Agenda
TAC Funding and Programming Committee

Meeting date: March 21, 2024  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 Committee by emailing us at public.info@metc.state.mn.us.

Call to order
1. Roll call
2. Approval of the agenda
3. Approval of January 18, 2024, TAC Funding and Programming minutes – roll call

Public comment on committee business

TAB report

Business
1. 2024-16: Scope Change Request – Hennepin County CSAH 52 (Nicollet Ave) and CSAH 66 (Golden Valley Rd) Improvements (Robbie King) – roll call
2. 2024-17: Program Year Extension Request – MnDOT US8 HSIP Project (Robbie King) – roll call
3. 2024-18: 2024 Regional Solicitation Scoring Appeal for City of Hopkins (Joe Barbeau) – roll call

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

Other business

Adjournment

Council contact:
Robbie King, Planner
robbie.king@metc.state.mn.us
651-602-1380
Meeting date: January 18, 2024
Time: 1:00 PM
Location: Virtual

Members present:
☐ Bloomington – Karl Keel
☒ Lakeville – Paul Oehme (Vice Chair)
☐ Eden Prairie – Robert Ellis
☒ Fridley – Jim Kosluchar
☒ Minneapolis – Nathan Koster
☒ Plymouth – Michael Thompson (Chair)
☒ St. Paul – Anne Weber
☐ Met Council – Cole Hiniker
☒ Metro Transit – Scott Janowiak
☒ TAB Coordinator – Elaine Koutsoukos
☒ MnDOT Metro District – Aaron Tag
☒ MnDOT Metro District State Aid – Colleen Brown
☒ MnDOT Bike/Ped – Mike Samuelson
☒ MPCA – Innocent Eyoh
☐ DNR – Nancy Spooner-Walsh
☒ Suburban Transit Assoc. – Matt Fyten
☒ Anoka Co. – Jerry Auge
☒ Carver Co. – Jack Johansen
☐ Dakota Co. – Jenna Fabish
☒ Hennepin Co. – Jason Pieper
☐ Ramsey Co.
☒ Scott Co. – Adam Jessen
☒ Wash Co. – Madeline Dahlheimer
☒ = 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 1:00 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 Nathan Foster, seconded by Jerry Auge, to approve the minutes of the December 21, 2023, regular meeting of the TAC Funding and Programming Committee. Motion carried unanimously with seven abstentions.

Public comment on committee business
There were no public comments.
**TAB report**

E. Koutsoukos reported on the December TAB meeting.

**Business**

**2024-08: Oakdale Program Year Extension Request**

Joe Barbeau of the Metropolitan Council’s Metropolitan Transportation Services office presented the program year extension and background information to the committee. The City of Oakdale requests a program year extension for its Greenway Avenue North Sidewalk Project (SP# 185-236-003) from fiscal year 2024 to fiscal year 2025 to better align with Gold Line Bus Rapid Transit construction. In the 2020 Regional Solicitation, Oakdale was awarded $400,000 to construct pedestrian facilities on the west side of Greenway Avenue North from Hudson Boulevard North to 7th Street North in 2024.

It was moved by Paul Ohme, seconded by Madeline Dahlheimer, to “approve Oakdale’s requested program year extension from fiscal year 2024 to 2025”. **The motion passed unanimously.**

**2024-09: Anoka County Program Year Extension Request**

Joe Barbeau of the Metropolitan Council’s Metropolitan Transportation Services office presented the program year extension and background information to the committee. Anoka County requests a program year extension for its 44th Avenue Bridge bike/pedestrian trail project (SP# 002-602-015) from 2024 to 2025 because of the need to rehabilitate the 44th Avenue bridge. Anoka County was awarded $2,015,200 in the 2022 Regional Solicitation, within the Multiuse Trails and Bicycle Facilities category, to construct a new bike and pedestrian trail adjacent to the roadway on the 44th Avenue Bridge over the Burlington North Santa Fe (BNSF) railway from East River Road (CSAH 1) to Main Street (CSAH 102) in 2024. During the design engineering process, the county received three separate reports from BNSF that concrete was falling off of the bottom of the bridge and into the railyard. The county requests a program year extension for the 44th Avenue Bridge bike/ped trail project so that it can be constructed along with the bridge rehabilitation.

It was moved by Colleen Brown, seconded by Jim Kosluchar, to “approve Anoka county’s requested program year extension from fiscal year 2024 to 2025”. **The motion passed unanimously.**

**2024-10: MnDOT HSIP Scope Change Request**

Robbie King of the Metropolitan Council’s Metropolitan Transportation Services office presented the scope change request and background information to the committee. MnDOT requests a scope change to add protected bike lanes to TH 65 (3rd Ave S) between 2nd Street and Washington Avenue (SP# 2710-60). MnDOT Metro District was awarded $1,350,000 in Highway Safety Improvement Program (HSIP) funds in the 2022 HSIP Solicitation, in the Reactive application category. The award was to fund bumpouts, protected intersections, and protected bikeways on TH65 (3rd Ave S) between 1st and 2nd Street. As a result of a mistake, one block between 1st Street and Washington Avenue on TH 65 (3rd Ave S) was not included in the original application materials.

Joe Barbeau added that this item might not need be a scope change request if the applicant was going to use local funding for the addition. However, because the applicant has requested to retain federal funding this request had to be a scope change request.

Kaare Festvog noted that this was the first project that their team worked on with MnDOT Bike & Ped. Additionally, they noted that the mistake on the application was their own.
Jason Pieper asked for clarification if there was coordination between this project and the forthcoming Metro Transit F Line Bus Rapid Transit project.

K. Festvog confirmed that there are discussions between Suzy Scotty at MnDOT and the Project Manager are aware of the F Line project.

Nathan Koster confirmed that MnDOT has communicated well with Minneapolis about this project and that this was an oversight and a technicality with the application.

It was moved by N. Koster, seconded by M. Dahlheimer, to “approve the scope change request”. The motion passed unanimously.

2024-11: Regional Solicitation Qualifying Review

Joe Barbeau of the Metropolitan Council’s Metropolitan Transportation Services office presented the Regional Solicitation Qualifying Review and background. This business item is split up into four separate items.

A. St. Louis Park: West End Trail Connection (20475, Multiuse Trails and Bicycle Facilities)

Joe Barbeau of the Metropolitan Council’s Metropolitan Transportation Services office presented the application for review. Saint Louis Park applied for regional solicitation funds for a proposed trail that runs along city-owned roadways, it interacts with infrastructure from the mainline highway bridge. Due to this, a letter of support is needed from MnDOT. No letter of support was initially provided, and the application is now working with MnDOT to obtain a letter.

Deb Heiser reported that the mistake was an oversight by Saint Louis Park and that they have confirmed with MnDOT that a letter of support from the agency is forthcoming.

It was moved by M. Dahlheimer, seconded by J. Auge, “That St. Louis Park project (20475) be allowed to compete provided a MnDOT letter of support is provided by January 31, 2024.” The motion passed unanimously.

