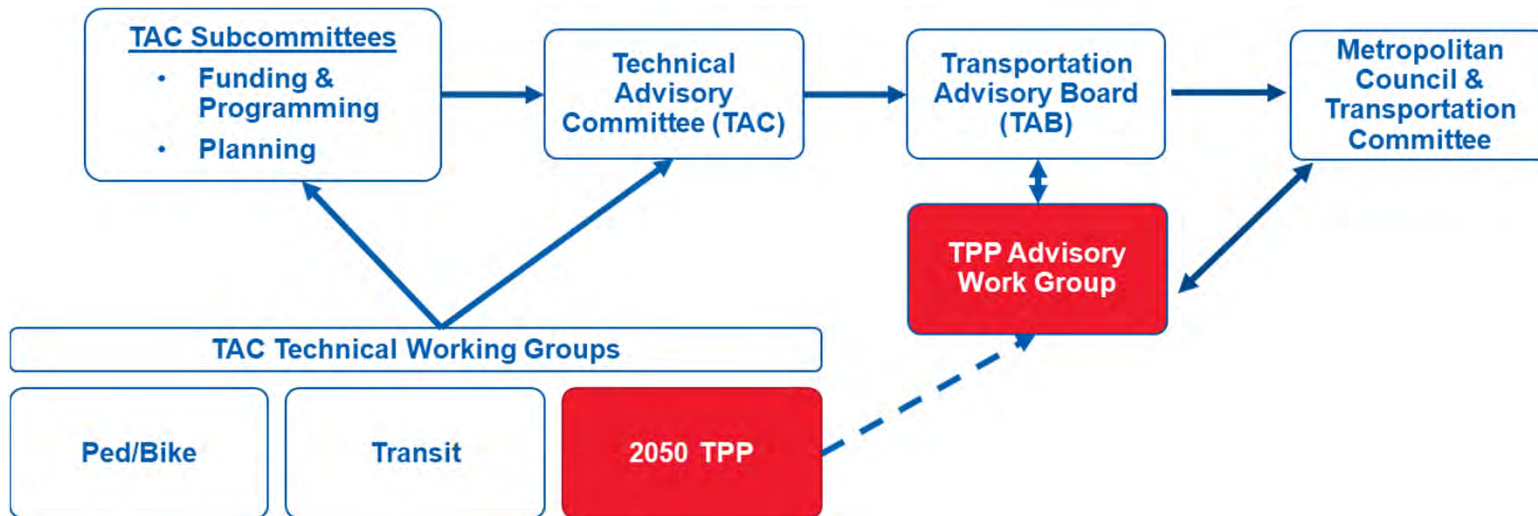
2050 Transportation Policy Plan

- Policies
- Investments
- Performance
- Modelling

2050 Transportation Policy Plan Development Schedule



2050 TPP Advisory Structure



2050 TPP Stakeholder Engagement

Technical Working Group

- Membership includes TAB's TAC Planning organizations plus additions
- Monthly meetings follow regular TAC Planning, began in May 2022
- Focus on reviewing technical details and deep dives into draft content
- Also engage with other TAC Working Groups for specialized expertise (e.g., Transit and Bike/Ped)

Advisory Work Group

- Met Council-led work group of policymakers
- Membership includes TAB, Met Council, MnDOT, MN Pollution Control Agency, transit providers, Council on Disabilities
- Scheduled every month in 2023
- Focus on issues that require policy assessment and direction

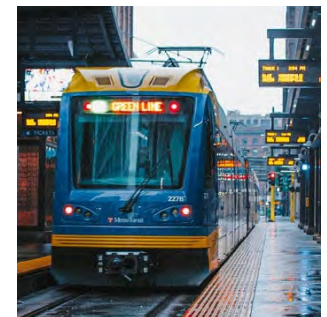
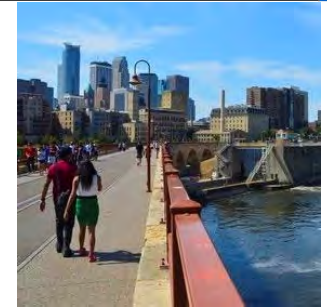
Terms & Definitions

2050 Regional Development Guide

- Values:** Core beliefs (principles) that guide how the Council carries out work
- Vision:** Overarching description of **what we want to achieve** for the region
- Goals:** Broad directional statements that more specifically describe the **desired end states** for the region

2050 Transportation Policy Plan

- Goals:** Broad directional statements that more specifically describe the **desired end states** for the region
- Objectives:** For each area of Council responsibility, **achievable results that advance each regional goal**
- Policies:** Statement of the Council's **intent and approach to regional issues or topics**, independently and in its roles with partners (*new*)
- Actions:** **Specific strategies or activities** to implement policies and achieve goals.



2050 TPP Work to Date



2050 Regional Development Guide

- Small group discussions on transportation issues based around exploratory topics
- Discussions on Vision and Values
- Identified significant cross-cutting regional issues:
 - **Equity:** Systemic racism and other inequities have embedded lasting social and economic disparities for our region.
 - **Climate:** Climate change presents risks for infrastructure, natural systems, and vulnerable communities.
 - **Natural Systems:** Natural systems are important assets that are at risk, and their benefits are often shared inequitably.
 - **Public Health, Safety, and Wellbeing:** Our built and natural environments can support quality of life, but inequitable or unsafe conditions can result in illness, injury, or death.

2050 TPP Work to Date (2)



Policies and Actions Development

Phase I

- Evaluate existing 2040 TPP for potential policies
- Group them by functional area (e.g., mode or impact)
- Start to delineate the difference between policies and actions

Phase II

- Incorporate 2050 goals and objectives, begin reorganizing around them
- Identify gaps, opportunities, and redundancy in policies and actions
- Review results of other inputs including scenario planning, stakeholder engagement, and planning studies

Phase III

- Develop new policies and actions
- Reduce, combine, or eliminate bloated or unnecessary policies and actions
- Further engage on policies and actions as a "draft list," continuing to refine as 2050 TPP evolves until final adoption

2050 TPP Work to Date (3)



Transportation Studies and Plans Updates

Introductions

- E-Commerce Freight Distribution Study
- Regional Transportation and Climate Change Multimodal Measures Study
- Vehicle Miles Travelled Reduction Mode Shift Study
- 2050 TPP Goals Review, Engagement and Update

Discussions or Work Updates

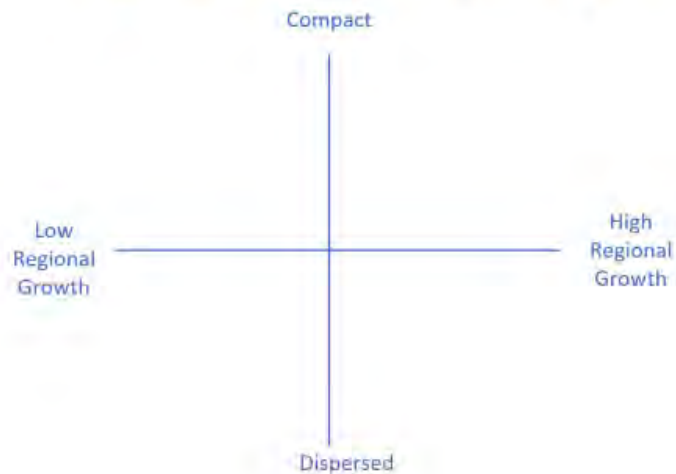
- Statewide Multimodal Transportation Plan and State Highway Investment Plan (MnDOT)
- Transportation System Performance Evaluation and TBI Data
- Metropolitan Council's Climate Action Work Plan
- Congestion Management Process Handbook
- Regional Travel Demand Management Study

2050 TPP Work to Date (4)



Scenario Planning Exploration

Regional Growth: How much? Where?



- High regional growth/compact development
- High regional growth/dispersed development
- Low regional growth/compact development
- Low regional growth/dispersed development
- Business as usual scenario: what is likely to happen if existing patterns continue?

2023 Look Ahead



Major Upcoming Tasks and Reviews

- Draft 2050 TPP Goals and Objectives
- Phases II and III of Policies and Actions development
- Chapter outlines and early concept drafts

2050 TPP Goals Review, Engagement and Update



Consultant Task, 2022-2023

- Summary of Work
 - Thematic synthesis of goals and objectives in our region and peer region plans
 - 15 engagement events with stakeholders, primarily local-government workshops
 - Coordination with equity engagement consultant
 - Recommendations and summary report
- 9-month timeline, substantially complete next summer



Cole Hiniker

Multimodal Planning, Senior Manager
2050 TPP Project Manager

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2022 REGIONAL SOLICITATION SURVEYS

Overall Themes

1. Modal distribution:
 - a. Ranging from less focus directly on mode and more on other goals to more funding for bike/pedestrian, or more funding for highways, etc.
 - b. Concern that rules were bent by going above the modal funding range for bike/pedestrian.
2. Geographic distribution:
 - a. Ranging from providing more funding to the suburbs to removing the focus on geography in favor of regional goals.
3. More updates (or opportunities for updates outside of the TAB meetings) should be provided to TAB during the various stages of the scoring and scenario development process.
4. Connect funding decisions to regional performance targets and policy goals.
5. Document and incorporate the priorities from each agency into decision-making.
6. Provide more emphasis on safety.
7. Better incorporate climate change.
8. Review the Unique Projects category scoring process.
9. Address whether a rule (or lack thereof) is needed around tied scores.
10. Simplify the process.
11. Consider changes to the pedestrian safety score as it requires a lot of work for its small point value.
12. Simplify how applicants obtain and calculate affordable housing data.
13. Improve measurement of the potential bike/pedestrian usage of a project beyond just the amount of nearby population and jobs. Then, measure the bike/pedestrian usage after projects are constructed.

Contents

TAB Members	2
TAC / Funding & Programming Members	9
Scorers and Chairs	15
Applicants	20

SUMMARY OF TAB RESPONSES TO 2022 REGIONAL SOLICITATION SURVEY Fifteen TAB members replied to the survey.

