

# 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](mailto: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](mailto: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](mailto:robbie.king@metc.state.mn.us)  
651-602-1380

# Minutes

## TAC Funding and Programming Committee



**Meeting date:** January 18, 2024

**Time:** 1:00 PM

**Location:** Virtual

### Members present:

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Bloomington – Karl Keel                        | <input checked="" type="checkbox"/> TAB Coordinator – Elaine Koutsoukos            | <input checked="" type="checkbox"/> Anoka Co. – Jerry Auge         |
| <input checked="" type="checkbox"/> Lakeville – Paul Oehme (Vice Chair) | <input checked="" type="checkbox"/> MnDOT Metro District – Aaron Tag               | <input checked="" type="checkbox"/> Carver Co. – Jack Johansen     |
| <input type="checkbox"/> Eden Prairie – Robert Ellis                    | <input checked="" type="checkbox"/> MnDOT Metro District State Aid – Colleen Brown | <input type="checkbox"/> Dakota Co. – Jenna Fabish                 |
| <input checked="" type="checkbox"/> Fridley – Jim Kosluchar             | <input checked="" type="checkbox"/> MnDOT Bike/Ped – Mike Samuelson                | <input checked="" type="checkbox"/> Hennepin Co. – Jason Pieper    |
| <input checked="" type="checkbox"/> Minneapolis – Nathan Koster         | <input checked="" type="checkbox"/> MPCA – Innocent Eyoh                           | <input type="checkbox"/> Ramsey Co.                                |
| <input checked="" type="checkbox"/> Plymouth – Michael Thompson (Chair) | <input type="checkbox"/> DNR – Nancy Spooner-Walsh                                 | <input checked="" type="checkbox"/> Scott Co. – Adam Jessen        |
| <input checked="" type="checkbox"/> St. Paul – Anne Weber               | <input checked="" type="checkbox"/> Suburban Transit Assoc. – Matt Fyten           | <input checked="" type="checkbox"/> Wash Co. – Madeline Dahlheimer |
| <input checked="" type="checkbox"/> Met Council – Cole Hiniker          |  | <input checked="" type="checkbox"/> = present, E = excused         |
| <input checked="" type="checkbox"/> Metro Transit – Scott Janowiak      |  |  |

### 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 7<sup>th</sup> 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 44<sup>th</sup> Avenue Bridge bike/pedestrian trail project (SP# 002-602-015) from 2024 to 2025 because of the need to rehabilitate the 44<sup>th</sup> 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 44<sup>th</sup> 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 44<sup>th</sup> 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 (3<sup>rd</sup> Ave S) between 2<sup>nd</sup> 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 24<sup>th</sup>. 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 31<sup>st</sup> 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 31<sup>st</sup> to ensure ample time to ensure proper scoring, however, a deadline extension to mid-February would be workable.

Elaine Koutsouokos 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 8<sup>th</sup>.

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

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**



unanimously.

### **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.

---

### Council contact:

Robbie King, Planner  
robbie.king@metc.state.mn.us  
651-602-1380





# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** March 21, 2024

**Date:** March 14, 2024

## 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 67<sup>th</sup> 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 67<sup>th</sup> 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 67<sup>th</sup> 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 67<sup>th</sup> 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 77<sup>th</sup> Street to 66<sup>th</sup> 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**

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

\* 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**

	Original Application	Proposal (Full Federal Funds Retained)	Proposal (\$579,000 Reduction)
Federal	\$1,737,000	\$1,737,000	\$1,158,000
Local Match	\$193,000	\$386,000	\$965,000
Total Construction Cost	\$1,930,000	\$2,123,000	\$2,123,000
% of Federal to Total	90%	82%	55%

## Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	March 21, 2024
Technical Advisory Committee	Review & Recommend	April 3, 2024
Transportation Advisory Board	Review & Adopt	April 17, 2024



# HENNEPIN COUNTY

## MINNESOTA

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

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



# HENNEPIN COUNTY

## MINNESOTA

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 Partridge, PE

Cc: Colleen Brown, MnDOT Metro State Aid  
Carla Stueve, PE  
Jessa Trbojevich, PE  
Chad Ellos, PE  
Jason Pieper, PE



## FUNDING DATA FOR SCOPE CHANGE REQUEST

### 1. Original Application

Regional Solicitation Year	N/A
Application Funding Category	N/A
HSIP Solicitation	Yes - 2020
Application Total Project Cost	\$1,930,000
Federal Award	\$1,737,000
Application Federal Percentage of Total Project Cost	90%

Project Elements Being Removed	Work at Nicollet Ave/67th St intersection
Original Application Cost	\$643,333

### 2. Funding Scenario

#### Current Funding vs. Proposed Funding

	Current STIP (2024-2027)	Proposed - Intersection Work at Nicollet Ave/67th St Removed (Full Federal Funds Retained)	Proposed - Intersection Work at Nicollet Ave/67th St Removed (One-third of Federal Funds Removed)
Federal	\$1,737,000	\$1,737,000	\$1,158,000
Local Match	\$386,000	\$386,000	\$965,000
Total Construction Cost	\$2,123,000	\$2,123,000	\$2,123,000
% of Federal to Total	82%	82%	55%