B. Hennepin County: CR 116 (Fletcher Ln) Bikeway Project (20259, Multiuse Trails and Bicycle Facilities)

Chair Thompson and Joe Barbeau of the Metropolitan Council’s Metropolitan Transportation Services office presented the application for review. A basic principle for trail projects is that they can be used year-round. Therefore, commitment to winter maintenance (i.e., snow and ice removal) is required. The proposed project would be in parts of two cities; Rogers and Corcoran. While Rogers committed to year-round maintenance, Corcoran did not, leaving a portion of this trail uncommitted for year-round maintenance.

Jason Pieper noted that when this application was being submitted it is standard process that the county notify the impacted cities and ask for a support letter. That was shared with Corcoran on October 24th. As a result of this, Hennepin County learned that the Three Rivers Park district is exploring a trail within the Diamond Lake Regional Trail which is just west of the Fletcher Lane corridor.

J. Pieper noted that this put Corcoran in a difficult position, because of the potential redundancies with two trails in proximity that might both have cost participation responsibilities and the snow and ice control responsibilities on the county road. These circumstances resulted in the letter from Corcoran indicating that they cannot commit to winter maintenance.
J. Pieper continued that Hennepin County does have a standing policy that specifically assigns snow and ice control onto cities.

J. Pieper requested additional clarification or consideration from the committee about extending the deadline for submitting a commitment from the City of Corcoran from January 31st to mid-February. This extension would provide enough time for a new resolution to be submitted for consideration by Corcoran City Council.

Chair Thompson asked Metropolitan Council staff for clarification about the deadline specified and noted that while it is important to maintain equal treatment among the review of these applications there are extenuating circumstances here that may necessitate an exemption to the deadline for this review.

J. Barbeau clarified that the deadline was specified as January 31st to ensure ample time to ensure proper scoring, however, a deadline extension to mid-February would be workable.

Elaine Koutsoukos provided additional clarification that if it is presumed that the letter and resolution will come through for support it will not affect the application’s scoring.

J. Barbeau asked for clarification when the next Corcoran City Council meeting is scheduled.

J. Pieper confirmed that the next council meeting is scheduled for February 8th.

Jim Kosluchar made a motion to approve the staff recommendation with the amendment that the deadline be changed to February 12th.

Prior to a second there was additional discussion.

J. Barbeau asked for clarification on how the support from Corcoran would be communicated and if it need be in a letter that may extend the time it would take for support to be confirmed.

Chair Thompson clarified that a simple notice from the city or county to the Metropolitan Council that Corcoran has confirmed support might suffice.

E. Koutsoukos confirmed that this type of communication of confirmation would suffice.

Paul Ohme seconded the motion made by J. Kosluchar.

N. Koster asked for clarification from Hennepin County if they have considered performing the winter maintenance themselves.

J. Pieper noted that this week is the County Engineers Conference, so the County Engineer is currently offsite. In situations where the county wishes to deviate from cost participation and/or winter maintenance policies the responsibility lies with the County Engineer so he will need to wait until hearing from them before answering this question.

Chair Thompson noted that the Metropolitan Council does not concern itself with who is maintaining the trail, just as long as it is maintained. If by the deadline Corcoran has not committed to maintenance, the County has the chance to commit to the winter maintenance itself.

J. Barbeau confirms that this is how it is written.

To summarize this motion and discussion; It was moved by J. Kosluchar, seconded by P. Ohme, “That Hennepin County project 20259 be disqualified unless it can provide commitment to year-round maintenance on the entire project by February 12th, 2024.” The motion passed
C. Woodbury: Valley Creek Road Trail Gap (20201, Safe Routes to School)

Joe Barbeau of the Metropolitan Council’s Metropolitan Transportation Services office presented the application for review. Neither the nearby school, nor school district is a participant in this project. While the definition of a Safe Routes to School (SRTS) project only refers to a project’s proximity to a school, an additional qualifying criterion, specific to SRTS says that all schools benefitting from the SRTS program must conduct after-implementation surveys. Note also that this application would qualify in the Pedestrian category.

E. Koutsoukos noted that an attachment was added indicating the number of walkers to school that was produced by the school. However, the school indicated that they had no intention of participating in a safe route to school program.

Chair Thompson asked for clarification on whether the application could stay in the current category and simply get a zero score for not satisfying that section.

E. Koutsoukos notes that there would be multiple zero scores.

Chair Thompson asked if the applicant is comfortable moving to the pedestrian category.

E. Koutsoukos noted that the applicant is okay moving to the pedestrian category.

P. Oehme asks for policy clarification on whether applications can move between categories.

J. Barbeau indicated that there is no policy against moving applications between categories.

E. Koutsoukos described scenarios where this has happened in the past.

Chair Thompson notes that the committee trusts staff on their relay of Woodbury’s intentions.

It was moved by P. Oehme, seconded by E. Koutsoukos, “That Woodbury project (20201) be moved to the Pedestrian category and that the applicant be permitted to respond to measures not yet responded to by January 31, 2024.”

N. Koster rose in support of the motion.

The motion passed unanimously.

D. Anoka: TH 47 at BNSF Railroad Crossing (20242, Roadway Reconstruction and Modernization)

Joe Barbeau of the Metropolitan Council’s Metropolitan Transportation Services office presented the application for review. The project is on State Highway 47. Because of this, a letter of support is needed from MnDOT. No letter of support was provided.

Chair Thompson asked if there was anyone from the applicant on the call.

J. Barbeau noted that applicants were given short notice to join the committee call.

Chair Thompson asked for clarification on why the short notice.

J. Barbeau clarified the timetable for reviewing these applications and reaching out to applicants.

E. Koutsoukos noted that applicants who were missing components were alerted 3 weeks prior to
the meeting. The ones in this review were the applicants who did not respond to that initial request.

Innocent Eyoh asks if the applicant still wishes to continue with the application given that MnDOT has not supported this application.

E. Koutsoukos noted that Anoka had not responded at all.

A. Tag noted that Anoka is in discussion with MnDOT regarding this project. MnDOT declined to support this project.

It was moved by J. Auge, seconded by M. Dahlheimer, “that the Anoka project be allowed to compete provided a MnDOT letter of support is provided by January 31, 2024.” The motion passed unanimously.

**Information**

**2024 Regional Solicitation Update** (Steve Peterson, MTS)

S. Peterson reported on the progress of the 2024 Regional Solicitation. For this solicitation, there were 127 applications received. A total of $445 million of federal funds were requested added to $377 million of match funds for a total of $822 million in projects. Estimated funding sources were outlined for fiscal years 2024 to 2029.

Nathan Koster asked for clarification on the totals present within the estimated funding sources.

S. Peterson clarified the debit amounts.

**Regional Solicitation Evaluation** (Steve Peterson, MTS and Molly Stewart, SRF)

S. Peterson presented on the progress of the Regional Solicitation Evaluation recommended development structure. This includes a series of working groups for developing evaluation criteria for the 2026 regional solicitation.

M. Stewart presented on the schedule for the two year process that has just began. This is broken down into four major decision points; Alternative Application and Preferred Application Structure, Application Criteria, Simplified Application, Final Application Materials.