Themes

- Modal distribution:
 - Prioritize roadways
 - Reduce funding for roadways to address VMT reduction
- Geographic distribution:
 - The suburbs are not getting their fair share
- More aggressive VMT/carbon reduction needed.
- More explanations should be provided to TAB on the scoring process and funding scenario development.
- Concern that rules were bent by going above the modal funding range for bike/pedestrian.
- Parochialism and agency type (e.g., counties vs. cities) divides seem to be increasing.

Replies (15 Respondents)

1. Agency type (check one)

	Responses
County	1
City	4
Citizen representative	4
Modal representative	5
Agency representative	1
Total Respondents	15

2. Do you have concerns related to any of the following? (Check all that apply) Total Responses: 14

Distribution of funds between roadways, transit, and bike/ped modal categories	92.3 (13)
Geographic distribution of funds	50.0% (7)
Weighting/distribution of points	28.6% (4)
Number and type of sub-categories within the three modal categories	7.7% (1)
Criteria/measures used to score applications	38.7% (5)
Process to create funding scenarios	28.6% (4)
Other	28.6% (4)

“Other” Responses:

- New to TAB-understanding the three concerns more fully before fully weighing in.
- Somehow simplify the process. Limit applications from 1 county & its cities.
- New to TAB, so concerns are more about learning process than specific issues or concerns.
- Not adhering to the established weighting. The overly political metro based voting that discriminated against valid projects that were submitted by established criteria only to have the criteria thrown out in favor of a political money grab void of the established rules.

3. Please provide specific comments for the items checked in the above question.

1	Met Council needs to develop and start implementing toward VMT reduction goals. Part of this will require meaningful shifting of Regional Solicitation funding away from roadway expansion projects throughout the region. We should be shifting away *now* from the historical funding midpoints and ranges - with increased amounts going to both bike/ped and transit projects. The severity of ongoing and future climate disruption is not currently well reflected in the weighting of points for RS scoring. Small weight is given to pollution reduction, but even this is watered down by being combined with "congestion reduction," which is largely code
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TAB Responses

	<p>for building more roads while ignoring Javen's paradox (induced demand). It feels like the weighting of "emissions reductions" could be applied in a far broader set of submission categories than it currently is. We may not currently measure well the emissions reductions that might result from bike-commuting, and increased ability to walk to locations for people's needs, but in walkable and bikable communities, those modes can meaningfully reduce single-occupancy motor vehicle trips and thus contribute meaningfully to emissions reductions. That should be reflected in the scoring to encourage projects that move our region in that direction. I don't necessarily feel that there are fundamental problems with the *process* for creating funding scenarios, but I would very much like for TAB to be included more fully in that process, and much earlier on. In fact, I would very much like if TAB would be apprised with status updates on the Regional Solicitation process at each meeting throughout the year, much as we receive updates from MPCA, MnDOT, and MAC. I would like a notification when applications submissions are completed, with links to access all submissions at that time. I would like TAB to get substantive updates on the scoring process as it proceeds, with time for us to think about and give input. I recognize that a great deal of expertise and a large number of subject matter experts are involved, and I'm not suggesting that TAB interfere with that process, but we cannot be good stewards of the decisions coming out of that process unless we are kept apprised and able to ask questions as the process proceeds.</p>
2	New to TAB-understanding the three concerns more fully before fully weighing in.
3	I believe we should have a regional approach because what happens in the region affects all of us.
4	To ensure support for commercial industry and the growth of the economy for the metro area.
5	I don't think we did our best work this cycle. There was a compromise offered and several members dug in and wanted their way, which resulted in a vote split that none of us should be proud of. We left on the table a hybrid scenario which likely would have resulted in a near unanimous vote and instead ended up with a scenario with a little over half of the members voting in favor. In my years with the TAB this has been the most divided and parochial of any solicitation. I know it is difficult to vote against the self interest of the organization you represent but we have always found a way to put the interests of the region above any particular agency or political viewpoint. I feel disappointed in the result of the vibrant discussion that took place and the way several members conducted themselves.
6	Concern #1 is that as a policy we established funding ranges and then violated them. Concern #2 is that we accepted a recommendation from TAC which violated those ranges and then allowed that TAC recommendation to be the nexus of debate. Concern #3 is that members voiced multiple times that they didn't understand how the numbers worked, yet the process kept moving forward.
7	
8	New to TAB, so concerns are more about learning process than specific issues or concerns.
9	It seems like one of the dynamics around geographic distribution is that Hennepin = public transit/bike/ped and the other counties = roadway expansion. I don't think that's helpful, or going to help the Met Council meet any of its climate change plans. I'm not sure what the role of TAB and TAC is in this, but it's a concern I have. I can't tell if the tension re geographic distribution is actually around geographic distribution (who gets how much) or if it's actually code for "roads versus transit/bike/ped". A lot of times it feels like the latter, and that's not good for any of the counties or parts of the region. Clarity and openness around this might allow for better discussion?
10	Before the next solicitation can we have discussion on the TAB about adjusting the ranges for roadways, transit and bike ped? Our agency would like to emphasize sustainable, carbon-reducing projects and is interested in seeing this reflected in the ranges before projects are scored.
11	For a bunch that's hell bent on bikes and transit not sure a single member biked or took transit to the meeting. Feels a bit discriminatory in nature and hypercritical that folks outside Minneapolis and St Paul have to drive to these meetings to be told the expanded roads needed to get there won't be funded, and no remote option to take those emissions causing cars off the road. For many, it would be a 2-hour one way bike ride to make it to a St Paul meeting while traffic congestion in the suburbs builds.
12	Need to modify modal ratios and criteria to serve the goals of the Climate Action Plan Framework but, of course, CAPF also needs to be enhanced with the addition of VMT reduction metrics, goals or, preferably,

TAB Responses

	mandates. EVs alone are not going to get us to effective climate protection.
13	It appears the Option we selected will provide less transit resulting in less people being able to go to jobs, medical appointments, daycare, and certainly disenfranchises the disability community.
14	Funding Scenarios: While setting the midpoint for the 3 core modes is our general practice during the year, we should also opine on the specific allotment within the category for the sub-modes. (i.e. Roads get 50% funding. Of that, 50% strategic, 10% bridges, 25% spot, etc.) Geographic Distribution: As we have explored multiple times over multiple solicitations, we should example "balance" across multiple views, not just "County received \$\$." Land use and transportation are directly related and we should view the investments against that designation to ensure that not everything is going to urban core. Also seeing this by mode will help to show, Suburban is only getting x% of bike/ped and is not getting a fair investment. Sub-categories: We need to segregate the \$6 million+ bike ped projects from the \$500k suburban projects; basically a "strategic capacity / bridges" split from modernization and spot like we have in roads. Criteria: Since we know the service shed of any given project, and roads and transit have to provide real numbers (or at least estimates that are based) we should see a "\$ per User" investment in ALL areas. Bike/Ped needs to provide more sound usage numbers that are empirically backed as Transit and Roads do. This should be a separate measure, (investment per capita served) to help TAB better determine the efficiency of the dollar investments. This can also be rolled up into the sub-category and mode level to say "\$100 MM in roads to serve 1 MM people." Or "\$65 MM to serve 300k people in Bike Ped." The population should be based on the APPLICATION service shed, not the population of the city / county where it takes place.
15	I believe that there is too much of a focus on the core counties versus projects in growing communities. I understand the need for more ped and BRT in the core cities, but the outer ring suburbs are hurting.

4. Are there specific changes you would make to the criteria/measures established?

1	If "congestion" must remain a criterion for scoring, it should be separated from "air quality." I would personally like to see separate weights for CO2 from other air quality components, and in combination, the weights for these should be increased to 25% for submission categories of Traffic Mgmt Tech, Spot mobility and safety, Strategic capacity, and Roadway Reconstruction & modernization. The weighting for congestion should be reduced to 5% as a separate score.
2	Not at this time
3	We do not have a regional approach to transit especially commuter and light rail when cities and counties get to change routes not in the best interest of the region.
4	
5	No. We have fine tuned this process over the last 10 years and it is sound
6	One improvement would be to more clearly identify bike/ped funds that are "buried" within road projects. I believe it is likely the final result moved forward actually spends less on bike/ped due to the voting down of large road projects.
7	
8	Not at this time
9	
10	
11	Yes, keep with the criteria that's established and use it instead of allowing a side door to undermine the criteria allowing for past minute departure in favor of a money grab that puts the criteria on the backseat
12	Strong & documented VMT reductions. In other words, if VMT reduction becomes a criterion, RS awards must be tracked after project completion to measure VMT, with clawbacks if not achieved.
13	Can we measure the folks using bike/ped to go to work and errands actually reducing carbon.
14	With all the discussion around safety in all modes, the weighting of safety should be increased by at least 50 points in all application categories (5% aggregate). The Multimodal score of Multiuse should be increased to align with the focus of mobility hubs in the region. This should be on par with Role and Usage (net 500 pts split three ways.) Usage measures for Bike/Ped must have an empirical measurement requirement to align with the requirements for transit and roads. The "role in the economy" score within Multiuse needs to be revised

TAB Responses

	or split. Proximity to the RBTN can be a factor but proximity to services, jobs, and/or dense housing should ALSO be a key factor as those are required for a bike/ped project to actually drive the economy. SRTS scoring should be adjusted to better focus on equity and housing measures vs usage (250 -> 200 pts).
15	1. More focus on roads - new and existing expansion options. 2. Understanding the scoring process by TAC. It appears to be very arbitrary.

5. How well did the regional solicitation process reflect regional policy?

1	I think very well. My quibbles are largely with what our regional policies are and how they need to be brought up to date to more adequately reflect the realities of climate disruption and increasingly unsafe conditions in our transportation systems.
2	TBD
3	I believe that is getting too political and will only get worse if the members of TAB are elected. There are over 140 cities represented in the region and over 180 if you add in townships. We do not have full time elected officials as the counties.
4	
5	Fairly well, but I think we could have done better for the region than we did.
6	Somewhat. I am concerned we moved from a wholistic answer to one that became factional. "The Region" really was not part of the discussion when compared to "My County" and "CITY v. Rural".
7	
8	TBD upon further review
9	I think it reflects it fairly well; but I don't know that the full region is on board with the direction of the regional policies!
10	I think current processes are behind current goals for VMT reduction, carbon reduction. We need to adjust processes to get in front of those issues in an aggressive way.
11	It didn't. It represented Minneapolis and St Paul policy and discriminated against rural and suburban needs. If you don't have the votes you don't get the loot - and it screws the areas of growth with a concentration of city based members
12	Better than previously, but "miles to go," especially on climate.
13	Not at all.
14	I feel that the extreme focus on Bike Ped (+6% beyond our original plan) fails to meet the Performance Measures set in Chapter 13 of the 2040 TPP. Bike Ped projects, by Met Council's own studies show that the majority of bike trips are 3 miles or less. When we talk about access to destinations and a competitive economy across 7 counties, 3 miles in a strong winter climate is not a large enough impact for 5 of the 7 counties. As these projects also rarely serve those outside of the locality where they exist, they should be more supported by the local match since that is the community that the project serves.
15	As noted above - I felt there is too much money going into the bike/ped distribution.