### **3. Attachments**

#### **Attachment 1**

Project map identifying location of work to be removed

#### **Attachment 2**

Hennepin County 2024-2028 Transportation CIP for CP 2120800

# HENNEPIN COUNTY

MINNESOTA

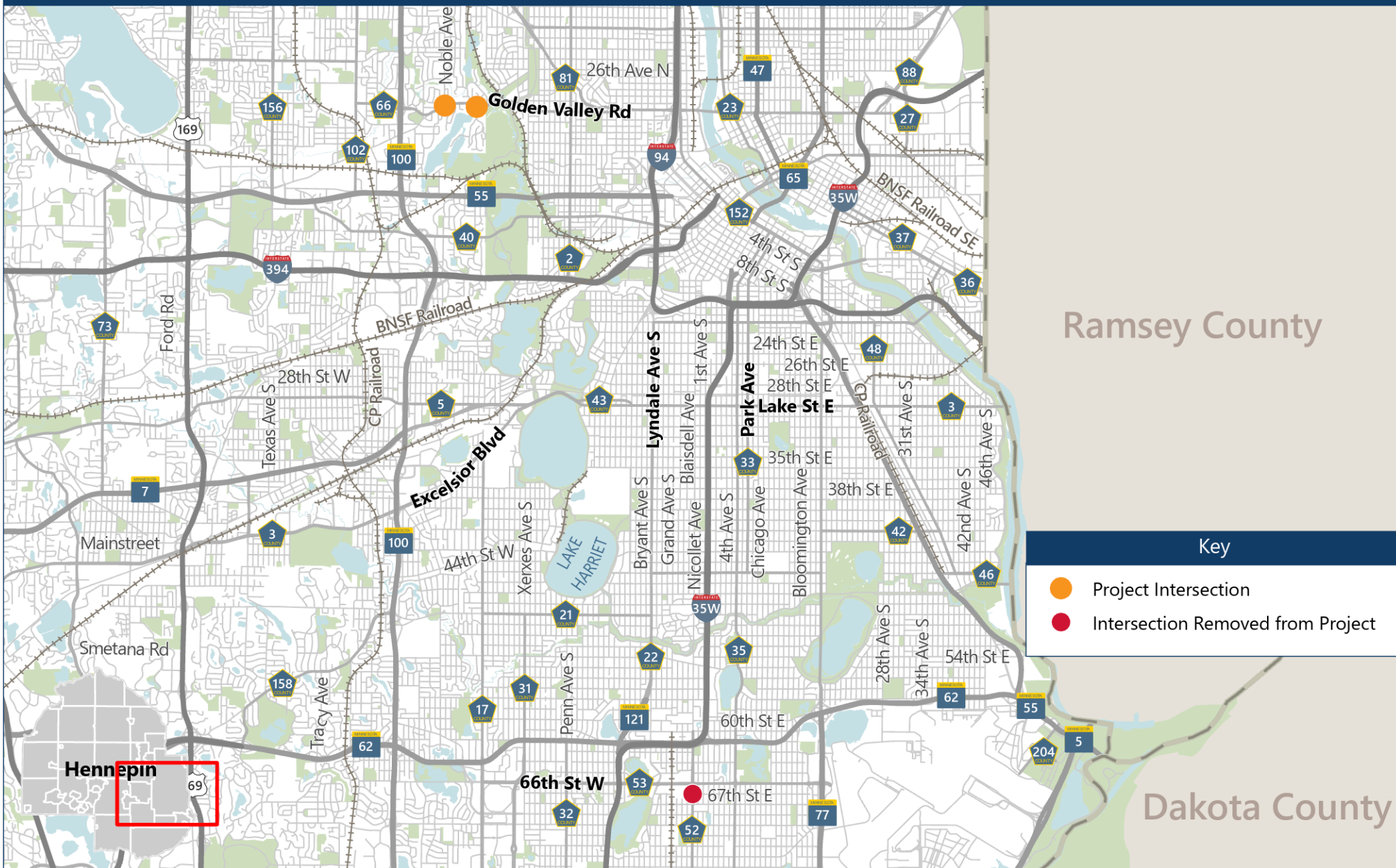
## ATTACHMENT 1

### PROJECT MAP



# SP 027-030-055 | Revised Project Locations

CSAH 66 (Golden Valley Rd) and CSAH 52 (Nicollet Ave) Safety Project



Ramsey County

Dakota County

**Key**

- Project Intersection
- Intersection Removed from Project

**Disclaimer:** This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Publication date: 1/18/2024

Data sources (if applicable):





# HENNEPIN COUNTY

MINNESOTA

## ATTACHMENT 2

HENNEPIN COUNTY 2024-2028 TRANSPORTATION CIP FOR CP 2120800



# BOARD APPROVED: 2024 CAPITAL BUDGET AND 2024-2028 CAPITAL IMPROVEMENT PROGRAM

**Project Name:** 2120800 CSAH 52 - Reconst Nicollet Ave S fr 77th to 66th St  
**Major Program:** Public Works  
**Department:** Transportation Roads & Bridges

**Funding Start:** 2022  
**Funding Completion:** 2027

**Summary:**

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

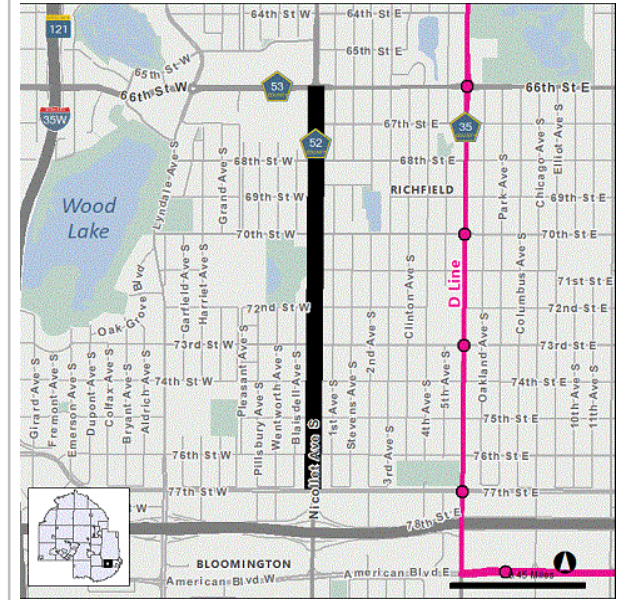
**Purpose & Description:**

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	Budget To-Date	Act & Enc	Balance	2024	2025	2026	2027	2028	Future	Total
Property Tax						100,000				100,000
Mn/DOT State Aid - Regular	608,000		608,000	1,162,000	2,245,000	8,100,000	3,284,000			15,399,000
Richfield	152,000		152,000	98,000	950,000	2,050,000	821,000			4,071,000
<b>Total</b>	<b>760,000</b>		<b>760,000</b>	<b>1,260,000</b>	<b>3,195,000</b>	<b>10,250,000</b>	<b>4,105,000</b>			<b>19,570,000</b>

EXPENSE	Budget To-Date	Act & Enc	Balance	2024	2025	2026	2027	2028	Future	Total
Right of Way				420,000	1,650,000					2,070,000
Construction						8,000,000	3,600,000			11,600,000
Consulting	760,000	600,000	160,000	640,000	920,000					2,320,000
Contingency				200,000	625,000	2,250,000	505,000			3,580,000
<b>Total</b>	<b>760,000</b>	<b>600,000</b>	<b>160,000</b>	<b>1,260,000</b>	<b>3,195,000</b>	<b>10,250,000</b>	<b>4,105,000</b>			<b>19,570,000</b>

**BOARD APPROVED: 2024 CAPITAL BUDGET AND 2024-2028 CAPITAL IMPROVEMENT PROGRAM**

<b>Project Name:</b> 2120800 CSAH 52 - Reconst Nicollet Ave S fr 77th to 66th St	<b>Funding Start:</b> 2022
<b>Major Program:</b> Public Works	<b>Funding Completion:</b> 2027
<b>Department:</b> Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2024	2025	2026	2027	2028	Future	Total
Department Requested	760,000	1,260,000	3,195,000	10,250,000	4,105,000			19,570,000
Administrator Proposed	760,000	1,260,000	3,195,000	10,250,000	4,105,000			19,570,000
CBTF Recommended	760,000	1,260,000	3,195,000	10,250,000	4,105,000			19,570,000
Board Approved Final	760,000	1,260,000	3,195,000	10,250,000	4,105,000			19,570,000

**Scheduling Milestones (major phases only):**

Activity	Anticipated Timeframe
Planning	2021 - 2022
Design	Q1 2023 - Q3 2025
Bid Advertisement	Q4 2025
Construction	Q1 2026 - Q4 2027
Completion	2028

**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.

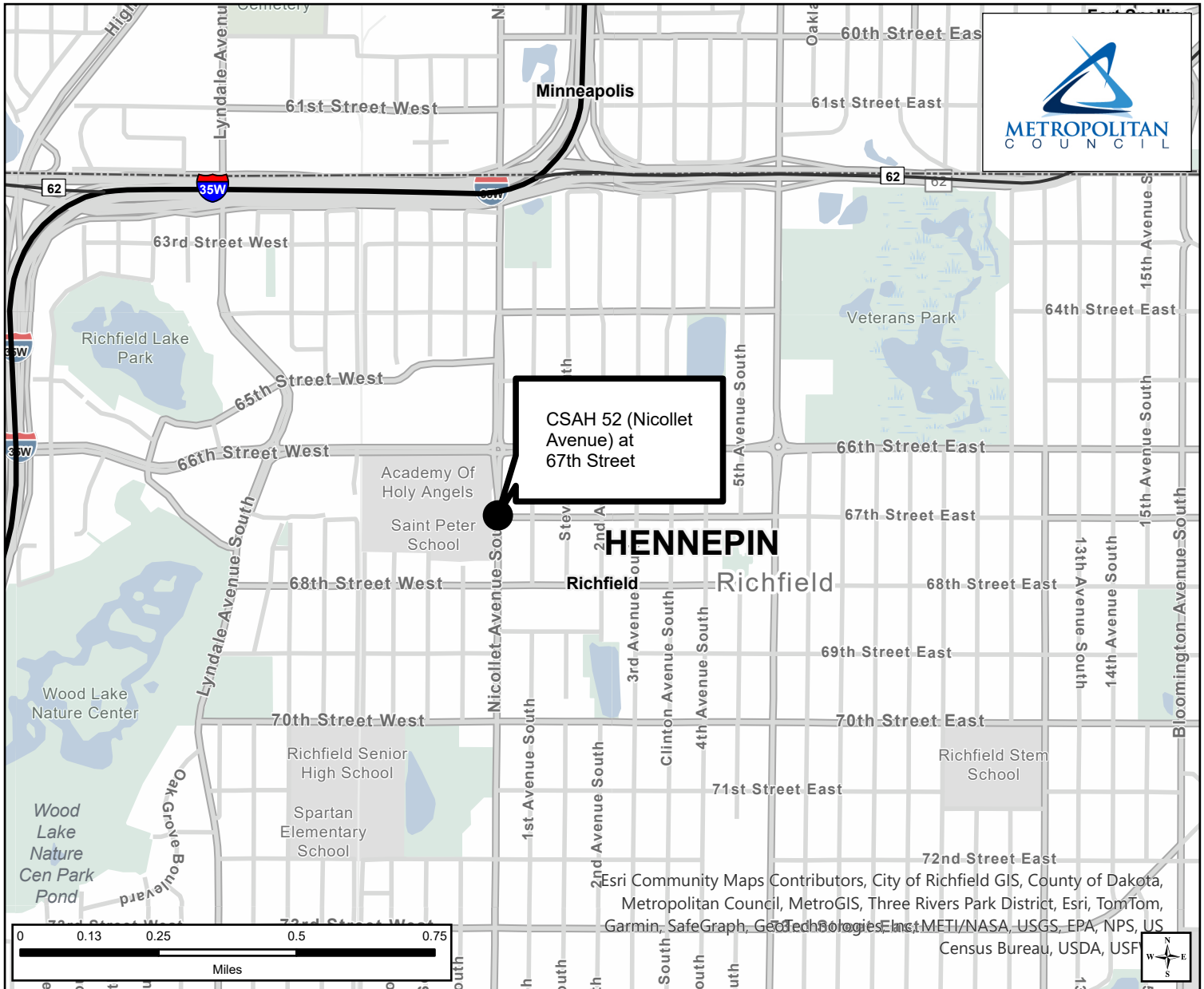
**Project's Effect on County Priorities:**