S. Peterson discussed ways for members of the committees to get involved in the various groups working to devise the evaluation criteria for the Regional Solicitation. Additionally, he discussed a new working group that has been created to discuss the new Active Transportation funding from the legislature. First meeting in late January or Early February and membership will be a mix of policymakers and technical experts.

Maddie Dahlheimer asked for clarification on when the roster will be filled for the technical steering committee.

S. Peterson and M. Stewart clarified that the first meeting will be in April so the roster will be filled in the next two weeks.

Innocent Eyoh discussed that grants from the MPCA have opened up and are listed on the MPCA website.

**Reports**

Add recap of reports discussion.
**Adjournment**

Business completed; the meeting adjourned at 2:39 p.m.

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**Council contact:**

Robbie King, Planner  
robbie.king@metc.state.mn.us  
651-602-1380
Action Transmittal: 2024-16

Scope Change Request – Hennepin County CSAH 52 (Nicollet Ave) and CSAH 66 (Golden Valley Rd) Improvements

To: TAC Funding & Programming Committee

Prepared By: Robbie King, Planner, 651-728-4704

Requested Action

Hennepin County requests a scope change to remove planned safety improvements at CSAH 52 (Nicollet Avenue) and 67th Street from its CSAH 52 and CSAH 66 safety improvement project (SP# 027-030-055).

Recommended Motion

That the TAC Funding & Programming Committee recommend to TAC that TAB approve Hennepin County’s scope change request to remove planned safety improvements at CSAH 52 (Nicollet Avenue) and 67th Street.

Background and Purpose

In 2020, Hennepin County was awarded $1,737,000 in HSIP funding for program year 2025 in the Proactive category to complete safety improvements to three intersections in Hennepin County:

- CSAH 52 (Nicollet Avenue) at 67th Street
- CSAH 66 (Golden Valley Road) at Noble Avenue
- CSAH 66 (Golden Valley Road) at Hidden Lakes Parkway

The county is proposing that planned safety improvements at the intersection of CSAH 52 (Nicollet Avenue) and 67th Street be removed so that the improvements can be completed within a separate county project (CP # 2120800). Hennepin County will be reconstructing CSAH 52 (Nicollet Avenue) from 77th Street to 66th Street; a stretch that contains the intersection identified above. This separate Hennepin County project is currently funded through MnDOT State Aid and local sources as part of the county’s 2024-2028 Transportation Capital Improvement Program.

Hennepin County is requesting approval of the scope change request with retention of federal funds originally awarded for this 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**

**Scoring Analysis:** Table 1 shows an analysis of potential scoring changes for the project through the MnDOT HSIP scoring process. Hennepin County’s scope change request is to remove one of three intersections planned for improvement. However, this removal would likely not result in the project to be re-scored below the award threshold. This application’s score of 575 is 114 points above the highest scoring unfunded Proactive project total of 461.

Further, the project as it was applied for will be constructed according to the request. Recent precedent has been to approve such requests given that the on-the-ground result does not change.

### Table 1: Scoring Analysis

<table>
<thead>
<tr>
<th>Measure</th>
<th>Max Score</th>
<th>Original Score</th>
<th>Scope Change</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Connection to 2014-19 MN Strategic Highway Safety Plan</td>
<td>100</td>
<td>50</td>
<td>0</td>
<td>No change</td>
</tr>
<tr>
<td>2. Cost per Exposure</td>
<td>300</td>
<td>189</td>
<td>0</td>
<td>Uncertain</td>
</tr>
<tr>
<td>3. Correctable Fatal / Serious Injury Crashes</td>
<td>100</td>
<td>7</td>
<td>0</td>
<td>Low score with little room for reduction</td>
</tr>
<tr>
<td>4. Crash Modification Factor</td>
<td>200</td>
<td>79</td>
<td>-</td>
<td>Potential for minor reduction</td>
</tr>
<tr>
<td>5. Part of a Plan</td>
<td>200</td>
<td>200</td>
<td>0</td>
<td>No change</td>
</tr>
<tr>
<td>6. Ped/Bike Safety</td>
<td>100</td>
<td>50</td>
<td>-</td>
<td>Potential for minor reduction</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,000</strong></td>
<td><strong>575</strong></td>
<td>-</td>
<td>Potential for minor reduction</td>
</tr>
</tbody>
</table>

* 0 = no change
+ = small improvement, ++ = moderate improvement, +++ = large improvement
- = small diminishment, -- = moderate diminishment, --- = large diminishment

**Funding:** Recent history offers that for scope changes which involve removal of a project component to be completed within a separate project federal funds can be retained. The applicant identifies $643,333 as the cost of the portion of the project removed from the original scope. A removal could be the federal portion of this; 90% or $579,000. Table 2 shows two funding scenarios for the committee to consider whether it is necessary to remove or retain federal funds.

### Table 2: Funding Scenario

<table>
<thead>
<tr>
<th></th>
<th>Original Application</th>
<th>Proposal (Full Federal Funds Retained)</th>
<th>Proposal ($579,000 Reduction)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal</strong></td>
<td>$1,737,000</td>
<td>$1,737,000</td>
<td>$1,158,000</td>
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<tr>
<td><strong>Local Match</strong></td>
<td>$193,000</td>
<td>$386,000</td>
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<td><strong>Total Construction Cost</strong></td>
<td>$1,930,000</td>
<td>$2,123,000</td>
<td>$2,123,000</td>
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<tr>
<td>% of Federal to Total</td>
<td>90%</td>
<td>82%</td>
<td>55%</td>
</tr>
</tbody>
</table>

**Routing**

<table>
<thead>
<tr>
<th>To</th>
<th>Action Requested</th>
<th>Date Completed (Date Scheduled)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAC Funding &amp; Programming Committee</td>
<td>Review &amp; Recommend</td>
<td>March 21, 2024</td>
</tr>
<tr>
<td>Technical Advisory Committee</td>
<td>Review &amp; Recommend</td>
<td>April 3, 2024</td>
</tr>
<tr>
<td>Transportation Advisory Board</td>
<td>Review &amp; Adopt</td>
<td>April 17, 2024</td>
</tr>
</tbody>
</table>
February 20, 2024

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

Re:  Scope Change request to S.P. 027-030-055 - CSAH 52 (Nicollet Ave) and CSAH 66 (Golden Valley Rd)

Dear Mr. Thompson,

Hennepin County respectfully requests that the Technical Advisory Committee (TAC) Funding and Programming Committee of the Metropolitan Council Transportation Advisory Board consider the attached Scope Change request for the above referenced project.

In 2021, Hennepin County was awarded federal funding as part of the Highway Safety Improvement Program (HSIP) to make safety and mobility improvements to the three intersections listed below. The current 2024-2027 State Transportation Improvement Program (STIP) identifies $1,737,000 in federal funding and $386,000 in local funding for the project, for a STIP total of $2,123,000. The program year for this project is 2025.

Along CSAH 52 (Nicollet Avenue) in Richfield
- 67th Street

Along CSAH 66 (Golden Valley Road) in Golden Valley
- Noble Avenue
- Hidden Lakes Parkway

Hennepin County will be reconstructing CSAH 52 (Nicollet Avenue) from approximately 77th Street to CSAH 53 (66th Street) which will include improvements at the CSAH 52 (Nicollet Avenue) and 67th Street intersection as part of County Project (CP) 2120800. CP 2120800 is currently funded through State Aid and local sources as part of the county’s 2024-2028 Transportation CIP (see Attachment 2).