6. On a scale from 1 (strongly disagree) to 5 (strongly agree), do you agree with the following?

	1	2	3	4	5	Total	Avg
TAB had adequate time to discuss funding options	1	2	5	4	3	15	3.40
The funding options provided to TAB by TAC made sense	0	2	4	6	3	15	3.67

7. Were there any issues/concerns you raised during the solicitation process that were not addressed? Please provide a brief description of the issue and how the issue(s) was not addressed.

1	No.
2	TBD
3	The executive committee discussion seems to supposed to be a slam dunk for the full TAB. Is that true.?
4	
5	No.
6	Members saying "they don't understand" how the numbers work. We kept moving - maybe rightly so - due to

TAB Responses

	time constraints. Mr. Geisler had solid analysis of how the numbers were playing out and what those implications were. I did not feel he had enough airtime to explain. I believe Commissioner Goettel's proposed solution should have been analyzed further and presented officially as a third option.
7	
8	TBD
9	
10	
11	
12	I have concerns that city comp plan review — housed as it is in a different process entirely than TAB's Regional Solicitation — is not integrated or even interfaced with TAB's core work, but did not raise this concern because I knew it could not be addressed anyway at our level. New streets in exurban subdivisions, or expanded/new roads connecting them with no transit on them, have enabled auto-oriented sprawl for decades and still do. RS criteria have little or no relevance or impact on it; we fund transportation in exurban parts of the region with little or no complimentary land use/VMT policy or density that could boost transit ridership while also addressing climate. Highway BRT and land value taxation are two things that could address this but are not prioritized or, in the case of LVT, in state law, even enabled. TAB should have strong input into Met Council legislative agendas and community development programs in order to justify the moneys we approve for transportation serving low density. Last but not least, all of the above facilitates poverty and disparity, resulting as it does in the necessity to have a car or multiple cars per household to cover mobility needs.
13	
14	The resolution of a tie through extra carbon spend was essentially a de facto over-programming decision. TAB explicitly chose to set the overprogramming to 12% at the meeting the tie should have been resolved through a reallocation, a splitting of fuds, or a project waiving their tie.
15	They were discussed, but no real solution was given.

8. What one item would you change about the solicitation above all else?

1	Increase the focus of the solicitation on the need for carbon reduction efforts, including reduced VMT, increased mode-shift to transit and other modes (including modes that separate car ownership from car use).
2	TBD
3	County Commissioners who don't regularly come to meetings showing up to spend time talking and voting.
4	
5	Work harder to get a vote result that is closer to unanimous.
6	Looking forward, we have to address what appears to be a schism forming between city and county, and county to county. Adhering to policy and improving the scoring process should help.
7	We need to do a better job of either committing to the scoring and the downstream funding recommendations and not seek to debate afterwards, or allow far more time for debating funding scenarios closer to the deadline.
8	Nothing to offer for the moment-New member
9	
10	
11	Stick with the rules of the game and don't change them at the 11 o'clock hour if your project or your politics aren't 'above the line' for funding
12	Insert land use as a major scoring criterion for all modes to collapse distance so that transportation spending has much higher ROI. Example: huge low-value privately owned surface parking such as big-box should subtract scoring points from adjacent bike/ped/transit applications and also be linked to our decisions about roadway expansion.
13	I think we need a true picture of the region's bike/ped situation.
14	Funding decisions for the sub-categories MUST be decided before TAB sees a project list. We can safely choose an inter-modal split, regardless of the top mode split well ahead of projects. Spot, Modernization, Strategic, Bridges, Expansion can have their allocations decided at a governance level to avoid the parochial discourse of

	projects. These targets should be a full action and policy should be set to "stick" to those inter-modal ranges.
15	Understanding the scoring process by TAC.

9. Are there any other things you would change about the solicitation?

1	Given the inseparable, bi-directional, complex and non-linear relationships that exist between land-use and transportation systems, I would very much like to see greater attention paid to land-use in the solicitation process. There is frequently a great deal of political jockeying that happens in TAB meetings, with, in particular, reps from largely suburban and exurban counties claiming that we're not doing enough to support the "phenomenal growth" that their regions are experiencing. Yet, as recently documented by Jonathan Schroeder of the Minnesota Population Center While lots of these outer-ring counties *did* experience substantial population growth in the intervals of 1990-2000 and 2000-2010, in the most recent decade, most of those regions *have not* experienced a lot of growth. In fact, the most notable growth in the past decade has been in the core city of Minneapolis! Our deliberations on TAB should be more well-informed by that sort of information!
2	Is there a mechanism to add projects (emergency, critical determination like a system failure like a bridge collapse or are these outside the scope of TAB?)
3	Somehow it needs to be simplified but I am too new to know how.
4	
5	No
6	We should consider setting a minimum score within any category to successfully receive funds.
7	
8	Nothing to offer for the moment-New member
9	
10	
11	Make it accessible for remote participation (if equity and carbon reduction are a priority, a zoom option should be made available)
12	I wish the Climate Action Plan Framework had come before us a year ago so that we could have had a chance to improve it and integrate it with our scoring criteria. Apparently it has nothing to say about VMT — a huge missed opportunity if finalized as is.
13	It seems that the disability community is not considered when scoring projects. When you look at the projects selected it appears that the winners of the solicitation process was people who already have economic stability.
14	TAB should implement a Ranked Choice Voting method for funding scenarios. This would allow for a greater range of options for consideration while still ensuring we do not deadlock in analysis. Allowing members to say, "1) Bike Heavy, 2) Transit Heavy, 3) Midpoint, 4) Road Heavy" should greatly increase the inclusiveness of the projects being considered and allow a much greater flexibility of governance options. This would also avoid the "first vote wins" default that has occurred over the last few cycles.
15	More evenly spread of dollars across the metro area.

Additional comment from one of the above respondents:

I have been through the solicitation for my first time as a member of TAB and am dismayed by what I experienced. I filled out the survey form on a whim expressing my frustration when I first received it. After much thought, I wanted to do a more thoughtful response but am unable to do so because I already had submitted the form. Briefly I want to share my thoughts as I understand it so let me know of any inaccuracies.

All agencies (cities and counties) involved have an approved Met Council Transportation plan. These plans identify our goals/priorities for the next 20 years. Why does the Met Council require a solicitation process that must cost hundreds of thousands of dollars? This whole process must need a full time planning staff and applicants time and cost to update the criteria and bring it back for discussion after discussion, do the scoring of the applications, prioritize the applications

TAB Responses

at meetings, review the criteria, recommend changes to the criteria. This does not seem to add value to the projects or improve them. It seems that all of this lead the agencies to submit many applications even when they are not priorities. So, the priorities might not get funded but some other stuff does.

Pre-allocation of the amount of funds in each category mean that projects get funded that should not get funded. It amazed me that projects of 50% and even one at 30% got funded. It seems that the process encourages a bunch of applications, more to score, a waste of time and money to fund poor projects. I am sure in the early years there was funding for new projects and expansion. As we reach full buildout we need maintenance and modernization. The criteria might not need to be changed and we would not have to go thru all of this if we submit projects consistent with our comp plans that have components of highway, trails and transit that make sense. There are many changes in the world and transit needs a frank discussion.

Having said all of this, the region must be the top priority as we work together and not be taken up with everyone getting a share because what is best for the region is good for all of us.

SUMMARY OF TAC/F&PC RESPONSES TO 2020 REGIONAL SOLICITATION SURVEY

Ten TAC and Funding & Programming members/alternates replied to the survey.

Themes

- More direct attention should be given to climate change.
- Try to make funding decisions more outcome-based in addition to needs-based.
- Consider an alternative to using historic midpoints, which lead to the entire discussion being about modes and geographic balance.
 - Listing projects before finalizing modal breakdown also leads to this.

Replies (10 Respondents)

1. Member of (Check one; if on both, check TAC)

	Responses
TAC	7
Funding & Programming	3
Total Respondents	0

2. Agency type (check one)

	Responses
State	0
County	5
City	4
Other	1
Total Respondents	10

3. Do you have concerns related to any of the following? (Check all that apply)

	Responses
Number and type of sub-categories within the three modal categories	0
Modal distribution of funds	71.4% (5)
Weighting/distribution of points	28.6% (2)
Geographic distribution of funds	42.9% (3)
Scoring committee structure	28.6% (2)
Qualifying criteria	14.3% (1)
Process for determining final program of projects	57.1% (4)
Maximum and minimum federal funding award amounts	14.3% (1)
Restrictions (e.g., project bundling)	14.3% (1)
Other (please specify)	42.9% (3)
Total Respondents:	7

4. “Other” Responses:

- Modal distribution of funds: The funding ranges are set prior to the release of the Regional Solicitation. The funding scenarios should be developed based upon the middle of said ranges. Funds can be moved between sub-categories within a modal category to balance funds. There may also be a benefit of establishing the funding scenarios before populating them with projects. Once the projects are in the table it seems like the shifting of the funding scenarios is a way to select particular projects for funding. i.e., if we go with this scenario, project A will be funded, or in a different scenario; project B is selected while A isn't. Weighting/distribution of points: the scoring committee members and volunteers do an exceptional job and put a lot of time into scoring each application. The one item that consistently comes up each time is how the weighted "outlier" scoring metrics are determined. We need to develop a uniform way to apply the weighting of scores when significant outliers are

present. Geographic Distribution of funds: respecting the fact that developing and submitting project applications costs time and money, this should be considered when ensuring a fair geographic distribution of funds. One scoring criteria that sees a significant difference between suburban and urban centers is population, students, job opportunities within 1 mile of the project. These numbers vary significantly and can have a huge impact on the score in applicable categories. In many cases, projects are developed to support/encourage growth in each of these areas. Process for determining final program of projects: I think it's worth reaching out to agencies who have submitted multiple projects to gather an understanding of priority/rank for each project application. This could be included in the application or requested via communications with agency prior to release of the draft project funding scenario/list. Maximum and minimum federal funding award amounts: Each solicitation the Multiuse Trails and Bicycle Facility category maximum funding amount is brought up. If there is a need to provide a maximum amount of \$5.5M for larger multiuse trail and bicycle facility projects, there should be consideration to develop a sub-category for smaller scale multi-use trail projects.