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.

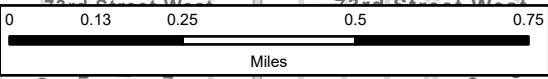
- Changes from Prior CIP:**
- Project Budget decreased by approximately \$0.9 million from \$20.4 million to \$19.6 million in recognition of a revised Engineer's Estimate.
  - Consulting activities increased by \$0.3 million from \$2.0 million to \$2.3 million to be financed with State Aid Regular.
  - 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	Budget To-Date	2023	2024	2025	2026	2027	Future	Total
Department Requested	160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000		20,330,000
Administrator Proposed	160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000		20,330,000
CBTF Recommended	160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000		20,330,000
Board Approved Final	160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000		20,330,000

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



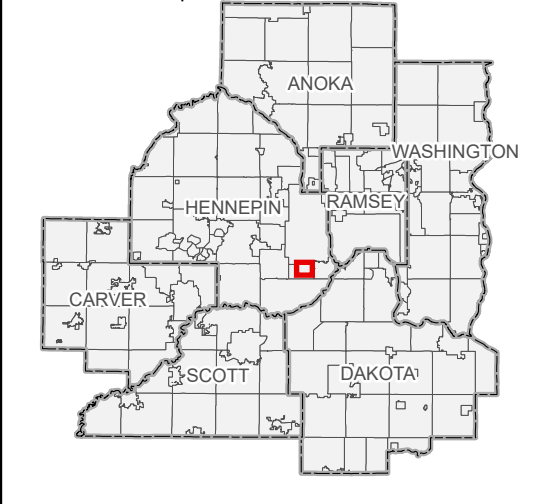
CSAH 52 (Nicollet Avenue) at 67th Street



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



Extent of Main Map



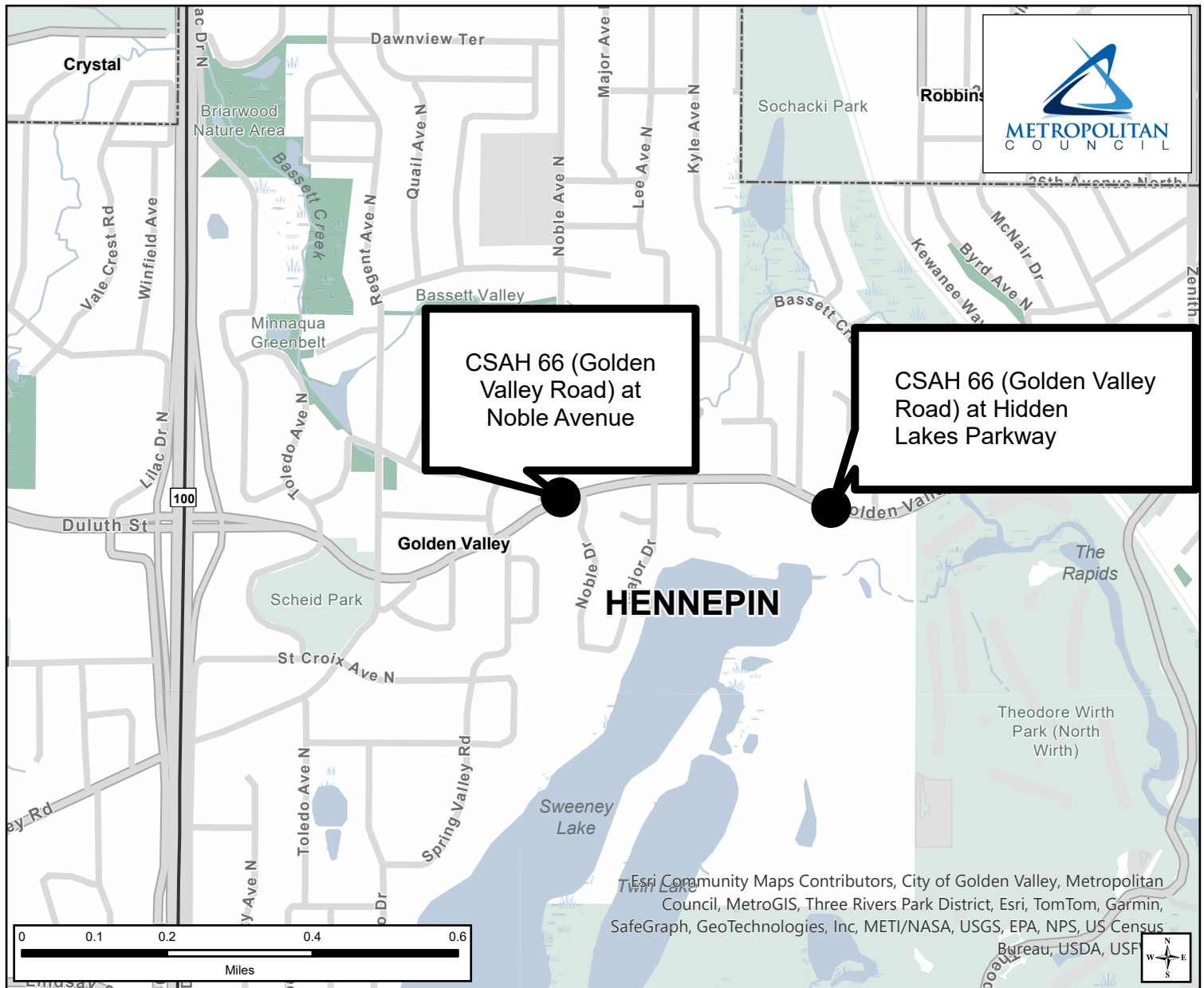
● Project Points

### Reference Layers

#### Highways

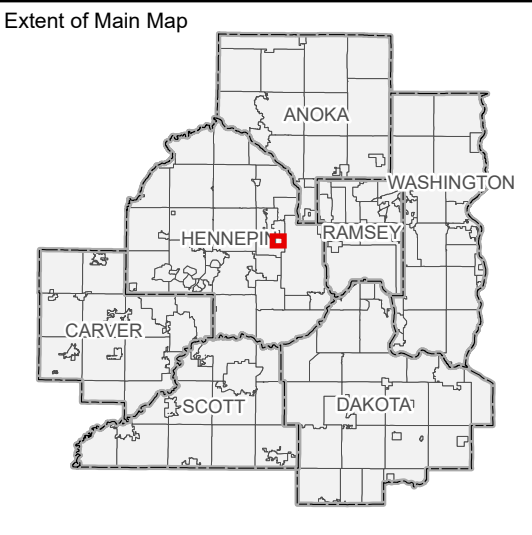
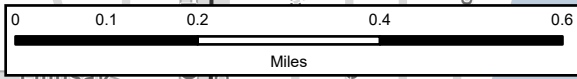
- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City and Township Boundaries

# 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



● 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 Golden Valley, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** March 21, 2024

**Date:** March 14, 2024

## 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

### 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 250<sup>th</sup> 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.