At this time, Hennepin County requests a scope change to remove the planned safety improvements at the CSAH 52 (Nicollet Avenue) and 67th Street intersection from S.P. 027-030-055 as these safety improvements will be incorporated into the larger Hennepin County corridor project along Nicollet Avenue. Approval of this scope change request will allow for enhanced safety improvements at this intersection to be completed as part of the corridor reconstruction project, beyond what is feasible through the county’s current HSIP signal and ADA retrofit project.

Lastly, current construction cost estimates at the two remaining intersections are higher than initially estimated due to inflation and recent bid prices on similar projects. The current cost estimate for the
remaining intersection safety improvements is approximately the same as the original funding application estimate for the project. Based on this new estimate for the Golden Valley Road intersections and the commitment to incorporate the Nicollet Avenue safety improvements in the Nicollet Avenue corridor project, we request retainment of the full original federal funding amount and an update to the STIP reflecting the removal of the CSAH 52 (Nicollet Avenue) and 67th Street intersection for this project.

With your approval, we respectfully request the above-mentioned revision be made to the new 2025-2028 STIP. Please advise of any additional information you may need and contact me with any questions.

Sincerely,

Cole Pardridge, PE

Cc: Colleen Brown, MnDOT Metro State Aid
    Carla Stueve, PE
    Jessa Trboyevich, PE
    Chad Ellos, PE
    Jason Pieper, PE
## Funding Data for Scope Change Request

### 1. Original Application

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Regional Solicitation Year</td>
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</tr>
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<td>Application Funding Category</td>
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<tr>
<td>HSIP Solicitation</td>
<td>Yes - 2020</td>
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<td>Application Total Project Cost</td>
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<td>Federal Award</td>
<td>$1,737,000</td>
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<td>Application Federal Percentage of Total Project Cost</td>
<td>90%</td>
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<tr>
<td>Project Elements Being Removed</td>
<td>Work at Nicollet Ave/67th St intersection</td>
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<tr>
<td>Original Application Cost</td>
<td>$643,333</td>
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</table>

### 2. Funding Scenario

#### Current Funding vs. Proposed Funding

<table>
<thead>
<tr>
<th></th>
<th>Current STIP (2024-2027)</th>
<th>Proposed - Intersection Work at Nicollet Ave/67th St Removed (Full Federal Funds Retained)</th>
<th>Proposed - Intersection Work at Nicollet Ave/67th St Removed (One-third of Federal Funds Removed)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal</strong></td>
<td>$1,737,000</td>
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<tr>
<td><strong>% of Federal to Total</strong></td>
<td>82%</td>
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<td>55%</td>
</tr>
</tbody>
</table>
3. Attachments

Attachment 1

Project map identifying location of work to be removed

Attachment 2

Hennepin County 2024-2028 Transportation CIP for CP 2120800
ATTACHMENT 2

HENNEPIN COUNTY 2024-2028 TRANSPORTATION CIP FOR CP 2120800
Project Name: 2120800 CSAH 52 - Reconst Nicollet Ave S fr 77th to 66th St
Major Program: Public Works
Department: Transportation Roads & Bridges

Summary:
Reconstruct Nicollet Avenue (CSAH 52) from 77th Street to 66th Street (CSAH 53) in the City of Richfield.

Purpose & Description:
The existing roadway (last reconstructed in 1961) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The roadway was originally constructed as concrete pavement, however, has since been overlaid with bituminous pavement; resulting in premature surface cracking at joints. The existing sidewalk facilities are located immediately adjacent to the roadway; causing a feeling of discomfort for people walking. The curb has experienced settling, greatly diminishing its ability to collect water and define the roadway edge. Many intersections do not meet current standards for ADA accommodations, presenting challenges for people with limited mobility.

In 2014, the county completed an overlay project along this section of Nicollet Avenue (CSAH 52). As part of project, the four-lane undivided configuration was converted to a three-lane design to better facilitate turning movements for people driving and provide traffic calming. Given the age and condition of roadway assets, the timing of this capital project will coincide with the service life extension provided by the overlay project.

The proposed project will reconstruct existing assets, including: pavement, curb, storm water structures, sidewalk facilities, and traffic signals. Complete streets design strategies such as curb extensions, raised medians, crossing beacons, bikeway accommodations, and streetscaping features will also be considered in an effort to benefit multimodal users. Also, improvements to the existing bikeway accommodations will be considered during the project development process to enhance bikeway connections to the nearby Nine Mile Creek Regional Trail and protected bikeway that exists along 66th Street (CSAH 53). Additionally, it's anticipated that this project will complement MnDOT's I-494 Corridors of Commerce Project that is making improvements to Nicollet Avenue (CSAH 52) from American Boulevard to 77th Street.

Additionally, this project is located within close proximity to the county's Nicollet Avenue (CSAH 52) at 67th Street Multimodal Safety Project (Capital Project 2201500). Staff will coordinate the design and construction activities for these two projects to not only promote efficiencies, but to also minimize disruptions to the travelling public.

### REVENUE

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### Project Name:
2120800  CSAH 52 - Reconst Nicollet Ave S fr 77th to 66th St

### Department:
Transportation Roads & Bridges

### Funding Start:
2022

### Funding Completion:
2027

#### Current Year's CIP Process Summary

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#### Board Resolutions / Supplemental Information:

RESOLUTION 23-0163 (adopted on 05/02/2023) authorized:

- Execute Agmt PR00005142 with Stantec Consulting Services Inc. to provide preliminary design engineering and professional services for the reconstruction of Nicollet Avenue (CSAH 52) from 77th Street to 66th Street (CSAH 53) in the City of Richfield an a county cost not to exceed $1,250,000 to be financed within the Project Budget for CP 2120800.

#### Project's Effect on the Operating Budget:

Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The reduction of approximately 1.1 lane miles from the county roadway system is expected to preserve $15,000 in maintenance costs annually.

#### Project's Effect on County Priorities:

This project will reduce disparities in the transportation domain and vehicle miles traveled per capita by improving transportation infrastructure to provide safe and accessible connections for all modes. This is especially important as the project is located in an area that includes high percentages of people with limited mobility.

#### Changes from Prior CIP:

- Project Budget decreased by approximately $0.9 million from $20.4 million to $19.6 million in recognition of a revised Engineer's Estimate.
- Consulting activities increased by $0.3 million from $2.0 million to $2.3 million to be financed with State Aid Regular.
- Right of Way activities increased by $0.1 million from $2.0 million to $2.1 million to be financed with State Aid Regular and the City of Richfield.
- Construction activities decreased by $1.5 million from $13.1 million to $11.6 million to be financed with State Aid Regular and the City of Richfield.
- Contingency activities increased by $0.2 million from $3.4 million to $3.6 million to be financed with State Aid Regular and the City of Richfield.