- • It would be good to discuss and review of the Spot Mobility and Safety category to see if it's having the intended impact. • The \$10M maximum award in Expansion was introduced as a pilot for the 2020 solicitation, but it has never been discussed if the pilot has been a success and should continue. • There should be more transparency in the HSIP review and selection process. It wasn't clear if the recommended scenarios aligned with the metrics being provided at the committees in relation to adopted safety and performance targets. There was little room for discussing the recommendations for the proactive and reactive funding priorities. The Unique Project category was structured in a distinctly different method as compared to the Regional Solicitation, where application development and review is more fluid between applicants and Met Council staff because of the Letter of Interest process in this first round. Project ideas are unique in nature and the spectrum of possibilities was discussed with staff to guide the general scope and breadth of the projects submitted to increase the likelihood that funding was awarded. This process culminates with TAB being directly involved in the review and scoring process, without direct involvement from the TAC, unlike the remainder of the solicitation process. Ultimately the Unique Projects subcommittee/TAB had mixed reactions to the applications, and they expressed a desire to want more unique projects, but were unable to define what that looked like in regard to the applications that were reviewed in 2022. In general, there was a lack of awareness on what constituted a "unique" or "innovative" project, and a general misunderstanding of the state of the practice nationally. The following recommendations are offered to improve the process for the next solicitation: • TAB's role should be policy-driven and less focused on the technical review and direct project evaluation. TAB should be providing clear intention for the category so the set-aside can be developed in advance with clear goals and outcomes for applicants. • Met Council should have a future agenda item or work session with TAC and TAB to highlight projects from across the region and country to offer project examples, successes and challenges of this type of work, and an explanation on the types of funding available and the amount of funding necessary to deliver these kinds of projects. • TAB and Met Council staff should try to establish clear ties to TPP and other adopted plans (e.g., Shared Mobility Action Plan) to tie project selection process to objective policy directives similar to the Regional Solicitation. • TAC and the subcommittees should have a more active role in the Unique Project category, including application development and project review, to limit the role of TAB in screening projects and place that under the purview of the practitioners. • All project reviews and appeals would be discussed at the subcommittees, vetted up through the committee chairs so they are backed and supported as they are presented to TAB.
- Topic #1: Modal distribution of funds Observation: County staff believe the MetCouncil should consider establishing Investment Performance Targets to inform the minimum/maximum allowable distribution of funds across the Roadway, Transit, and Multimodal modal categories. Rationale: This data-driven approach may be useful for TAB's decision-making process when presented with multiple funding scenarios. Topic #2: Weighting/Distribution of points Observation: County staff believe measures should aim to distribute points using a balanced approach that evaluates a project area's needs as well as the anticipated outcomes along the project corridor. Rationale: County staff believe that some measures are too heavily shifted towards a project area's needs rather than the project candidate itself (i.e. the number of jobs within the project area or the roadway's designation on the Regional Truck Corridor Tier). Topic #3: Qualifying Criteria Observation: County staff believe that applicants should not be required to update their respective ADA Transition Plans within the last five years. Rationale: County staff are supportive of requiring applicants to have a completed ADA Transition Plan, however, it's unreasonable to pose a five-year update cycle. As a comparison, cities/counties are only required to update their comprehensive plans on a ten-year cycle. Topic #4: Restrictions Observation #1: County staff believe

that bridges located along roadways classified as Major Collectors and B Minor Arterials should be eligible for the Regional Solicitation. Rationale #1: County staff believe this change would place the Metro Region in a competitive position to efficiently distribute federal funds and take advantage of flexibilities allowed by the FHWA (i.e. converting bridge funds from Off-System to On-System). Topic #4: Restrictions Observation #2: County staff believe that applicants should continue to be permitted to submit the same project in both the HSIP and Regional solicitations; however, applicants should be restricted to only accepting one award. Rationale #2: Although a project may be eligible receive both HSIP and STBG funds, the supplemental award of HSIP funds should not be used as a strategy to circumvent fiscal constraint across programs. In addition, the FHWA defines the primary purpose of HSIP funds is to reduce traffic fatalities and serious injuries; requiring states to submit annual reports to describe their use of funds (url: <https://highways.dot.gov/safety/hsip/reporting>).

- We need to see more funding in the Arterial BRT bucket. While this was the most transit, bike, and ped friendly distribution in the history of the Regional Solicitation, we have to compare that with decades of car-centric investment. We need less investment in new high-speed road capacity, Not the scoring committee structure per se, but the lack of standardization on some items led applicants to use different methodologies that leads to widely different scoring. In some cases, projects received a much lower score for having a more conservative/defensible method (e.g., using operational costs and life span consistent with the actual transit system). There should be some sort of check on using unrealistic operational inputs.
- Ideally, modal distributions would be derived from policy priorities more than historical allocations.

5. Are there specific changes you would make to the criteria/measures?

1	Safety for all roadway users is a common sentiment shared by all agencies/committee members. Additional points should be allocated to safety for all applicable application categories.
2	<ul style="list-style-type: none"> • The affordable housing access question is valuable, but is also challenging and labor intensive to answer. We suggest exploring whether an affordable housing location map can be included as part of the mapping application so applicants can more easily generate the maps and lists to respond to this question in easier and more consistent way across the region. • The Solicitation continues to be silent on Climate Change and it appears the region is falling behind when discussing the importance of the topic related to how the transportation sector is the leading sector in GHG emissions. This topic was largely absent in all conversations at the subcommittees and TAB, largely because it was not a focus in the application process. The emissions measure should be re-evaluated to clearly include climate considerations and how projects may create induced demand for more driving. • Multimodal facilities included in roadway applications should have clear design-based scoring metrics. TAB and committee members have often pointed to Expansion and Modernization projects offering multimodal accommodations when highlighting the need for more roadway funding, but this varies significantly across projects and isn't a clear indicator of progress for mobility, safety, etc. If this is a clear priority for TAB, the scoring should better reflect multimodal priorities that are supported by the project's defined scope.
3	<p>Observation #1: As mentioned in the county's response to Question #4, county staff believe that measures should aim to distribute points using a balanced approach that evaluates a project area's needs as well as anticipated project outcomes. Measures such as "Connection to Total Jobs and Manufacturing/Distribution Jobs" and "Regional Truck Corridor Tiers" solely distribute points based on a project area's needs with no review of a project's expected outcome (both positive and/or negative). Observation #2: The "Affordable Housing Access" measure requires excessive staff time and resources to complete given the current process for obtaining information on affordable housing. More customer friendly resources would promote a number of efficiencies in completing this measure. Alternatively, a workshop for applicants to attend prior to the solicitation may be helpful. Observation #3: Additional consideration should be given to Resiliency as it relates to stormwater management and green streets strategies. Currently, only small portions of the "Geometric, Structural, or Infrastructure Deficiencies" and the "Transit, Bicycle, and Pedestrian Project Elements and Connections" measures distribute points in this area. With the region's growing interest in Complete Streets and Climate Action, resiliency should warrant additional points. Observation #4: The "Pedestrian Crash Reduction" measure requires extensive staff time and resources to complete given the number of qualitative responses. County staff support the heightened acknowledgement of pedestrian safety,</p>

	<p>however, the level of effort necessary to complete this measure is too disproportionate to the number of points assigned to it. Perhaps, technical staff can explore how the recently completed Pedestrian Safety Action Plan and the forthcoming Regional Safety Action Plan can be leveraged for this measure. Observation #5A: Both the "Vehicle Delay Reduced" and the "Kg of Emissions Reduced" measures solely utilize traditional methods to evaluate the before/after conditions for a project. Although these methods provide a fairly accurate representation of people driving, they do not recognize a project's ability to promote active transportation modes such as walking, using transit, and biking. With the region's growing interest in Complete Streets, Climate Action, and VMT Reduction, perhaps these measures could be modified to recognize modal shift opportunities; potentially for the 2026 Regional Solicitation given the relatively significant change in scoring approach. Observation #5B: In addition, MetCouncil staff should consider additional guidance to applicants for completing the "Vehicle Delay Reduced" and the "Kg of Emissions Reduced" measures. The current approach provides too much flexibility in how applicants are permitted to report before/after conditions along the project corridor. County staff would be willing to participate in reviewing these measures as part of the 2024 Regional Solicitation and offer advice/input for potential changes.</p>
4	<p>Develop a more rigorous climate measure, incorporate induced demand for new road infrastructure, incorporate health monetization metrics. Develop more standard inputs or prescribed methodology for calculations on operations and on naturally-occurring affordable housing. We see positive evolution on the mapping standardization over the years; seeing similar efforts on standardization within other criteria would be beneficial to the process.</p>
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6. On a scale from 1 (strongly disagree) to 5 (strongly agree), do you agree with the following?