### 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 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

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	<i>March 21, 2024</i>
Technical Advisory Committee	Review & Recommend	<i>April 3, 2024</i>
Transportation Advisory Board	Review & Adopt	<i>April 17, 2024</i>





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 programed 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](mailto: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





STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. 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. 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. 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. 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



### 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.**

<b>TH 8 Design Contracts and Budget Summary</b>			
	Total Budget	Balance	Spent to Date
12151.00 (Pre-Design)	\$899,988	-\$140,765	\$1,040,753
12151.02 (Local Roads Final Design)	\$1,062,249	\$610,043	\$452,206
12151.03 (TH 8 Final Design)	\$1,679,422	\$1,075,377	\$604,045
12151.04 (Additional Design)	\$812,579	\$367,388	\$445,191
<b>Totals</b>	<b>\$4,454,238</b>	<b>\$1,912,043</b>	<b>\$2,542,195</b>

### 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 programed 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 programed 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 Triplett | 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 Triplett,

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](mailto:aaron.tag@state.mn.us).

Sincerely,

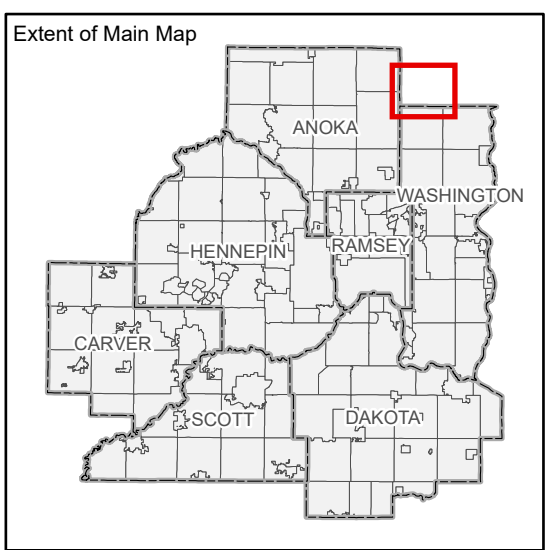
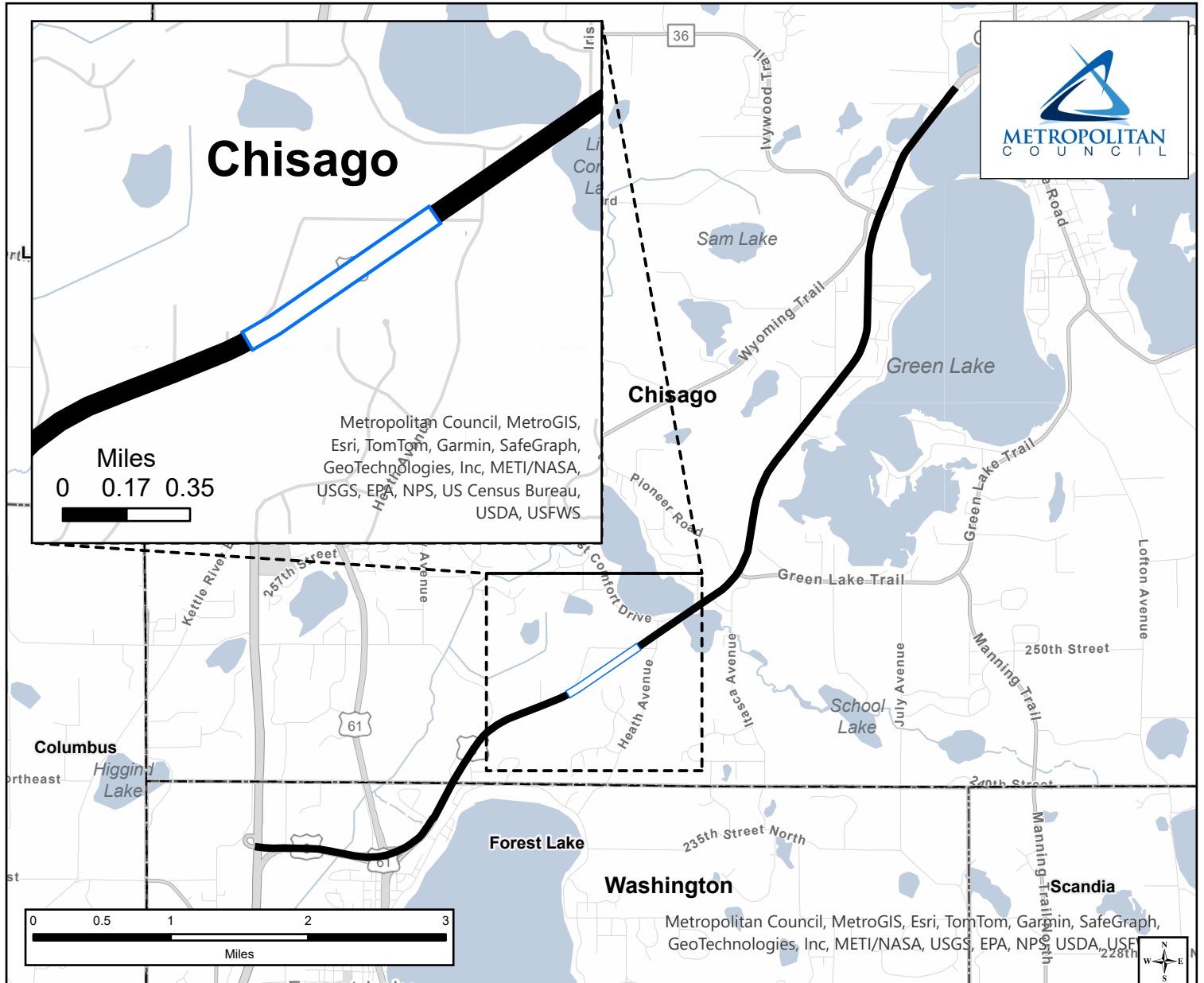
Aaron Tag, PE  
Metro District Program Management Director

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)

# Action Transmittal

Transportation Advisory Board



**Meeting Date:** March 21, 2024

**Date:** March 14, 2024

## Action Transmittal: 2024-18

2024 Regional Solicitation Scoring Appeal for City of Hopkins

**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.

# Multiuse Trails and Bicycle Facilities

## Application 20482: Hopkins; 17th Avenue Multiuse Trail Green Line Connection Project

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

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Approve	March 21, 2024





# City of Hopkins

1010 First Street South • Hopkins, MN 55343-3435 • Phone: 952-935-8474 • Fax: 952-935-1834

Web address: [www.hopkinsmn.com](http://www.hopkinsmn.com)