#### Last Year's CIP Process Summary

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Scope Change Request – Hennepin County CSAH 52 (Nicollet Ave) and CSAH 66 (Golden Valley Rd) Improvements

**Project Points**

**Reference Layers**

- Highways
  - Interstate Highways
  - State, US Highways and County Roads
  - County Boundaries
  - City and Township Boundaries

*Esri Community Maps Contributors, City of Richfield GIS, County of Dakota, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USF"
Scope Change Request – Hennepin County CSAH 52 (Nicollet Ave) and CSAH 66 (Golden Valley Rd) Improvements

CSAH 66 (Golden Valley Road) at Noble Avenue

CSAH 66 (Golden Valley Road) at Hidden Lakes Parkway

Reference Layers

**Highways**

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City and Township Boundaries

Extent of Main Map

Project Points

Map 2 of 2
**Action Transmittal: 2024-17**

Program Year Extension Request: MnDOT US8 HSIP Project

---

To: TAC Funding & Programming Committee

**Prepared By:** Robbie King, Planner, 651-728-4704

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**Requested Action**

MnDOT requests a program year extension for its US 8 intersection access project to move from 2025 to 2026.

---

**Recommended Motion**

That the TAC Funding and Programming committee recommend that TAB approve the program year extension request for MnDOT’s US 8 intersection access project (SP # 1308-29S) to move from 2025 to 2026.

---

**Background and Purpose**

In 2020, MnDOT was awarded $544,500 (currently $556,200) in HSIP funding to construct a left turn lane at Hazel Avenue and close 250th Street (SP # 1308-29S) on US 8 in Chisago County, supplementing its US 8 reconstruction project (SP # 1308-29). MnDOT requests a program year extension so that this project can remain a part of SP # 1308-29, which has moved to 2026. The larger reconstruction project on US 8 from Interstate 35 in Forest Lake to Chisago City will be included in the 2025-2028 TIP.

The Highway Safety Improvement Program (HSIP) solicitation is administered by MnDOT for its Metro District. However, projects must adhere to Metropolitan Council policy. Along with the seven-county area, MnDOT’s Metro District includes Chisago County. As a result, the HSIP solicitation includes projects located in Chisago County and these projects are subject to the Program Year Policy.

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**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.

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**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 7. 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

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<td>Transportation Advisory Board</td>
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</table>
February 27, 2024

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

Re: Program Year extension Request for SP SP 1308-29S
US8 (LAKE BLVD), FROM TH 61 IN FOREST LAKE TO KARMEL AVE IN CHISAGO CITY

Dear Mr. Thomson:

MnDOT was awarded $556,200 in federal HSIP funding for spot safety improvement along Hwy 8 in SFY 2025 which were part of SP 1308-27 MnDOT led pavement preservation and spot safety improvement project on US8 between I-35 and Karmel Ave. Concurrently, Chisago County has been leading an effort for a larger SP 1308-29 corridor safety improvements and expansion project in the same limits.

Recently, Chisago County was successful in showing full funding for the larger SP 1308-29 project which includes MnDOT committing to shift and contribute district funding that was programmed for the pavement preservation and spot safety improvements work in the same limits.

The program year extension request is for the $556,200.00 in regional HSIP funds that are currently programmed in FY25 to be moved so they can align with the larger Chisago County led Highway 8 project in SFY 2026. The project funding will be included and shown in the upcoming FY 2025-2028 STIP anticipated to be approved by FHWA in late 2024.

Attached please find information regarding this request. Please contact me with any questions by phone at 651-245-4406 or by email at dmitry.tomasevich@state.mn.us

Sincerely,

Dmitry Tomasevich
MnDOT Metro District
East Area Engineer

CC:

MnDOT Metro State Aid Office
MnDOT Metro Program Delivery Office
MnDOT Metro Traffic Office
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 __________

[ ] 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 ____________ 11/2024
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 ____________ 12/2024
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 ____________ 2/2025
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 ___10/2022___
   ___ Not Complete
   Anticipated Date of Completion _____________

CONSTRUCTION PLANS
   ___ Completed (includes signature of District State Aid Engineer)
      Date _____________ If checked enter 3. ___
   ___ Completed (approved by District State Aid as to SA Standards but not signed)
      Date _____________ If checked enter 2. ___
   ___ Not Complete
      Anticipated Date of Completion ___7/2025___
      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 ___9/2025___
      If prior to December 31 of the year following the original program year, enter 1. ___

ENGINEERS ESTIMATE OF COSTS
   ___ Completed If checked enter 2. ___
      Date _____________
   ___ Not Complete
      Anticipated Date of Completion ___6/2025___
      If prior to December 31 of the year following the original program year, enter 1. ___

AUTHORIZED
   Anticipated Letting Date ___10/2025___.
   Anticipated letting date must be prior to June 30 in the year following the original program year,
   so that authorization can be completed prior to June 30 of the extended program year.

TOTAL POINTS ___7___
Transportation Advisory Board Program Year Extension Request
1. Project Background

Chisago County is leading the reconstruction of an approximately eight-mile segment of US 8 between TH 61 and Karmel Avenue.

Proposed improvements include expansion of TH 8 from a two-lane section to a four-lane section, intersection safety improvements and pavement preservation work. The project has an approved layout, construction limits, previously approved EAW, in the process of completing the Environmental Assessment document, preparing for the right of way acquisition process and final plan design.

Project is fully funded and will be shown in the upcoming FY 2025-2028 State Transportation Improvement Program (STIP) anticipated to be approved by FHWA in late 2024.

2. Project Progress

A. Progress Schedule

Please see Attachment 1 Progress Schedule for program year extension

![PROJECT TIMELINE]

NEXT STEPS

- Complete Environmental Review and Documentation Process
- Complete Construction Staging Plan
- Final Design Activities
- Conduct Right-of-Way Process

B. Right of Way Acquisition

County will have a consultant on board and under contract by end of April. Preliminary number of affected parcels is 220. Acquisition will be a combination of temporary easements, permanent easements and fee title.
C. Plan

Project has a MnDOT level 1 Staff approved layout. Link for MNDOT Users and the PUBLIC to a single specific document

- SP 1308-29 SAL 1 of 5 (External)
- SP 1308-29 SAL 2 of 5 (External)
- SP 1308-29 SAL 3 of 5 (External)
- SP 1308-29 SAL 4 of 5 (External)
- SP 1308-29 SAL 5 of 5 Profiles (External)

Current final design efforts are focused on:

- Geometric Refinements
- Staging, Detour, and Traffic Control Plan
- Drainage Plan
- Turtle Crossings
- Construction Limits and Right-of-Way Needs
- Construction Materials and Earthwork

D. Permits

List of Permits

- Section 404 Individual Permit, to be completed
- Wetland Conservation Act (WCA), to be completed
- Section 401 water quality certification, to be completed
- DNR public waters work permit, to be completed
- NPDES construction stormwater permit, to be completed
- Comfort Lake Forest Lake Watershed District Permit, to be completed

List of Other Approvals

- Environmental Assessment (EA), in development
- Section 4(f) determination, complete
- Finding of No Significant Impact (FONSI, assumed outcome), to be completed
- Section 106 (Historic/Archaeological), complete (update pending)
- Section 7 (Endangered Species Act), in development
- Municipal Consent, to be completed

E. Approvals

Preliminary layout approval from the cities of Wyoming and Chisago City and Mndot has been acquired.
F. Identify funds and other resources spent on the project.