	1	2	3	4	5	Total	Avg
TAC F&P and TAC had adequate time to discuss funding options	0	0	2	3	3	8	4.13
The funding options provided to TAC made sense	0	0	3	3	2	8	3.88

7. What one item would you change above all else?

1	<p>The modal (Roadway, Transit, Bike/Ped) funding ranges are set by TAB prior to the solicitation. Prior to this year, TAB has utilized the midpoint scenario. It reflects the middle of the modal funding ranges, as set by the policy makers prior to the solicitation being released. The allocation of funds within the sub-categories could also be predetermined, but I think it's more important that we stick to the middle of the funding ranges to minimize discord between agencies. The committees can move funds between the sub-categories within each modal category to balance the funds available.</p>
2	<p>• Met Council staff need to consider how the scenario development and review can lead to better conversations about policy, regional priorities, and performance-based outcomes. Each cycle the process is distilled down to modal allocation and perceived fairness of funds being distributed across the region. From an objective view, it appears that the primary indicator of success is geographic balance above all else.</p>
3	<p>Observation: County staff continue to urge MetCouncil and TAB to rethink how arterial Bus Rapid Transit (BRT) projects are programmed by the region. Hennepin County is a strong supporter in the expansion of BRT service, however, the current process for BRT service development is solely focused on the baseline scope necessary to construct BRT platforms; typically resulting in improvements in 2 of the 4 intersection quadrants. Rationale: Local agencies are put into a difficult position for ensuring adequate accessibility, safety, and mobility for all users of the intersection at the time of BRT service inception. Common project elements left out of the baseline scope within non-BRT quadrants include: pedestrian ramp upgrades to current ADA design standards, Accessible Pedestrian Signals (APS), traffic signal system replacements/upgrades, and proven safety</p>

	strategies (such as curb extensions, raised medians, and pedestrian crossing beacons). Although local agencies have been successful in securing local and external funding to make improvements at non-BRT quadrants, this approach is likely unsustainable given the number of competing priorities and limited availability of funds.
4	More standardization of methodology for operations-focused questions. Methodologies can be substantially different yet still accepted, resulting in meaningful swings in final scores. Without more standardization, the probability applicants "loosen" their methodology over time to boost scores without penalty will increase. This will create unrealistic claims within applications and generally dilute the integrity of the scoring process and decrease project quality over time.
5	Make it clearer how the projects funded meet goals/objectives of regional plans.
6	Have TAB set the modal split before projects are scored.
7	More funding for bike/ped. First ring suburbs are really in need of it and have a greater percentage of residents that rely on it as their only means of getting around.
8	See comment in question 3 above. Allocating federal funds based on a historic regional modal investment percentage or the number of projects submitted in a particular project category is not a regional investment strategy or vision. The current approach is focused on the past and reacting to what is popular. We can and should do much better. The MPO needs to develop a regional investment strategy and vision in the TPP. Regional Solicitation project selection needs to be more data driven and outcome based to advance the regional investment strategy that is identified.
9	Nothing
10	More outcome and data-driven process to determine modal funding distribution (not just project scoring). TPP update may provide better guidance to inform such a process.

8. Are there any other things you would change about the solicitation?

1	When considering regional balance, a lot of effort is put forward to ensure each region/county receives funding through the solicitation. When considering this measure, the number of projects submitted from each agency should be taken into consideration.
2	<ul style="list-style-type: none"> • The historic mid-point continues to structure the TAB conversation in a manner that makes it very difficult to move from the status quo, irrespective of regional policy goals and meaningful objectives and outcomes. This sets up a conversation to be more about competing modes (cars v. transit v. bike/ped), as compared to tangible outcomes that allow TAB to see the value and impact of the work. Continuing a process of mid-point sets up a confrontational discussion that is very specific to modal allocation of funds. • The Solicitation process needs to offer more context in relation to policy and plan-based performance objectives. Staff and committees started to show this work to TAB at the end of the 2022 solicitation, but it should have been where this work started and more specific to performance targets brought to the committees via other planning efforts throughout the year. • The solicitation process has become so large that it can be very slow to evolve and adapt to changing policies and priorities. At best, these conversations and changes would have to be guided by staff, committee members, and TAB. Some emerging areas include: climate, GHG emissions, changing driving/work trends, reckless driving, surging crash trends, transit ridership, etc.
3	Regarding Question #6 Rationale for 6A "TAC F&P and TAC had adequate time to discuss funding options": County staff generally agree that TAC F&P and TAC had adequate time to discuss funding options. However, county staff observed two challenges as it relates to the discussion of funding options. First, the scheduling of TAC F&P immediately after TAB provides insufficient time to complete and discuss adjustments in response to feedback solicited. Second, it's difficult to solicit input from both TAC F&P and TAC concurrently in advance of TAB meetings. Perhaps, discussions related to funding options should occur at 1 to 3 joint TAC F&P and TAC meetings to increase the likelihood in developing sound recommendations/options for TAB's consideration. Rationale for 6B "The funding options provided to TAC made sense": County staff viewed the three funding options presented to TAC to generally represent options considered in prior solicitations. Overall, the funding options provided opportunity to demonstrate preference towards one or more modal/application category(ies); noting that Option 2A and Option 2B were relatively similar. County staff believe a more data-driven approach should be followed when developing scenarios to assist TAB with understanding outcomes

TAC and F&P Responses

	across performance targets.
4	Integrate more climate considerations, including how projects could foster unsustainable development patterns that exacerbate climate, health, safety, and equity issues. I think some application responses would be considered by a majority of readers to not pass "the smell test." This could be questionable methodology, unfounded ridership projections, or general lack of source material. I don't know how we can formally ask for more info on these applications that don't pass "the smell test," but I believe the standardization of methodology (and providing the time required to scorers) to dig into verifying the numbers used could greatly strengthen applications.
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9	No
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SUMMARY OF SCORER/CHAIR RESPONSES TO 2022 REGIONAL SOLICITATION SURVEY

Eighteen scorers/chairs replied to the survey.

Themes

- Application navigation can be difficult. Can question titles be included? PDF bookmarks?
- Consider pre-established scoring rubrics for qualitative questions.
- Clarify if points are/should be given for existing facilities vs. what is being built with the funding applied for. This seemed to be a point of confusion for some applicants. Not sure if scorers were handling differently. Clarify also whether it is a scorer’s responsibility to catch replies to other questions.

Responses (18 Respondents)

6. On a scale from 1 (strongly disagree) to 5 (strongly agree), do you agree with the following?

	1	2	3	4	5	Avg	Total
Information from the applications was easy to find and interpret	11.1% (2)	11.1% (2)	11.1% (2)	38.9% (7)	27.8% (5)	3.61	18
The scoring committee structure was effective	11.1% (2)	11.1% (2)	11.1% (2)	33.3% (6)	33.3% (6)	3.67	18
The way to distribute scores within my measure(s) made sense	27.8% (5)	11.1% (2)	5.6% (1)	11.1% (2)	44.4% (8)	3.33	18
My scoring methodology was consistent with the scoring guidelines	27.8% (5)	0.0% (0)	5.6% (1)	22.2% (4)	44.4% (8)	3.56	18
The scoring guidelines were useful/understandable	27.8% (5)	5.6% (1)	11.1% (2)	33.3% (6)	22.2% (4)	3.17	18

Scorer Responses

7. Please provide any comments you may have for question number 6

1	My category was a little "hands-off" in a lot of ways. I feel like there's a little more room for interpretation besides just number of connections. ie: not all connections are created equally. I also think transit connections/ridership projections could be weighed more heavily. It seems to be a drop in the bucket compared to some other categories.
2	- The applications can be difficult to navigate quickly and directly to locate the needed info to score, which is even more of an issue if you end up scoring a larger category. Maybe pdf bookmarks could help, or just posting attachments as separate links so it's immediately clear what else is included other than the application answers and faster to get to any needed for the measure being scored. It would be nice to have the original question from the application on there as reference, but it doesn't show up on the pdf application for some reason. - For measures where the best application is supposed to be the highest score and others scaled in comparison, that really only works well with smaller categories. If you score a larger number of applications (more than 10-15), in practice that's really difficult to do because there are so many of them. - Scoring methodology for pedestrian safety in some of the road categories this round was clearer and provided more structure than in the previous round.
3	During the next overhaul, specific rubrics and methodologies should be developed/refined for the measures. The simpler measures do this already - are you on a truck tier, delay reduced, etc. However, the one's that are at the discretion of the scorer can vary widely. This would make it easier for the scorer, allow applicants to better tailor their responses, provide consistency across cycles, and theoretically reduce appeals.
4	The outreach measure needs to be rethought. I expect from an applicant perspective it is somewhat tedious preparing a response to this given the overlap with the engagement measure in the equity criteria. The outreach measure as it is currently written is inflexible and does not effectively assess risk. A project that has one each of a public meeting, a mailing, and discussion with a partner agency specific to the project would score full points, even though this is a pretty low amount of outreach that could still bear project risks. Meanwhile, a project that has been identified through extensive outreach from adjacent projects, general public input processes, or system/master plans may score as low as zero - even if the applicant has clearly demonstrated in the narrative how the project arose from those processes. There were some applications I had to give full points to even though it was clear the outreach was minimal and sought to check the box, while I zeroed out points on some applications that clearly were identified and supported by community but not within the narrow parameters set by this measure. Would be happy to work on tweaking this measure for the next solicitation.
5	
6	Mine were very straight forward and copying values into the spreadsheet.
7	Agencies need training on how to complete B/C Worksheets - especially if they are using multiple CMFs to calculate a combined CMF.
8	
9	
10	The scoring questions were rather open-ended and made for wide range of responses. Difficult to sift-through and score. I don't know if there is a more direct way though with complex targets to meet. Also want to leave each individual scorer flexibility in their interpretation
11	I scored the part 4a in the bicycle barriers section. I created a consistent scoring framework based on the criteria, but overall this section's scoring is not well defined and could benefit from some additional thought on how to score in the future that could then be publicly communicated with the applicants.
12	No comments.
13	
14	
15	
16	I don't think enough weight was given to emission reductions within the scoring process! Too much weight on EV charging stations vs other emission reduction options
17	

Scorer Responses

18	The scoresheet calculated the scores/distribution for us. Many things were not apparent until our meeting with the entire group, as my usage scores impacted theirs in many cases.
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8. What one thing would you change about Regional Solicitation scoring above all else?