March 12, 2024

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

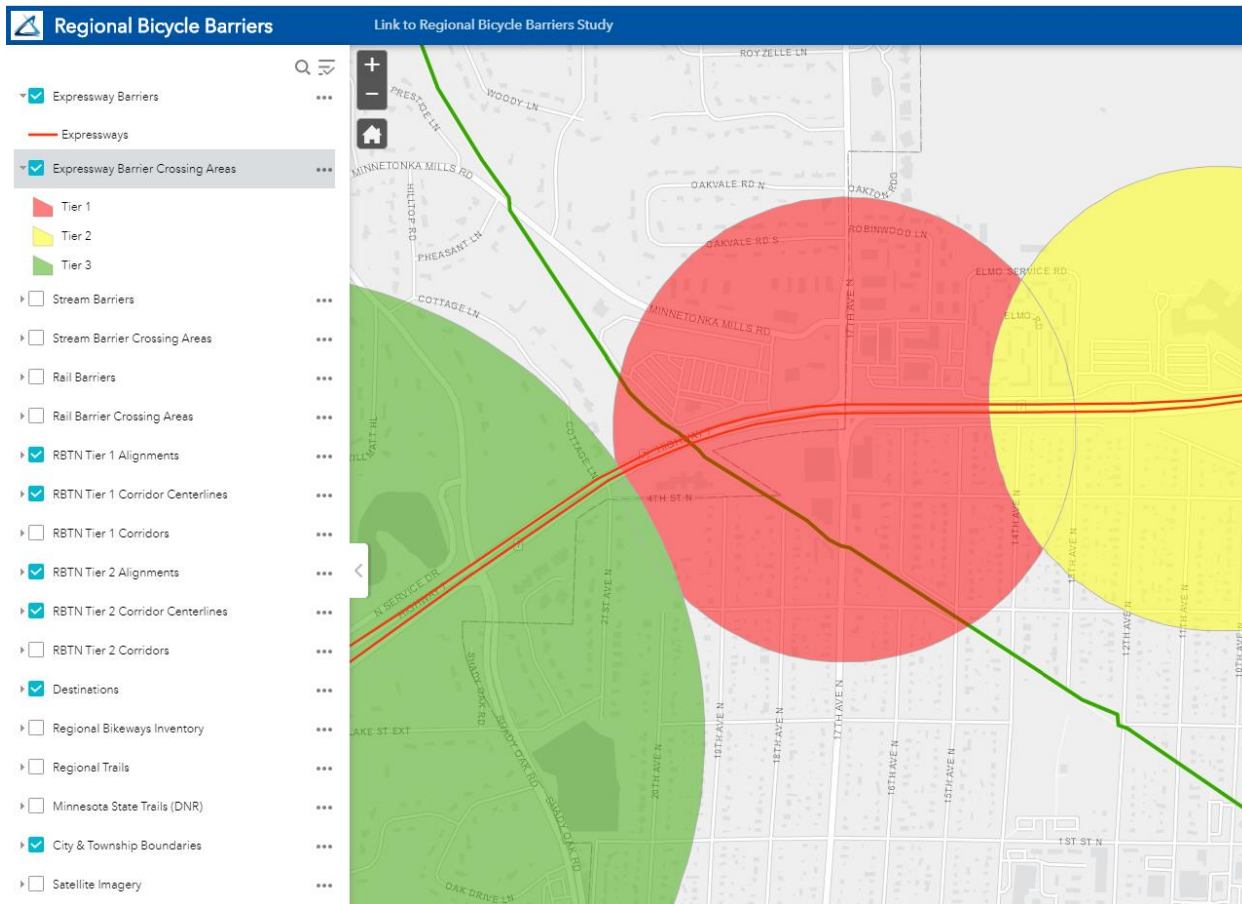
1. The project will complete a network of grade-separated multi-use infrastructure that creates valuable connections to an existing grade separated crossing of TH 7. The intersection of TH 7 and 17<sup>th</sup> Avenue is defined as a barrier in the Regional Bicycle Barriers web application (image below) administered by the Met Council and used for scoring of the application. As submitted, the application proposes to install a multi-use facility along 17<sup>th</sup> 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 17<sup>th</sup> Avenue along the Lake Minnetonka LRT Regional Trail. Without the proposed 17<sup>th</sup> Avenue improvements, users cannot safely reach this grade separated crossing of the Regional Bicycle Barrier. While the submitted regional solicitation application notes “This (17<sup>th</sup> 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 17<sup>th</sup> 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 17<sup>th</sup> Ave / Hwy 7 to be circumvented by channeling bicyclists to the existing grade separated crossing.



# City of Hopkins

1010 First Street South • Hopkins, MN 55343-3435 • Phone: 952-935-8474 • Fax: 952-935-1834

Web address: [www.hopkinsmn.com](http://www.hopkinsmn.com)



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

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria																9. CE	Grand Total			
				Federal	Match	Total	Cumulative Requested	1. Role in Trans. System & Econ.				2. Usage		3. Equity and Housing				4. Age		5. Congestion / Air Quality		6. Safety				7. Mult	8. Risk A.	Prelim Total
								0-50	0-50	0-50	0-25	0-85	0-40	3A	3B	3C	3D	4	5A	5B	6A	6B	7			8	0-1,100	
1	20334	ANOCA COUNTY	CSAH 1 (East River Road) Traffic Management Technology Improvement Corridor	\$3,500,000	\$2,760,000	\$ 6,260,000	\$3,500,000	50	50	50	25	40	19	15	35	30	15	75	138	47	75	225	46	75	1010	21	1031	
2	20488	WASHINGTON CTY	Washington County Traffic Signal Battery Backup Systems	\$532,000	\$133,000	\$ 665,000	\$4,032,000	50	50	35	15	85	40	1	0	29	0	55	150	39	0	77	50	67	743	100	843	

- 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
- 6A: Crashes reduced
- 6B: Safety issues in project area
- 7: Transit, bike, or pedestrian project elements and connections
- 8: Risk assessment

2024 Regional Solicitation Application Scoring

**ROADWAY SPOT MOBILITY/SAFETY**

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Functional Class	Funding Information				Prioritizing Criteria														7. CE	Grand Total	
					Federal	Match	Total	Cumulative Requested	1. Role in Trans. System & Econ.		2. Equity				3. Cong/Air Age		4. Safety		5. Mult		6. Risk A.				Prelim Total
									0-70	0-45	2A	2B	2C	2D	3A	3B	4A	4B	5	6	0-100	0-75			
1	20412	SAVAGE,CITY OF	TH 13 and Quentin Ave Innovative Intersection	Principal Arterial	\$3,500,000	\$26,329,000	\$ 29,829,000	\$3,500,000	70	45	30	40	30	15	200	75	281	26	67	63	942	51	993		
2	20217	LITTLE CANADA, CITY	Little Canada Road and Country Drive Intersection Project	Augmentor	\$3,500,000	\$5,414,000	\$ 8,914,000	\$7,000,000	45	10	5	10	15	0	114	2	269	105	97	63	735	31	766		
3	20494	WASHINGTON CTY	Highway 61 and County Road 50 Intersection in Forest Lake	Connector	\$1,674,880	\$418,720	\$ 2,093,600	\$8,674,880	6	10	26	10	20	0	0	0	305	61	67	50	555	100	655		
4	20374	BLOOMINGTON,CITY	CSAH 1 and Old Cedar Avenue Intersection Safety Improvements	Expander	\$2,747,824	\$686,956	\$ 3,434,780	\$11,422,704	36	10	20	10	30	0	0	0	301	18	94	63	582	64	646		
5	20331	ANOKA COUNTY	CSAH 14 and CSAH 23 Intersection Project	Principal Arterial, Reliever, Expander	\$2,137,360	\$534,340	\$ 2,671,700	\$13,560,064	57	0	10	10	9	0	94	12	161	55	74	58	540	76	616		
6	20181	DAKOTA COUNTY	Roundabout at CSAH 32 (Cliff Road) and I-35W East Frontage Road	Expander	\$1,901,760	\$475,440	\$ 2,377,200	\$15,461,824	25	45	15	5	0	0	18	0	130	81	100	81	500	79	579		
7	20144	CARVER COUNTY	CSAH 11 and CSAH 44 Intersection Safety Improvements	Connector/Expander	\$1,988,000	\$497,000	\$ 2,485,000	\$17,449,824	28	10	10	10	10	0	1	0	270	41	59	54	493	75	568		
8	20081	RICHFIELD,CITY OF	Richfield 76th Street and Knox Avenue Intersection Improvements	Reliever	\$2,687,040	\$671,760	\$ 3,358,800	\$20,136,864	48	10	20	10	25	0	50	2	0	99	72	61	397	45	442		
9	20492	WASHINGTON CTY	CSAH 16 and Settlers Ridge Parkway Intersection in the City of Woodbury	Expander	\$2,384,160	\$596,040	\$ 2,980,200	\$22,521,024	24	0	26	20	30	0	26	6	5	71	67	50	325	41	366		
10	20333	ANOKA COUNTY	CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Roundabout Project	Expander	\$1,740,051	\$435,013	\$ 2,175,064	\$24,261,075	21	0	10	10	18	0	1	0	17	61	62	75	275	48	323		