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<th>TH 8 Design Contracts and Budget Summary</th>
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<td>12151.03 (TH 8 Final Design)</td>
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<td>12151.04 (Additional Design)</td>
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3. Justification for Extension Request

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

MnDOT was awarded $556,200 in federal HSIP funding for spot safety improvement along Hwy 8 in SFY 2025 which were part of SP 1308-27 MnDOT led pavement preservation and spot safety improvement project on US8 between I-35 and Karmel Ave. Concurrently, Chisago County has been leading an effort for a larger SP 1308-29 corridor safety improvements and expansion project in the same limits.

Recently, Chisago County was successful in showing full funding for the larger SP 1308-29 project which includes MnDOT committing to shift and contribute district funding that was programmed for the pavement preservation and spot safety improvements work in the same limits.

The program year extension request is for the $556,200.00 in regional HSIP funds that are currently programmed in FY25 to be moved so they can align with the larger Chisago County led Highway 8 project in SFY 2026. The project funding will be included and shown in the upcoming FY 2025-2028 STIP anticipated to be approved by FHWA in late 2024.

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

Chisago County is on schedule to meet its projects scheduled SFY 26 letting.

If the project were delayed, the project risks forfeiture of secured funding sources and would not be able to show full funding to deliver the project.

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

Chisago County project full funding includes MnDOT committing to shift and contribute district funding that was programmed for the pavement preservation and spot safety improvements work in the same limits.
If a program year extension was not obtained for the $556,200.00 in regional HSIP funds so they can align with the Chisago County led Highway 8 project in SFY 2026, it risks the funding and safety commitments within the project.

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

Chisago County is on schedule to meet its projects scheduled SFY 26 letting and will continue to coordinate with MnDOT and local agency partners to authorize and let the project on time.
2/27/2024

Joe Triplet | County Engineer/Director
Chisago County Public Works
31325 Oasis Rd
Center City, MN 55012

Re: MnDOT contributions to SP 1308-29 – Highway 8

Dear Joe Triplet,

This is a notification that MnDOT Metro District intends to show the following and make the following commitment to the Highway 8 project being led by Chisago County between Interstate 35 to Karmel/Wyoming Ave in the FY 2025 to 2028 STIP, which is currently in development. The STIP with these items included is anticipated to be approved by FHWA in late 2024.

- MnDOT will be contributing district target that was originally planned to be used for a resurfacing and safety project on Highway 8. This will include $13,444,000.00 of TH funds. These will be show in the STIP under 1308-29.
- There is $556,200.00 in regional HSIP funds that are currently programmed in FY25. MnDOT will be requesting for a program year extension to align with the Highway 8 project.
- MnDOT will contribute an additional $8,000,000.00 in TH funds for the purposes of including long-term pavement solutions in the project design. These funds will show in the STIP under 1308-29.

Please let me know if you need any additional information. I can be reached at aaron.tag@state.mn.us.

Sincerely,

Aaron Tag, PE
Metro District Program Management Director

CC:
Adam Josephson, Area Manager
Dmitry Tomasevich, Area Engineer
Dan Erickson, Metro State Aid Engineer
Marc Briese, State Aid Programs Manager
2024-17
Program Year Extension Request: MnDOT US8 HSIP Project

Project Areas

1308-29

1308-29S (Requesting Extension)
To: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Planning Analyst, 651-602-1705
Elaine Koutsoukos, TAB Coordinator, 651-602-1717

Requested Action
The City of Hopkins requests a review and potential score change to Measure 4A (Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project) for its 17th Avenue Multiuse Trail Green Line Connection Project. Additionally, Metropolitan Council staff requests approval of final Regional Solicitation scores following decisions on these appeals.

Recommended Motion
That the TAC Funding & Programming Committee not change the score to Hopkins’s Measure 4A.

Background and Purpose
Regional Solicitation applicants were given the opportunity to appeal their scores with a due date of Wednesday, March 13. The City of Hopkins provided an appeal discussed on subsequent pages. Metropolitan Council staff consulted with the scorer and the scoring committee chair to generate a recommended course of action as shown in the pages below.

New material cannot be considered in the review of an appeal. Appeals are meant only to challenge scoring errors or misinterpretations of the scoring guidance. In the appeal process, the burden is on the applicant to illustrate that an error occurred in the scoring of their application.

The Funding & Programming Committee, which makes the final decision on appeals, is not required to follow the scorer’s recommendation. Judgement on this request should be based on the merit of the project in relation to this scoring measure and the impact on the project’s ranking should not be considered.

Please note that any changes made to the score will not result in a final ranking on the spot, as the Cost Effectiveness score would likely increase by a slightly larger amount.
Applicant requested re-evaluation of Measure 4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (150 points).

**Measure:**
The scoring measure awards the higher number of points received in Part 1 (a qualitative assessment discussed below) and Part 2 (the project’s standing in relation to Regional Bicycle Barrier Crossing Improvement Areas and Major River Bicycle Barrier Crossings). The application scored 60 points for Part 1 (and, therefore, the measure) and zero points for Part 2. The applicant’s challenge is exclusively to Part 1.

Part 1 reads as follows:

Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions. Specifically, describe how the project would accomplish the following: **Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.**

Bike system gap improvements may include the following:

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);
- Improving bikeability to better serve all ability and experience levels by:
  - Providing a safer, more protected on-street facility or off-road trail;
  - Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
  - Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

**SCORING GUIDANCE (150 Points)**

Part 1 (Qualitative Assessment): The project that best closes a bicycle network gap, provides a facility that crosses or circumvents a physical barrier, and/or improves continuity or connections between jurisdictions will receive the full 150 points. Remaining projects will receive a share of the full points at the scorer’s discretion. Multiple projects may receive the highest possible score of 150 points based on this assessment. Projects should be compared and rated irrespective to the assigned scores they may receive under Part 2.

The application **scored 60 points.**
**Applicant’s Challenge:**
The applicant suggests that the scorer may have missed elements from the application (full description in attached letter):

1. The project’s impact on the ability for users to safely reach a grade-separated crossing of MN 7, a regional bicycle barrier.
2. The improvement of the Lake Minnetonka LRT Regional Trail Crossing.

**Scoring Review:**
The scoring of the application is done relative to the other applications that are scored in Part 1 of the measure. In the original review of this application, points were awarded due to the improved safety provided by an off-road trail, the improved crossing of the Minnetonka LRT Regional Trail, and upgrading of facilities to match adjacent municipalities. The scorer noted that the trail will be along a non-arterial roadway and that crossing improvements are at minor intersections. The proposed trail does not improve the existing crossing on MN 7. The scorer recommends **no change**.

**Routing**

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<td>March 21, 2024</td>
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March 12, 2024

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

RE: 2024 Regional Solicitation Re-evaluation Request  
17th Avenue Multiuse Trail Green Line Connection Project – City of Hopkins  
Multi-Use Trail Category

Dear Ms. Koutsoukos,

The City of Hopkins would like to appeal the score received for category 4A for the subject Multi-Use Trail project.