1	Distribute more funds towards transit projects. Most of the projects seemed worthwhile.
2	Clarify and consistently communicate what scorers are responsible for reviewing in determining their score. Just project description and the measure answer? Responsible for reviewing the entire application? This issue was highlighted from seeing a scoring appeal where points were given by the committee based on something else they thought might be in the application but was not in the measure answer the scorer (another scorer) was evaluating. Are scorers responsible for reviewing the entire thing and counting any information from any answer for one measure, whether or not it's actually in the response to the measure being scored? Base any scoring appeals solely on the way the measure was written as a question and how it was answered in the application (also why it's helpful to have the application questions show up on the application, which they don't). Too much additional information was allowed in appeals, which strayed from what was in the application and measure, providing an unfair advantage to agencies who tried this approach.
3	Consistency in scoring like measures across application types.
4	
5	Each solicitation, the outlier scoring discussion comes up. I think it's worth reexamining/discussing the current practices to ensure everyone understands the methodology and rationale. I am interested to hear the groups thoughts.
6	It seems like some of the categories were just based off of regional/census data and didn't leave room for scorers to look into actual context next to the project.
7	Make everyone follow a template so you don't have to search all over for the data you are looking for.
8	
9	
10	Have a clearer/consistent range of scoring i.e. 25-50 pts if applicant only partially responds to question
11	Higher weight towards equity, including category looking at users and not just adjacent demographics
12	The Roadways Category within the 2022 Regional Solicitation included an extensive review of a project's ability to improve Pedestrian Safety. The section felt excessive when comparing the number of points assigned to the measure versus the length of response necessary to secure points.
13	
14	
15	Consistent scorers if possible or templates from previous scorers
16	Give more weight to emission reductions in overall scoring process.
17	
18	It's great. That meeting ends up being a great place to hash things out, and to discuss these applications and their impact on the transportation network both specifically and in general.

9. Are there any other things you would change about Regional Solicitation Scoring?

1	Mapping tool not always the most effective way of gathering data. eg: On-demand transit service.
2	Clarify if points are/should be given for existing facilities vs. what is being built with the funding applied for. This seemed to be a point of confusion for some applicants. Not sure if scorers were handling differently. Applications should be evaluated based on what the funding being applied for will accomplish, not what has already been done.
3	What counts as a facility (do you meet design requirements v. guidance and best practices). Does this project meet the intent of the safe systems approach, provide an all ages and abilities facility, etc. The council should also work with technical staff in its partners to provide specific and detailed information to applicants - Synchro report needs, how to choose CMFs, a scoring rubric for their essays, etc. Appeals should be limited to the information provided in the application and the formal appeal letter. No additional information should be considered during the appeals process.

Scorer Responses

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10	Things have improved, and Met Council staff are responsive to concerns. Continue to tweak things and we will be fine. Nothing significant to address in my opinion
11	This year saw a huge increase in both the number of applications and the funds requested for multimodal projects. Awarded funding for these categories should be consistent with the demand shown by applicants.
12	Measure 4B (geometric, structural, and infrastructure deficiencies) within the Roadway Reconstruction Category currently includes 8 scoring criteria. I believe the number of criteria can be consolidated down to the following 4 criteria; with a character limit increase of 100 characters (from 100 characters to 200 characters). Improved roadway geometrics - measure a project's ability to address known deficiencies, advance complete streets, and better accommodate people walking, using transit, biking, and driving along and across the corridor. Access management enhancements - measure a project's ability to remove/consolidate access points, incorporate intersection control strategies, and minimize negative impacts to people walking and biking when incorporating strategies Water resources - measure a project's ability to address known flooding and erosion issues, satisfy current requirements, and incorporate stormwater BMPs and/or green streets strategies Traffic infrastructure - measure a project's ability to replace/upgrade old/outdated equipment, incorporate ITS strategies, and incorporate new features that specifically benefit people walking, using transit, biking, and driving.
13	
14	
15	Outliers scoring for each criteria should be set up ahead of time.
16	
17	
18	No

10. Please provide any comments you have on your application scoring experience. Please highlight specific issues that can be addressed for the next Regional Solicitation. Examples could include imbalances in score distribution, criteria that are too rigid or lacking in specificity, or lack of clarity in the scoring guidelines.

1	Point allocation for planned Transitways should be reassessed. With the low "total" score given to transit connections as is, pretty heavily skews (or really, requires) a connection to a Planned Transitway. if that's the intention (to guide regional investments to specific areas) then it works well. In some ways, it rewards serving future investments more than current infrastructure.
2	Age doesn't make sense in the equity measure and isn't used in Thrive MSP 2040. Other intersections, such as race or income or disability, should be the core elements and eliminate age. As an example, Safe Routes to School as a national program doesn't talk about equity in terms of age – all the programs serve youth, so they'd all be considered equitable. But this applies across all categories for scoring, not just Safe Routes. Just because someone is older doesn't mean they have a disadvantage – only when race or lower income or a disability come into play. Older people can be affluent and able bodied and not disadvantaged for transportation.
3	
4	Maximum adjustments need to happen consistently across criteria, otherwise it unintentionally more heavily weights criteria that have maximum adjustments by guaranteeing the highest project in that criteria or measure will receive full points.
5	
6	Our team had great communication and good direction! Looking at the final scores it seemed to favor urban

Scorer Responses

	areas and may be worth looking at the balance to make sure it's regionally focused.
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11	See note above about scoring for trails 4A
12	No comments.
13	
14	Thanks for the opportunity to score. It was a great experience and I learned a lot from the other scorers too!
15	Not to do with my scoring measure but I feel the trail usage calculation is the dominant criteria in that category but is simply based on population within a distance of the trail, regardless if another trail or sidewalk is within the offset. This should be looked at based on where the corridor is related to the TPP land use designation.
16	
17	I suggested at the scoring meeting that we incorporate some layout "samples" for different types of work (ie: off road trails) and more clearly define what does not need a layout (ie: resurfacing an existing trail on existing alignment). Also wondering if there is a way for this criterion to populate scores into a spreadsheet somehow, rather than me inputting each individual score. Or if score could be populated for each section of the risk assessment by checking a box, instead of typing in the score? The scores still need to be "reviewed" to ensure they are accurately selecting the proper level of impact/completion... but would be a huge timesaver.
18	I have enjoyed this a great deal.

Applicant Responses

SUMMARY OF APPLICANT RESPONSES TO 2022 REGIONAL SOLICITATION SURVEY

Seventeen applicants replied to the survey.

Themes

- WebGrants Interface:
 - Pasting text changes some characters.
 - Lacks ability to save response while working.
 - Allows submission of incomplete applications. A reminder would be helpful.
- Railroad agreements difficult to get and lack some clarity in terms of what is needed.
 - Potential inconsistency between qualifying requirements and risk assessment.
- Completing an application is arduous. Simplification is desired.
- Most respondents used consultants with both the consultant and applicant working on the responses. At some agencies, consultants and staff both led one or more applications.
- Clarity is needed around when letters of support are needed.
- Mapping sometimes displays the wrong “answers” and other improvements (e.g., ability to draw more than one line or linking the maps within the applications) would be helpful.

Responses (17 Respondents)

1. Agency type (check one)

	Responses
State	1
County	4
City	9
Non-profit	2
Consultant	0
Other	1
Total Respondents	17

2. Category you submitted in (Check all that apply)

	Responses
Strategic Capacity	23.5% (4)
Roadway Reconstruction/Modernization	29.4% (5)
Traffic Management Technologies	17.7% (3)
Spot Mobility/Safety	5.9% (1)
Bridges	11.8% (2)
Transit Expansion	0
Transit Modernization	5.9% (1)
Travel Demand Management	11.8% (2)
Multi-use Trails & Bicycle Facilities	53.0% (9)
Pedestrian Facilities	11.8% (2)
Safe Routes to School	29.4% (5)
Unique Projects	11.8% (2)
Total Respondents:	17

Note: Total respondents by category is greater than 17 because many respondents applied in multiple categories.

3. Are there specific features of the online application that should be changed?

1	No
2	It would be helpful if attachments made within the criteria items showed up at the end in the attachment list.

Applicant Responses

	Sometimes attachments were uploaded twice in different areas and this could probably be prevented.
3	Upgrade text entry, current system changes apostrophes to question marks when text is pasted in after text is submitted. Requires repeated proofreading.
4	I thought it worked well
5	The online interface does not accept copy-pasted apostrophes or quotation marks and requires that pre-drafted material be hand-edited to remove substituted question marks. It would be great to have this issue fixed as it is incredibly time consuming to address.
6	<ul style="list-style-type: none"> - It would be nice to be able to save an application screen/page that is half complete. currently you are required to put information in each text box or you are unable to save. - It would be nice to know that you can make the entry window bigger so you can see your whole response - we did not figure that out until the end of the process! - We can't recall if it had a grammar/spelling editing built in - if not, this is something that is always appreciated. - A live character count would be helpful. - Correct formatting issues. Some characters don't convert correctly when saved as a pdf which we believe is how the reviewer will see the submittal (i.e. apostrophes don't transfer correctly).
7	
8	We had issues with the mapping function. Staff was not aware until I called with issues.
9	
10	It would be nice if you could save the application at various points in the process, not only after completing a full section. Some of the responses are quite involved and it would be nice if it saved as you went along. Of course, applicants can pre-fill out the application an cut/paste, but there are many answers in a section and sometimes you want to start filling it out before you have an answer to every response. I also think it would be nice if the maps automatically uploaded. There seemed to be a few errors on the map application as well (i.e. text saying the bikeway is NOT on a RBTN corridor when it was).
11	
12	Pronoun selection for the applications should either be optional or expanded to include self-identifying/inputted.
13	
14	I can say I may have missed a few steps in the process. However, the form allowed me to submit it without some of the documentation - I would suggest some kind of "reminder" to jog you memory before the final submittal - again I could of even missed that.
15	None that come to mind.
16	Could links be imbedded to the reference documents so applicants wouldn't have to go try and find them on the Met Council website?
17	I encountered and issue when I would copy and paste something from the word document into the online application - certain symbols such as apostrophes were automatically converted into question marks which made it time consuming to fix.

4. Are there changes you would make in the application training (overall regional solicitation information, online application, mapping, MnDOT State Aid information)?

1	No
2	No - good job with the training.
3	
4	I liked the youtube videos.
5	It would be helpful to have all the links for resources websites or map-making tools listed in the guidance. A better description of budget categories for the TDM projects would be helpful. It would also be helpful to have a clarity on which attachments are required for which categories (Transit & TDM has a fair amount of attachments that are not actually relevant to the TDM category.) Elaine is an incredible resource—always prompt and friendly with her e-mails, and clarifying any and all gaps in the guidance. It is truly appreciated!