- 1A: Congestion, adjacent congestion, PA Intersection Conversion Study priorities, or CMSP 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



**STRATEGIC CAPACITY**

Rank	ID	Applicant	Project Name	Funding Information				1. Role in Trans. System & Econ.				2. Usage				3. Equity and Housing				4. Age		5. Congestion/Air Quality		6. Safety		7. Mult		8. Risk A.		Prelim Total	9. CE	Grand Total
				Federal	Match	Total	Cumulative Requested	1A	1B	1C	2A	2B	3A	3B	3C	3D	4	5A	5B	6A	6B	7	8									
								0-80	0-50	0-80	0-110	0-65	0-30	0-40	0-30	0-25	0-40	0-100	0-50	0-200	0-50	0-100	0-75									
1	20480	BURNSVILLE, CITY OF	Highway 13 Lynn to Washburn Safety & Mobility Project	\$10,000,000	\$2,500,000	\$81,664,100	\$10,000,000	80	38	80	110	65	27	20	30	0	33	100	50	200	35	95	63	1026	100	1126						
2	20330	ANOKA COUNTY	TH 65/Bunker Lake Boulevard Interchange	\$10,000,000	\$27,125,000	\$37,125,000	\$20,000,000	80	13	60	95	52	20	15	0	0	40	69	34	73	42	74	48	715	20	735						
3	20139	COON RAPIDS, CITY OF	TH 610 and East River Road Interchange Reconstruction	\$10,000,000	\$25,687,000	\$35,687,000	\$30,000,000	80	50	80	38	21	15	35	18	0	17	4	2	10	11	100	75	556	17	573						
4	20186	DAKOTA COUNTY	CSAH 46 Expansion Safety and Mobility Project	\$10,000,000	\$31,600,000	\$41,600,000	\$40,000,000	5	5	60	23	22	27	5	5	0	13	2	0	161	12	37	60	437	11	448						
5	20195	CARVER COUNTY	Highway 5 Victoria Mobility & Safety Project	\$10,000,000	\$9,158,200	\$19,158,200	\$50,000,000	30	6	40	31	25	13	25	13	0	39	0	2	38	35	21	54	372	23	395						
6	20050	DAKOTA COUNTY	I-35/CR 5/50 Interchange Reconstruction	\$10,000,000	\$22,670,000	\$32,670,000	\$60,000,000	31	16	10	52	33	11	20	23	0	11	2	2	2	12	47	55	327	10	337						

- 1A: Congestion, adjacent congestion, or PA Intersection Conversion Study priorities
- 1B: Project location relative to Jobs, manufacturing, and education
- 1C: Regional Truck Corridor Study tiers
- 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: Date of construction
- 5A: Vehicle delay reduced
- 5B: Kg of emissions reduced
- 6A: Crashes reduced
- 6B: Proactive pedestrian crash reduction
- 7: Transit, bike, ped elements / connections
- 8: Risk assessment
- 9: Cost effectiveness

2024 Regional Solicitation Application Scoring

**ROADWAY RECONSTRUCTION-MODERNIZATION**

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Funct Class	Funding Information				Prioritizing Criteria																9. CE	Grand Total		
					Federal	Match	Total	Cumulative Requested	1. Role in Region		2. Usage		3. Equity / Housing				4. Age		5. Congest/AQ		6. Safety		7. Mult	8. Risk A.			Prelim Total	
									1A	1B	2A	2B	3A	3B	3C	3D	4A	4B	5A	5B	6	6B	7	8				0-1,100
1	20240	ST PAUL, CITY OF	Robert Street Reconstruction	Minor Arterial	\$7,000,000	\$14,825,000	\$ 21,825,000	\$ 7,000,000	22	30	74	29	26	35	23	25	50	114	12	30	206	47	94	55	872	23	895	
2	20253	BLOOMINGTON, CITY OF	Bloomington W 98th Street at I-35W Modernization Project	A Minor Arterial Exp	\$3,455,040	\$863,760	\$ 4,318,800	\$ 10,455,040	24	40	101	54	29	40	29	15	36	87	0	0	93	42	100	70	760	100	860	
3	20434	HASTINGS, CITY OF	Hastings Highway 61 Modernization	Principal Arterial	\$7,000,000	\$14,408,861	\$ 21,408,861	\$ 17,455,040	10	40	110	65	10	25	28	0	35	125	43	1	198	24	73	50	837	22	859	
4	20242	ANOKA, CITY OF	TH 47 at BNSF Railroad Crossing	A-Minor Connector	\$7,000,000	\$12,848,000	\$ 19,848,000	\$ 24,455,040	25	20	65	32	18	20	26	0	49	97	50	2	233	7	79	43	766	22	788	
5	20032	HENNEPIN COUNTY	CSAH 5 (Minnetonka Blvd) Phase 2 Reconstruction Project	A-Minor Reliever	\$7,000,000	\$13,800,000	\$ 20,800,000	\$ 31,455,040	16	10	51	24	15	25	28	0	38	123	11	0	227	33	100	39	740	20	760	
6	20486	ST FRANCIS, CITY OF	TH 47/St. Francis Blvd Modernization	A Minor Connector	\$7,000,000	\$10,988,868	\$ 17,988,868	\$ 38,455,040	2	20	44	20	16	35	29	15	21	73	15	0	233	28	68	75	694	22	716	
7	20236	MINNEAPOLIS, CITY OF	University Avenue NE (TH 47) Complete Streets Project (Central Avenue NE to 9th Avenue NE)	Minor Arterial	\$7,000,000	\$2,232,520	\$ 9,232,520	\$ 45,455,040	65	40	56	22	26	35	29	15	37	94	0	0	84	42	89	33	667	41	708	
8	20245	MINNEAPOLIS, CITY OF	7th St S Reconstruction and Modernization	A Minor Reliever	\$7,000,000	\$4,764,500	\$ 11,764,500	\$ 52,455,040	65	10	71	38	29	35	30	25	35	84	0	0	84	29	84	53	672	32	704	
9	20035	HENNEPIN COUNTY	CSAH 152 (Cedar Ave) Phase 2 Reconstruction Project	A-Minor Arterial (A	\$7,000,000	\$8,140,000	\$ 15,140,000	\$ 59,455,040	17	10	70	25	24	35	30	15	31	104	4	0	126	34	84	39	648	24	672	
10	20194	CARVER COUNTY	TH 5 and TH 41 Intersection Modernization	A-Minor Expander	\$7,000,000	\$6,526,900	\$ 13,526,900	\$ 66,455,040	24	30	104	48	13	20	19	0	36	79	50	0	24	21	79	48	595	40	635	
11	20033	HENNEPIN COUNTY	CSAH 23 (Marshall St NE) Phase 2 Reconstruction Project	A-Minor Reliever	\$7,000,000	\$4,280,000	\$ 11,280,000	\$ 73,455,040	28	40	20	15	29	30	28	15	35	101	0	0	64	29	105	55	594	30	624	
12	20036	HENNEPIN COUNTY	W. Broadway Avenue and Douglas Drive Roundabout	A-Minor Arterial (A	\$7,000,000	\$6,090,000	\$ 13,090,000	\$ 80,455,040	30	0	33	15	20	35	29	10	32	107	14	0	58	38	100	55	576	25	601	
13	20080	RICHFIELD, CITY OF	Richfield West 76th Street Modernization	A Minor Reliever	\$3,857,192	\$964,298	\$ 4,821,490	\$ 84,312,232	22	0	61	24	25	35	28	15	26	79	0	0	10	36	58	68	487	57	544	
14	20136	CRYSTAL, CITY OF	W. Broadway Avenue and Douglas Drive Roundabout Modernization Project	Minor Arterial (Dou	\$3,638,632	\$909,658	\$ 8,600,000	\$ 87,950,864	8	0	40	22	23	30	28	15	25	105	3	0	19	38	79	65	500	33	533	
15	20034	HENNEPIN COUNTY	CSAH 30 (93rd Ave) Reconstruction Project	A-Minor Reliever	\$7,000,000	\$5,190,000	\$ 12,190,000	\$ 94,950,864	59	10	31	21	16	25	19	0	38	100	0	0	19	17	94	43	492	23	515	
16	20041	DAKOTA COUNTY	117th Street Reconstruction and Modernization	A Minor Expander	\$4,870,000	\$17,467,095	\$ 22,337,095	\$ 99,820,864	13	40	18	16	9	15	17	0	35	107	2	0	3	13	68	70	426	17	443	
17	20490	WASHINGTON CTY	CSAH 17 Corridor Improvements in Lake Elmo: CSAH 14 to 43rd St.	A-Minor Arterial	\$7,000,000	\$2,222,800	\$ 9,222,800	\$ 106,820,864	1	0	17	13	15	25	0	0	33	86	10	0	5	29	110	43	387	24	411	