**Category 4A**
The score received suggests the reviewer may not have understood the connectivity the project provides across barriers. More specifically:

1. The project will complete a network of grade-separated multi-use infrastructure that creates valuable connections to an existing grade separated crossing of TH 7. The intersection of TH 7 and 17th Avenue is defined as a barrier in the Regional Bicycle Barriers web application (image below) administered by the Met Council and used for scoring of the application. As submitted, the application proposes to install a multi-use facility along 17th Avenue which will route users from origins including the Shady Oak LRT Station to the existing grade separated crossing of Hwy 7, just to the west of 17th Avenue along the Lake Minnetonka LRT Regional Trail. Without the proposed 17th Avenue improvements, users cannot safely reach this grade separated crossing of the Regional Bicycle Barrier. While the submitted regional solicitation application notes “This (17th Avenue) north-south connection also aids in addressing an identified Expressway Regional Bicycle Barrier of Highway 7”, the mapping application does not clearly illustrate the connection the project would establish to this existing grade separated crossing, which may have led to a misunderstanding. The City feels the scoring should be improved to account for how the project will effectively remove the barrier from the system by re-routing multimodal users.

2. The project will improve the Lake Minnetonka LRT Regional Trail, a Tier 1 RBTN route, at its crossing with 17th Avenue with infrastructure improvements including an overhead mounted, actuated RRFB and reduced crossing distance for the RBTN route. These improvements to the Tier 1 RBTN route are not otherwise captured in the application scoring, whether in category 1 or 4A, but the improvements do align with the scoring guidance provided. At minimum, the crossing improvements should be accounted for relative to the enhanced routing that enables the Regional Bicycle Barrier at 17th Ave / Hwy 7 to be circumvented by channeling bicyclists to the existing grade separated crossing.
Thank you for your consideration of this re-evaluation request.

Sincerely,

Kurt Howard, Planner
City of Hopkins
### 2024 Regional Solicitation Application Scoring

#### Traffic Management Technologies

#### Prioritizing Criteria

1. Role in Trans. System & Econ.
2. Usage
3. Equity and Housing
4. Age
5. Congestion / Air Quality
6. Safety
7. Multi
8. Risk A
9. CE

#### Cumulative Requested

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### Funding Information

- 1A: Functional classification of project
- 1B: Regional Truck Corridor Study tiers
- 1C: Integration within existing traffic management systems
- 1D: Coordination with other agencies
- 2A: Current daily person throughput
- 2B: Forecast 2040 ADT
- 3A: Engagement
- 3B: Equity population benefits and impacts
- 3C: Affordable housing access
- 3D: Equity bonus

- 4: Upgrades to obsolete equipment
- 5A: Congested roadways
- 5B: Emissions and congestion benefits
- 5C: Crashes reduced
- 6A: Safety issues in project area
- 7: Transit, bike, or pedestrian project elements and connections
- 8: Risk assessment

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### 2024 Regional Solicitation Application Scoring

#### ROADWAY SPOT MOBILITY/SAFETY

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**Funding Information**

- **1A**: Congestion, adjacent congestion, PA Intersection Conversion Study priorities, or CMSF Opportunity Areas
- **1B**: Regional Truck Corridor Study tiers
- **2A**: Equity Engagement
- **2B**: Connection to disadvantaged populations and project's benefits, impacts, and mitigation
- **2C**: Housing
- **2D**: Equity Bonus
- **3A**: Vehicle delay reduced
- **3B**: Kg of emissions reduced
- **4A**: Crashes reduced
- **4B**: Proactive pedestrian crash reduction
- **5**: Transit, bike, ped elements / connections
- **6**: Risk assessment
- **7**: Cost effectiveness

**Prioritizing Criteria**

1. Role in Trans. System & Econ.
2. Equity
3. Cong/Air Age
4. Safety
5. Multi.
6. Risk A.
7. CE

**Rank ID**

- 1: 20412
- 2: 20317
- 3: 20494
- 4: 20374
- 5: 20331
- 6: 20181
- 7: 20144
- 8: 20081
- 9: 20452
- 10: 20333

**Applicant**

- City of Savage
- City of Little Canada
- City of Washington
- City of Bloomington
- City of Anoka County
- City of Dakota County
- City of Carver County
- City of Richfield
- City of Washington
- City of Anoka County

**Project Name**

- TH 13 and Quentin Ave Innovative Intersection
- Little Canada Road and Country Drive Intersection Project
- Highway 61 and County Road 50 Intersection in Forest Lake
- CSAH 1 and Old Cedar Avenue Intersection Safety Improvements
- CSAH 14 and CSAH 23 Intersection Project
- Roundabout at CSAH 32 (Liff Road) and I-35W East Frontage Road
- CSAH 11 and CSAH 44 Intersection Safety Improvements
- Richfield 7th Street and Knox Avenue Intersection Improvements
- CSAH 16 and Settlers Ridge Parkway Intersection in the City of Woodbury
- CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Roundabout Project
### STRATEGIC CAPACITY

1. Role in Trans. System & Econ.
2. Usage
3. Equity and Housing
4. Congestion/ Air Quality
5. Safety
6. Risk A.

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### Funding Information

- **1A**: Congestion, adjacent congestion, or PA Intersection Conversion Study priorities
- **1B**: Project location relative to jobs, manufacturing, and education
- **1C**: Current daily person throughput
- **2A**: Engagement
- **2B**: Equity and Housing
- **2C**: Affordable housing access
- **3A**: Project location relative to jobs, manufacturing, and education
- **3B**: Equity and Housing
- **3C**: Affordable housing access
- **3D**: Equity Bonus
- **4**: Date of construction
- **5A**: Vehicle delay reduced
- **5B**: KG of emissions reduced
- **6A**: Crashes reduced
- **6B**: Proactive pedestrian crash reduction
- **7**: Transit, bike, and elements / connections
- **8**: Risk assessment
- **9**: Cost effectiveness
### 2024 Regional Solicitation Application Scoring

#### ROADCWAY RECONSTRUCTION-MODERNIZATION

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### 2024 Regional Solicitation Application Scoring

**BRIDGES**

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### Prioritizing Criteria

1. Role in Trans. System & Econ. & Econ.
   2. Usage
   3. Equity / Housing
   4. Infra.
   5. Multimodal
   6. Risk
   7. Cost effectiveness

- **1A**: Distance to nearest parallel bridge
- **1B**: Connection to total jobs, manu/dist jobs, and students
- **1C**: Regional Truck Corridor Study tiers
- **2A**: Current daily person throughput
- **2B**: Forecast 2040 ADT
- **3A**: Equity Engagement
- **3B**: Connection to disadvantaged populations and project's benefits, impacts, and mitigation
- **3C**: Housing
- **3D**: Equity Bonus
- **4A**: NBI condition rating
- **4B**: Load posting
- **5**: Transit, bike, ped elements / connections
- **6**: Risk assessment
- **7**: Cost effectiveness
### 2024 Regional Solicitation Application Scoring