Applicant Responses

6	- Thanks for offering it! For those of us that have already done, it was hard to stay engaged the whole time. Would be great to have a refresher course for 'old pros' and then one for 'newbies'. The 'old pros' group don't need as much of the history. They want to know how much money is available and what has changed. - Share: past common mistakes so we don't repeat them, the things that make reviewing easier and what makes the project most competitive
7	
8	I would suggest making sure all applications are working prior to the announcement of the grant application
9	
10	
11	
12	I thought it was difficult to find the specific mapping application for population, employment, rbtn, etc. Using the existing training videos didn't help a lot as the application looked different and had different functionality.
13	
14	No
15	No.
16	Training was good.
17	No

5. Are there specific changes you would make to the qualifying criteria/requirements established to determine whether projects are eligible?

1	
2	No.
3	
4	none that I can think of
5	
6	- We found the RR approval to be inconsistent between the qualifying criteria/requirements info and the risk management section of the application. The qualifying criteria/requirements made it seem that RR approval was required where as the risk management section implied that approval was not required. Essentially, it is not practical to have RR approval at this phase as many projects are not going to enter that phase/level of design and coordination until construction funding (the grant request) is secured. - The qualifying criteria/requirements did not say that improvements to existing trails (intersection improvements, striping, wayfinding, similar) were not eligible. We had a few projects where we were going to string together a series of local trails to create a regional trail corridor by fill a series of gaps and improving the local trails to regional trail standards. Two days before the application was due we were told that this was not acceptable. This 'extra'/ineligible work is critical for a 'corridor' to function as a 'corridor' and to provide a seamless, safe user friendly experience with consistent design, wayfinding (a known barrier to many targeted community groups) and safety improvements. We agree that this funding should not be used solely for striping or wayfinding but when combined with a larger project - these improvements and there associated costs are incidental where as the impact of benefit is critical. - Similar to about if a project includes a small amount of pavement maintenance so a greater corridor is in good working order/similar condition at the completion of the project it should allowable. Again, the work and associated cost is incidental to the greater project scope/cost. This could be similar to how landscaping is addressed (small % of the project/incidental/supports to success and outcomes of the main project element). - Is a layout plan required or not? This also seemed inconsistent between what was written in the qualifying criteria/requirements and the application. Additionally, including examples or a list of specific requirements for the different layout point levels would be great.
7	
8	Not at this point. This is our first application.
9	
10	There are a lot of qualifying criteria and some require documentation (like a letter) and other's don't, which is a bit confusing and difficult to track for applicants. For example, there is a requirement to notify affected

Applicant Responses

	jurisdictions about the project, but you may not need a letter. There is a requirement to maintain all projects in winter, but only a letter required for bike facilities (not ped or SRTS). For MnDOT letters it was unclear whether we needed a letter of support for all projects that touched or crossed their ROW or whether they are just required for projects that make improvements to MnDOT highways/ROW.
11	
12	I think it should be clarified whether an application needs a letter of agency support and/or whether it needs a resolution of support passed by the legislative body. We ended up obtaining the latter because we were unsure of the requirements.
13	
14	Well - it is hard to justify infrastructure improvements using B/C for crashes. Maybe separate the funding and utilize some of it for infrastructure elements and some of it for physical roadway changes.
15	Remove the limit for only one BRT transit line to get funding. This tends to disproportionately affect suburban BRT lines vs. those within Minneapolis/St. Paul proper.
16	
17	No

6. There are several submittals/attachments required with applications. Were any of these difficult to produce or obtain?

1	No
2	For Multiuse Trails on Active Railroad ROW, it was not clear what constitutes an 'agreement' with the railroad. It seems odd that the applicant agency is not required to submit a resolution of support for the project.
3	
4	The affordable housing pieces are still very hard to create. It's way too much work and needs to be adjusted. (I recognize the importance of the affordable housing question.)
5	The affordable housing map is quite time consuming to create for TDM projects, which are more dispersed than many of the capital projects.
6	Yes - several were difficult to produce/obtain: - Railroads approvals/coordination - this really is not feasibility for agencies that can not afford to move a project forward until construction funding is secured. This inadvertently skews funding toward agencies with more resources and that have the staff/luxury to plan and coordinate project components years in advance of funding. This is not obtainable for many cities/agencies. Additionally, the CP railroad contact went on vacation while we were attempting to coordinate with them and we did not receive their feedback until after the submittal deadline. - Some of letters of support from agencies/partners that forward these requests to their council/boards for approval are more difficult to obtain. There is enough time to plan for this, but you need to be ready to hit the ground running as soon as the solicitation opens or start to secure them in advance. - Include more information as to what is included in a layout plan. Specifically lists what are the requirements for each point breakdown. This will better coordination with consultants and design teams. - We appreciate the simplicity of the autogenerated maps. One BIG thing to improve is to be able to have more than one project line when a project is fragmented. Several of our projects were bundled or had project components in different areas. The current multiple map solution is cumbersome and results in double counting of some areas if there is overlay in the 'buffer' area. - For the RTBN maps, the project line often masked the RTBN line if you did not offset your hand drawn project line. This would make it so the reviewer would not be seeing complete, accurate information as you couldn't see what the RTBN category was. Additionally, the RTBN interactive map on the Met Council website had different data (not just how items were displayed) than what was on the autogenerated maps (we found several cases of different tiers or classifications between alignment and corridor).
7	The traffic information ended up being several pages. Is it possible to provide this information as needed vs. submitting with the application.
8	No
9	
10	

Applicant Responses

11	
12	Obtaining traffic modeling attachments was difficult for the city because we don't own Synchro or similar programs. For that reason alone, we had to hire a consultant to complete an application. Otherwise, we would have filled one out ourselves.
13	
14	See 3 above - I was able to attain them - but after a Met Council reminder that they were needed.
15	Yes. The Letter of Support we requested from Met Transit was never received. The governing body that distributes the Regional Solicitation funding should always provide Letters of Support. This doesn't "look good" when this doesn't happen.
16	No
17	No

7. Do you feel there are any needed changes or improvements to the description and instructions for the scoring measures? Please highlight specific issues that can be addressed.

1	Yes. See below.
2	For the Role in the Regional Transportation System and Economy - Measure A - Congestion on adjacent Parallel Routes: it was difficult to get the map to generate with the desired parallel route information. This may lead to questions during the scoring process.
3	
4	none that I can think of
5	The Innovative Projects attachment that is for data/citations could be better clarified as far as its purpose and how reviewers will use it.
6	- The questions are very long and several were multi faceted (we had to read and reread and reread multiple times to know that the questions really was). It would be helpful if the questions were more concise and separated out (one question per response). For example, the equity questions, asked quite a lot of questions but there really is not enough room to fully address all the questions. It would be helpful to emphasize the most important components the application should touch on. - Embed the mapping application link into the project application. The regional solicitation information and resource links are hard to navigate since they are found on several different Met Council webpages, etc. - There were 2 different word files (application and qualifying info) – this is cumbersome and very confusing and the information is not always consistent. Please combine this into one document and customize it so you only get the information relevant to the funding category you are applying for. Get rid of any extra information that is not needed. The formatting is confusing and difficult to understand. We ended up making our own word document to be more focused and organized be deleting all the information that was not relevant. - Could the scope of work and project description be combined? It is basically the same information. - Not entirely clear what was needed for the layout. - For the Equity questions (3A, 3B and 3C), one of the question components is to compare demographic/housing information against the region. Provide this baseline information so it consistent from one application to the other and easy for the author to obtain the information and explain it. Also, an auto generated map that spits out housing, demographic, etc. would be helpful. Additionally, for this question - simplify it. All three questions had significant overlap. Combine into one question or be more clear about what information goes where.
7	Consideration of rural projects category. It is difficult for rural projects to meet the same requirements as urban corridors.
8	Not at this time. As the process moves forward we will be in a better position to comment.
9	
10	Under deficiencies and safety (4B-Multiuse Trails & Bicycle Facilities) the application notes that "the project that will reduce the most crashes will receive 150 points". This seems very difficult to measure or evaluate without specialized experience in applying CMFs to projects and having adequate CMF data for the specific facility type. Additionally, since bike/ped crashes tend to be sporadic and may not show up in corridors that lack facilities today, this may be especially difficult to measure on corridors with low/no crash problems.

Applicant Responses

11	
12	The descriptions that describe census tracts in relation to ACPs, Regional Environmental Justice Areas, or otherwise were confusing. It was unclear that it was a tiered system, meaning that ACPs were given the most points and that a tract could only fit in one of the categories instead of meeting higher and higher thresholds. It felt there was significant overlap in expected response content between sections/measures. I feel like I re-described the transit access, housing access, and multimodal benefits many times over the course of the application. In the future, response descriptions could point to other sections of the applications saying "transit-related points should go to section X".
13	
14	No
15	No.
16	Didn't quite understand why we needed a summary cover memo to the application. Just duplicated what was already in the application.
17	No

8. Was the scoring guidance clear and helpful to your understanding the criteria?

1	Yes
2	Yes.
3	
4	yes
5	Yes, though several of the "transit and TDM" questions were difficult to effectively answer for the TDM category as they were clearly more geared toward transit projects and more difficult to answer for geographically dispersed proposals.
6	It was fine but we suggest moving all this information into the scoring table so it is all in one place. We know the intent of putting this information with the question but it made the application word document even more difficult to follow and understand (multiple questions, sub questions, either/or questions, plus scoring info and a text box). We'd prefer for this to be a separate document that we can easily print and reference as we fill out the application. Also - like we previously mentions, some questions (example: equity question) included so many parts or components to each question that it made it hard to know what to emphasize in order to get the best score. Even with clear and concise writing, it was nearly impossible to fit all the necessary details into the responses. - Too much information all at once that it was hard to track on the word doc. Multiple questions, sub questions, either/or questions, plus scoring info and a text box – had to read and reread multiple times to know that the questions really was. Hard to follow and know what was actually wanted. Simplify.
7	Yes
8	Yes
9	
10	
11	
12	
13	
14	Yes
15	Yes.
16	Yes
17	Yes