2024 Regional Solicitation Application Scoring

BRIDGES

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Functional Class	Year	Funding Information				Prioritizing Criteria													7. CE	Grand Total	
						Federal	Match	Total	Cumulative Requested	1. Role in Trans. System & Econ.			2. Usage		3. Equity / Housing			4. Infra.		5. Multimodal	6. Risk	Total			
										0-100	0-30	0-65	0-100	0-30	0-30	0-40	0-30	0-25	0-350	0-100	0-150	0-75			0-1,100
1	20043	RAMSEY COUNTY	Replacement of Bridge 62519, County Road 10	A Minor Augmentor	2024	\$7,000,000	\$1,848,926	\$8,848,926	\$7,000,000	32	4	65	85	24	25	40	30	10	280	100	125	75	895	36	931
2	20297	MINNEAPOLIS, CITY OF	Cedar Lake Road Bridge Replacement Overpass	Minor Collector	2024	\$4,854,400	\$1,213,600	\$6,068,000	\$11,854,400	44	18	65	18	4	30	40	25	10	280	100	150	69	853	50	903
3	20037	HENNEPIN COUNTY	CSAH 40 (Glenwood Ave) Bridge Replacement	A Minor Reliever	2024	\$3,304,000	\$826,000	\$4,130,000	\$15,158,400	38	30	65	71	14	25	30	30	25	280	0	109	61	778	67	845
4	20038	HENNEPIN COUNTY	CSAH 121 (Fernbrook Ln) Bridge Replacement	Major Collector	2024	\$1,968,000	\$492,000	\$2,460,000	\$17,126,400	100	1	65	100	30	10	10	15	0	280	0	16	61	688	100	788
5	20039	HENNEPIN COUNTY	CSAH 146 (Brown Rd) Bridge Replacement	Major Collector	2024	\$2,672,000	\$668,000	\$3,340,000	\$19,798,400	76	2	65	53	12	25	40	30	15	170	100	16	61	665	71	736

- 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

**TRANSIT EXPANSION**

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria											8. CE	Grand Total		
				Federal	Match	Total	Cumulative Requested	1. Role in Trans. System &		2. Usage				3. Equity and Housing			4. Emissions Reductions	5. Multimodal			6. Risk	Total
								1A	1B	2	3A	3B	3C	Bonus	4	5	6	8				
								0-50	0-50	0-350	0-60	0-80	0-60	0-25	0-200	0-100	0-50	0-1,000	0-100	0-1,100		
1	20313	MN VALLEY TRANSIT A	MOA to MN Zoo Service	\$4,546,614	\$1,136,654	\$5,683,268	\$4,546,614	34	48	350	42	70	60	15	154	88	50	911	100	1011		
2	20315	MN VALLEY TRANSIT A	4FUN Service Expansion	\$2,957,100	\$739,275	\$3,696,375	\$7,503,714	40	50	310	27	50	46	0	200	88	50	861	99	960		
3	20306	Metro Transit	Metro Transit micro - Minnetonka Expansion	\$4,253,600	\$1,063,400	\$5,317,000	\$11,757,314	50	23	207	45	60	51	0	26	100	50	612	54	666		
4	20237	Metro Transit	Metro transit micro - G Line Expansion	\$3,986,533	\$996,633	\$4,983,166	\$15,743,847	17	23	171	45	65	55	15	16	100	50	557	53	610		
5	20314	MN VALLEY TRANSIT A	AVTS to DCTC Service	\$2,212,232	\$553,058	\$2,765,290	\$17,956,079	13	8	115	33	60	49	0	37	88	50	453	84	537		

- 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
- 3D: Equity bonus

- 4: Total emissions reduced
- 5: Bicycle/pedestrian elements and connections
- 6: Risk assessment
- 7: Cost effectiveness

2024 Regional Solicitation Application Scoring

**TRANSIT MODERNIZATION**

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria												8. CE	Grand Total			
				Federal	Match	Project Total	Cumulative Requested	1. Role in Trans. System & Econ.		2. Usage				3. Equity and Housing				4. Emissions Reductions	5. Service / Improvements			6. Multimodal	7. Risk	Total
								1A	1B	2	3A	3B	3C	Bonus	4	5	6	7						
								0-50	0-50	0-325	0-50	0-75	0-50	0-25	50	0-200	0-100	0-50	<b>0-1,000</b>	8	<b>0-1,100</b>			
1	20075	Metro Transit	Blue Line Franklin Ave Station Renovation	\$7,000,000	\$5,750,000	\$12,750,000	\$7,000,000	35	32	325	44	75	50	25	39	130	100	50	<b>905</b>	32	<b>937</b>			
2	20308	MN VALLEY TRANSIT	BTS Mobility Hub	\$5,600,000	\$1,400,000	\$7,000,000	\$12,600,000	42	14	27	22	45	43	0	50	95	60	43	<b>441</b>	100	<b>541</b>			
3	20310	MN VALLEY TRANSIT	ETS Modernization	\$1,709,062	\$427,265	\$2,136,327	\$14,309,062	28	5	6	32	65	46	25	31	70	49	40	<b>397</b>	78	<b>475</b>			
4	20309	MN VALLEY TRANSIT	EBG Modernization	\$2,142,482	\$535,620	\$2,678,102	\$16,451,543	50	35	60	24	45	44	0	31	25	19	40	<b>373</b>	57	<b>430</b>			

- 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/amenities for riders
- 6: Bicycle/pedestrian elements and connections
- 7: Risk assessment
- 8: Cost effectiveness

2024 Regional Solicitation Application Scoring

Travel Demand Management

Ranks	ID	Applicant	Project Name	Funding Information				1. Role in Trans. System & Econ.	2. Usage	3. Equity / Housing				4. Cong. Mit. AQ		5. Innovation	6. Risk Assessment		Total	7. CE	Grand Total
				Federal	Match	Total	Cumulative Requested	1	2	3A	3B	3C	3D	4A	4B	5	6A	6B	0-1,100	7	
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 Throug	\$492,349	\$123,088	\$615,437	\$1,392,349	200	24	30	60	45	25	34	14	200	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 par	\$285,450	\$71,363	\$356,813	\$2,077,799	187	55	5	20	34	0	59	13	83	18	25	499	80	579