**TRANSPORTATION EXPANSION**

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**Prioritizing Criteria**

1. **Role in Trans. System &**
2. **Usage**
3. **Equity and Housing**
4. **Emissions Reductions**
5. **Multimodal**
6. **Risk**
7. **Total**
8. **CE**
9. **Grand Total**

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<th>3B</th>
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**Funding Information**

- 1A: Jobs and educational institutions
- 1B: Average number of weekday transit trips connected to project
- 2: New annual riders
- 3A: Equity engagement
- 3B: Equity population benefits and impacts
- 3C: Affordable housing access
- 4: Total emissions reduced
- 5: Bicycle/pedestrian elements and connections
- 6: Risk assessment
- 7: Cost effectiveness
## 2024 Regional Solicitation Application Scoring

### TRANSIT MODERNIZATION

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<th>Match</th>
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<th>3A</th>
<th>3B</th>
<th>3C</th>
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### Prioritizing Criteria

- **1. Role in Trans. System & Econ.**
- **2. Usage**
- **3. Equity & Housing**
  - 3A: Equity engagement
  - 3B: Connection to disadvantaged populations and project’s benefits, impacts, and mitigation
  - 3C: Affordable housing
  - 3D: Equity Bonus
- **4. Emissions Reductions**
- **5. Service Improvements**
- **6. Multimodal**
- **7. Risk**
- **8. CE**

### Funding Information

- **1A:** Jobs and educational institutions
- **1B:** Average number of weekday transit trips connected to project
- **2:** Total existing riders
- **3A:** Equity engagement
- **3B:** Connection to disadvantaged populations and project’s benefits, impacts, and mitigation
- **3C:** Affordable housing
- **3D:** Equity Bonus
- **4:** Description of emissions reduced
- **5:** Improvements/amenity for riders
- **6:** Bicycle/pedestrian elements and connections
- **7:** Risk assessment
- **8:** Cost effectiveness

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<th>Rank</th>
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<th>Applicant</th>
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<th>Federal</th>
<th>Match</th>
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<th>3C</th>
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<td>20075</td>
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<td>Blue Line Franklin Ave Station Renovation</td>
<td>$7,000,000</td>
<td>$5,750,000</td>
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### 2024 Regional Solicitation Application Scoring

#### Travel Demand Management

| Ranks | ID     | Applicant          | Project Name                                      | Federal  | Match   | Total   | Cumulative Requested | 1  | 2  | 3A | 3B | 3C | 3D | 4A | 4B | 5  | 6A | 6B | 7  | 7. CE | Grand Total |
|-------|--------|--------------------|---------------------------------------------------|----------|---------|---------|----------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----------|
| 1     | 20462  | HOURCAR            | Expanding Access to the Benefits of Electrified Tr. | $500,000 | $125,000 | $625,000 | $500,000             | 173| 100| 35 | 55 | 45 | 25 | 150| 250| 125| 25 | 15 | 998| 91 | 1089 |
| 2     | 20311  | MN VALLEY TRANSIT AUTH | Travel Training Program                          | $400,000 | $100,000 | $500,000 | $900,000             | 160| 59 | 18 | 30 | 41 | 0  | 150| 208| 183| 10 | 15 | 874| 100 | 974 |
| 3     | 20489  | MOVE MINNESOTA     | Embracing East Metro Transit Expansions Through    | $492,349 | $123,088 | $615,437 | $1,392,349           | 173| 24 | 30 | 60 | 25 | 0  | 34 | 14 | 100| 23 | 15 | 670| 62 | 732 |
| 4     | 20312  | MN VALLEY TRANSIT AUTH | Event Service Coordination Program                 | $400,000 | $100,000 | $500,000 | $1,792,349           | 173| 40 | 18 | 30 | 29 | 0  | 57 | 77 | 108| 25 | 25 | 582| 67 | 649 |
| 5     | 20439  | MINNEAPOLIS PARK & RECRE | Cycling elderly to and within Minneapolis city park | $285,450 | $71,363 | $356,813 | $2,077,799           | 187| 55 | 5  | 20 | 34 | 0  | 59 | 13 | 83 | 18 | 25 | 499| 80 | 578 |

- 1: Ability to capitalize on existing facilities and resources
- 2: Users
- 3A: Engagement
- 3B: Equity population benefits and impacts
- 3C: Affordable housing access
- 3D: Equity bonus
- 4A: Congested roadways in project area
- 4B: VMT reduction
- 5: Innovation and geographic expansion
- 6A: Technical capacity of applicant's organization
- 6B: Continuation after initial federal funding
- 7: Cost effectiveness
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<th>Federal</th>
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1: Location relative to Regional Bicycle Transportation Network
2: Existing population within 1 mile
3A: Equity Engagement
3B: Connection to disadvantaged populations and benefits, impacts, mitigation
3C: Housing
4A: Gaps closed / barriers removed and/or continuity between jurisdictions improved
4B: Deficiencies corrected or safety problems addressed
4C: Transition or pedestrian elements or connections
6: Risk assessment
7: Cost effectiveness
## 2024 Regional Solicitation Application Scoring

### Prioritizing Criteria

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### PEDESTRIAN FACILITIES

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## SAFE ROUTES TO SCHOOL (SRTS) INFRASTRUCTURE

### Prioritizing Criteria

1. **SRTS Program Elements**
   - 1A: 6 E’s of SRTS program
   - 1B: Completion of Safe Routes to School Plan or local plan

2. **Usage**
   - 2A: Average share of student population that bikes or walks
   - 2B: Student population within school’s walkshed

3. **Equity and Housing**
   - 3A: Equity engagement
   - 3B: Connection to disadvantaged populations and project’s benefits, impacts, and mitigation
   - 3C: Housing
   - 3D: Equity bonus

4. **Safety**
   - 4A: Gaps and barriers
   - 4B: Deficiencies and safety

5. **Risk**
   - 5A: Public engagement process
   - 5B: Risk assessment

### Funding Information

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<td>0-117 0-100 0-106 0-80 0-30 0-40 28 15 125 140 130 911 10 921</td>
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<td>20263</td>
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<td>$1,269,100</td>
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<td>4</td>
<td>20495</td>
<td>DAKOTA COUNTY</td>
<td>Butler Avenue (CR 4) School Safety Improvements</td>
<td>$320,000</td>
<td>$80,000</td>
<td>$400,000</td>
<td>0-89 0-100 0-27 8 24 45 25 0 120 130 114 682 100 782</td>
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<td>ST PAUL, CITY OF</td>
<td>West Side SRTS Pedestrian Improvements</td>
<td>$777,400</td>
<td>$194,350</td>
<td>$971,750</td>
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<td>Hayes Street &amp; Ulysses Street Safe Routes to School Improvements</td>
<td>$953,320</td>
<td>$238,330</td>
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<td>Sunset Drive Improvements</td>
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<td>185th Street Trail Project (SRTS)</td>
<td>$704,500</td>
<td>$176,240</td>
<td>$880,740</td>
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<td>20258</td>
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<td>CSA Air 82 (Mn 10) SRTS Project</td>
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<td>ARDEN HILLS, CITY OF</td>
<td>Old Highway 10 Trail SRTS Improvements</td>
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