9. What thing(s) would you change about the solicitation process, criteria, or scoring above all else?

1	To align with the Met Council's stated equity goals, and requirements under Federal law for fair housing, the Met Council should more heavily weight the demographic and socio-economic conditions of a community in deciding what projects to fund and what impact such projects could have, both positively and negatively, within the built and socio-economic environment of the immediate community. Furthermore, those
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Applicant Responses

	communities who are advancing regional policy goals for equity, particularly in affordable housing preservation and development, should receive more weight in the RS process.
2	With the change to the Pedestrian Safety criteria in the Roadway applications (up to NINE narrative questions), the narrative questions have now doubled and take a substantial amount of time, effort, and cost to develop. Some questions like Equity/Affordable Housing ask multiple questions in one - Part A is ELEVEN questions and is very difficult to decipher what is needed in the 400 word limit. Overall simplification of the narrative sections is needed. I also would not have used 2021 traffic data to measure congestion due to the pandemic's impact on travel patterns and congestion.
3	Would like to see more transparency on Daily Person Throughput criteria. Transit Ridership somewhat of a black box and transit routes turning on/off corridor can be a significant volume difference.
4	Making the affordable housing materials easier to calculate/deliver. I also think there is too much focus on congestion reduction, especially for air pollution calculations. We know that roadway expansion often leads to induced demand, which leads to more traffic and more pollution. The environmental/air pollution approach needs a big rework.
5	Climate impacts of particular project types should more heavily weight in the scoring and category construction as well as evaluation of the full funding portfolio (right now projects that create or increase climate pollution have significant funding, and more than outweigh the impacts of the projects that reduce climate pollution).
6	- Do not overlap with the RAISE grant timeframe/submittal deadline whenever possible - this was confusing asking for multiple letters of support from the same people and very stressful for staff. - Drop RR questions/requirements. - Simplify questions, making them clearer and more concise to simplify responses and make navigating the application easier. - For the MnDOT crash data piece, either make MnDOT crash data available to all agencies for this purpose or reduce the difference in scoring (when you include it vs not) to make it more equitable. MnDOT would not release crash data to our application team putting together the applications since they were not engineers that had been trained on how to interpret the data. We found work arounds in some cases but there were unnecessary barriers that again benefited bigger agencies with more resources. As a team that didn't have direct access to that data, it was unfortunate that we were unable to score to the best of our ability on that question if our local partners did not share the information timely or if they too didn't have immediate access to the data. - As the Council knows, the scoring is skewed so much toward more urban areas that other good projects in lower population/less developed areas are essentially not even eligible for funding. They would score so low that potential applicants don't even both to apply. This is unfortunate and eliminates an agency's ability to proactively plan for and provide facilities to growing areas of the region. We'd appreciate the ability to use this funding source to be proactive not just reactive. It is almost always cheaper and easier to construct trail infrastructure before or during development than trying to retroactively squeeze it in after that fact. - RBTN: every RT should be a tier 1 alignment or corridor. These are the main arteries of the system and should be recognized as such. - For the engagement related questions, if you already have a master plan that was approved by the Met Council (since the 2040 Regional Parks Policy Plan Update which required this information) you should be awarded full points and not need to rehash the public engagement information as that has already been vetted and approved by the Council. Also, perhaps this information could be reported as a table/matrix (event, participant info, findings, how the project responds to the project) or as a narrative.
7	Consideration of urban, suburban, and rural project categories
8	N/A
9	
10	The penalty for bike/ped projects for not being on the RBTN is significant. Applicants are eligible for between 125 and 200 points for being on or connected to the RBTN and only 50 for being in a local plan. Are there other categories with such a significant point spread for meeting/not meeting criteria?
11	My primary frustration is that it seems like the scoring criteria in the Roadway Modernization category seems inconsistent with the stated purpose of that category. Many aspects of "modernization" includes reducing capacity or right-sizing streets to include multimodal features (e.g. 4-to-3 conversions). However, some of the

Applicant Responses

	scoring criteria still seems to very much favor projects that expand roadway capacity.
12	Recognition should be made about engagement processes disrupted by COVID-19. While it may be less applicable to the next solicitation cycle, engaging communities may still be very difficult due to the ongoing pandemic.
13	
14	I understand timelines - it felt rushed - but I think that is because of other commitments and not the council's fault - maybe more time between announcement and submittal.
15	As previously stated, remove the limit for only one BRT transit line to get funding. This tends to disproportionately affect suburban BRT lines vs. those within Minneapolis/St. Paul proper.
16	Too much emphasis on using poverty as a criteria
17	None

10. What changes would you make to the Regional Solicitation to simplify the application or other parts of the process?

1	
2	See question 9 - simplification and reduction of the narrative questions is needed. The applications take longer every year to the point it has really gotten to be too much. Consultant cost was way up this year as well due to new/longer applications. Overall, 'location-based' criteria are over-represented versus ranking the merits and impact of a project on the regional transportation system.
3	Would like to see project cost carried between sections.
4	Biggest comment is on needed details for the affordable housing question, which take a lot of time.
5	Reducing the overall length of the application (reducing number of questions, number of attachments) would significantly simplify the process.
6	- Modify questions to be more concise, easier to follow, and separated out. - Could context maps could potentially be automated? - Transit maps (with routes number, stops) could be automated - Provide a place to upload each map from the mapping application within the relevant questions, there was one that didn't have a place to upload and therefore needed to be uploaded at the end (can't remember which one right now - maybe the transit map?), which caused confusion.
7	More fill in the blank or multiple choice questions
8	The only comment would be is to see if the website can be more robust to handle multiple people at a time
9	
10	When filling out the application, it seems like you have to repeat statements/key points several times. I understand this is necessary since different people score different segments. But it does feel repetitive as an applicant.
11	
12	
13	The existing application process is unnecessarily long and very time consuming to prepare. There is too much reliance on narrative responses that can often times be open to broad interpretation depending upon the reviewer. A shorter and simpler form that focuses less on narrative and more check boxes, maps or other similar methods to glean out key facts about a project would be more objective and save everyone involved lots of time.
14	Reminders - Are you sure you have the latest B/C spreadsheet and crash data?
15	Have a clear & easy process for who to request Letters of Support from at Met Council/Transit.
16	
17	None

11. Did the applicant fill out the application on their own or did a consultant participate?

1	Consultant
2	Both.
3	

Applicant Responses

4	I filled out some applications myself and had consultant support on a couple.
5	filled out own application.
6	Both. we had a consultant do some and we did some internally.
7	Consultant assistance on certain items in the application
8	We had some initial conversations on the grant with a consultant but ended up submitting the application ourselves.
9	consultant
10	Our agency had both-- some staff led and others consultant-led.
11	
12	A consultant participated only in providing the city preliminary layouts, cost estimations, and traffic modeling (roadway modernization). I completed the rest of our applications.
13	We prepared three applications in-house and used a consultant to prepare one application.
14	Own
15	Combination of both - in house City staff & consultant.
16	Required both staff and consultants to fill out application
17	applicant



Regional Solicitation Evaluation

Discussion of Key Tasks



January 19, 2023

Regional Solicitation Evaluation



Project Context

- The Council plans to undertake a major evaluation of the Regional Solicitation to ensure that the projects being selected align with the updated 2050 Regional Development Framework and 2050 Transportation Policy Plan (TPP).
- This was a major past work item for Council staff and committees that last took place from 2012 to 2014.
- The next Evaluation will start summer 2023 and conclude in 2025. The Evaluation will overlap with the 2024 Regional Solicitation funding cycle and the development of the 2050 TPP.
- Changes resulting from the Regional Solicitation Evaluation will impact the 2026 Regional Solicitation (program years 2030 and 2031) and set the framework for the next 10 years of funding.
- Today, we are asking for your input on the Evaluation's key tasks.

Draft Key Tasks

Regional Solicitation Evaluation (2023-2025)

1. Complete a Before-and-After Study: How did we invest Regional Solicitation funding over the past 10 years and what were the outcomes relative to 2040 TPP Goals and Objectives?
2. Complete a peer review of other MPOs and how they distribute their federal funding, including the online software used.
3. Define the focus of the Regional Solicitation: What Goals and Objectives in the 2050 TPP do policy makers want to advance with this federal funding source?
4. Incorporate the 2050 TPP Goals, Objectives, Policies, and Actions (and other regional plans) into the Regional Solicitation: How will any new TPP changes affect the modal funding ranges, application categories, qualifications, criteria, point weighting, or measures.
5. Establish the best way/method and timing to select projects and allocate federal funding (e.g., currently doing a call for proposals every two years).
6. Simplify the process for allocating funding.
7. Engage with stakeholders and the public in the development of a new application.
8. Document findings and develop revised Regional Solicitation application materials (pdf and online submittal).

Connecting the 2050 TPP and Regional Solicitation



Safety Goal: Options to Incorporate into the Regional Solicitation

1. Create a new safety application category
2. Change the amount of money going to safety as an application category
3. Create a safety criterion
4. Create a safety scoring measure
5. Change the point distribution for safety criterion or measure within an application category like Pedestrian Facilities
6. Change the qualifying requirements so that all projects submitted must improve safety in some manner, for example

Other Questions for the Group



1. Do you have any other key tasks that should be added to the scope?
2. What is the best way to ensure that that 2026 Regional Solicitation is addressing the 2050 TPP Goals and Objectives?
3. Do you know of other MPOs that are effective in allocating federal funding that we should document?
4. What is the best way to engage you as a technical expert in this multi-year effort?
5. What is the best way to engage your policymakers?

2024 Regional Solicitation Cycle



Overlapping Study Efforts

- Careful planning is needed to ensure that stakeholders have adequate time to participate in 3 major MPO study efforts over the next two plus years: 2024 Regional Solicitation, 2050 TPP, Regional Solicitation Evaluation leading into the 2026 Regional Solicitation
- Council staff is developing a schedule that would advance the 2024 Regional Solicitation funding cycle up by 4 months. We anticipate limited changes for the 2024 cycle and instead will put our committee time and effort toward changes for 2026.
- Key points in this updated 2024 schedule include:
 - Open application period (fall 2023 and closing in early Dec)
 - Scoring (early 2024)
 - Funding scenarios (spring/summer 2024 – during TPP public comment period)
 - TAB decision (July 2024 – moved up from Nov 2024 to avoid overlap with the TPP approval)



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