- 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

2024 Regional Solicitation Application Scoring

Prioritizing Criteria

**MULTIUSE TRAILS AND BICYCLE FACILITIES**

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria											7. CE	Grand Total		
				Federal	Match	Total	Cumulative Requested	1. Role in Trans. System & Econ.		2. Usage		3. Equity and Housing				4. Safety		5. Multimodal			6. Risk	Total
								0-200	0-200	0-36	0-48	0-36	0-25	0-150	0-200	5	6	0-1,100				
1	20260	HENNEPIN COUNTY	CSAH 152 (Washington Ave) Bikeway Project	\$5,500,000	\$4,070,000	\$9,570,000	\$5,500,000	200	200	30	44	34	15	100	180	100	89	992	11	1003		
2	20235	MINNEAPOLIS, CITY OF	Northside Greenway Phase 2	\$2,865,490	\$716,373	\$3,581,863	\$8,365,490	175	94	34	45	35	25	150	170	94	106	928	27	955		
3	20243	MINNEAPOLIS, CITY OF	University Avenue and 4th Street Separated Bicycle Facilities	\$5,500,000	\$2,860,130	\$8,360,130	\$13,865,490	200	152	21	32	22	0	105	200	100	106	938	12	950		
4	20222	MINNEAPOLIS, CITY OF	E/W 34th St Neighborhood Greenway	\$3,024,000	\$756,000	\$3,780,000	\$16,889,490	200	167	28	40	34	25	70	145	100	78	887	25	912		
5	20170	THREE RIVERS PARK	CP Rail Regional Trail: North Segment (New)	\$5,500,000	\$1,575,384	\$7,075,384	\$22,389,490	175	83	33	45	33	15	125	180	94	80	863	13	876		
6	20196	DAKOTA COUNTY	CSAH 42 Trail Gap Project	\$1,444,000	\$361,000	\$1,805,000	\$23,833,490	175	43	25	32	31	0	90	190	100	130	816	47	863		
7	20254	HENNEPIN COUNTY	CSAHs 33 and 35 (Park Ave and Portland Ave) Bikeway Project	\$5,500,000	\$3,560,000	\$9,060,000	\$29,333,490	200	109	18	40	26	0	105	190	100	63	851	10	861		
8	20173	THREE RIVERS PARK DISTRICT	North Cedar Lake Regional Trail - Reconstruction	\$4,104,674	\$1,026,168	\$5,130,842	\$33,438,164	200	91	34	42	30	15	75	140	71	130	828	17	845		
9	20166	THREE RIVERS PARK DISTRICT	Shingle Creek Regional Trail - Reconstruction	\$966,963	\$241,741	\$1,208,704	\$34,405,127	200	44	30	42	30	15	75	135	76	130	777	67	844		
10	20174	THREE RIVERS PARK	CP Rail Regional Trail - South Segment (New)	\$5,500,000	\$1,723,698	\$7,223,698	\$39,905,127	175	70	34	42	30	15	145	165	76	80	832	12	844		
11	20226	DAKOTA COUNTY	River to River Greenway Valley Park Trail & TH 149	\$2,080,000	\$520,000	\$2,600,000	\$41,985,127	200	14	28	40	31	10	120	140	94	114	791	32	823		
12	20261	THREE RIVERS PARK	Medicine Lake Regional Trail: East Segment	\$3,137,078	\$784,269	\$3,921,347	\$45,122,205	175	88	34	42	30	15	70	140	76	130	800	21	821		
13	20227	DAKOTA COUNTY	North Creek Greenway CSAH 42 Trail and Crossing	\$2,100,000	\$525,000	\$2,625,000	\$47,222,205	175	24	26	32	25	0	150	150	76	130	788	31	819		
14	20493	SHAKOPEE, CITY OF	Stagecoach Rd Trail	\$600,000	\$150,000	\$750,000	\$47,822,205	175	18	26	35	32	0	130	120	88	93	717	100	817		
15	20247	FARMINGTON, CITY OF	North Creek Greenway - Farmington	\$1,579,776	\$394,944	\$1,974,720	\$49,401,981	175	24	9	0	19	0	150	195	76	111	759	40	799		
16	20233	DAKOTA COUNTY	Bulter Avenue Trail	\$1,375,200	\$343,800	\$1,719,000	\$50,777,181	200	34	29	40	32	15	70	140	76	114	750	46	796		
17	20482	HOPKINS, CITY OF	17th Avenue Multiuse Trail Green Line Connection Project	\$1,960,000	\$490,000	\$2,450,000	\$52,737,181	150	40	31	38	33	15	60	190	88	114	759	32	791		
18	20078	RICHFIELD, CITY OF	Richfield 73rd Street Ped/Bike Bridge Modernization & Trail Connections	\$5,500,000	\$2,627,520	\$8,127,520	\$58,237,181	150	50	30	45	36	15	135	140	88	86	775	10	785		
19	20172	THREE RIVERS PARK	Lake Independence Regional Trail (Reconstruction)	\$2,558,838	\$639,710	\$3,198,548	\$60,796,019	175	9	34	42	29	15	115	135	71	130	755	25	780		
20	20475	ST LOUIS PARK, CITY OF	St. Louis Park - West End Trail Connection	\$4,000,000	\$1,000,000	\$5,000,000	\$64,796,019	150	44	31	38	30	10	150	135	94	81	763	16	779		
21	20183	THREE RIVERS PARK DISTRICT	West Mississippi River Regional Trail: East Segment - New Construction	\$3,863,348	\$965,838	\$4,829,186	\$68,659,367	175	43	34	42	30	15	80	160	94	89	762	17	779		
22	20171	THREE RIVERS PARK	Dakota Rail - Luce Line Connector	\$3,410,993	\$852,748	\$4,263,741	\$72,070,360	175	16	34	42	28	10	105	165	88	89	752	18	770		
23	20228	DAKOTA COUNTY	Lake Marion Greenway Lakeville Trail	\$2,800,000	\$700,000	\$3,500,000	\$74,870,360	175	18	20	24	34	0	125	130	76	146	748	22	770		
24	20485	SOUTH ST PAUL, CITY OF	Bryant Avenue Pedestrian Bridge	\$4,960,000	\$1,240,000	\$6,200,000	\$79,830,360	175	15	24	38	36	15	100	140	82	130	755	13	768		
25	20187	ST PAUL, CITY OF	Flandrau St Bicycle Boulevard	\$2,383,660	\$595,915	\$2,979,575	\$82,214,020	150	65	28	40	31	25	40	135	88	114	716	25	741		
26	20062	BROOKLYN PARK, CITY OF	Brooklyn Park - Rush Creek Regional Trail Grade Separation at CSAH 103/Winnetka Ave N	\$1,136,080	\$284,020	\$1,420,100	\$83,350,100	175	18	34	45	16	0	90	135	100	70	683	50	733		
27	20513	FRIDLEY, CITY OF	Mississippi Street/CSAH 6 Trail Construction Project	\$5,500,000	\$1,790,950	\$7,290,950	\$88,850,100	200	38	27	32	34	0	40	145	76	130	722	10	732		
28	20044	RAMSEY COUNTY	Victoria Street Regional Trail	\$2,391,812	\$597,953	\$2,989,765	\$91,241,912	150	38	18	24	29	0	150	130	88	78	705	25	730		
29	20045	RAMSEY COUNTY	Lake Johanna Boulevard Regional Trail, City of Arden Hills, Ramsey County	\$4,399,933	\$1,099,983	\$5,499,916	\$95,641,845	200	43	18	24	29	0	60	135	82	98	689	13	702		
30	20479	RAMSEY COUNTY	County Road D Multiuse Trail	\$3,005,349	\$751,337	\$3,756,686	\$98,647,194	200	23	25	36	29	0	75	140	76	76	680	19	699		
31	20141	RAMSEY COUNTY	Vadnais Boulevard Regional Trail	\$5,500,000	\$3,043,521	\$8,543,521	\$104,147,194	175	36	18	30	31	0	80	140	82	98	690	8	698		
32	20502	WASHINGTON CTY	Hardwood Creek Regional Trail Extension	\$580,238	\$503,525	\$1,083,763	\$104,727,432	175	10	28	32	31	0	45	135	76	96	628	61	689		
33	20389	SCOTT COUNTY	Louisville Segment to the Merriam Junction Regional	\$5,500,000	\$2,264,752	\$7,764,752	\$110,227,432	175	8	24	36	30	0	110	130	76	89	678	9	687		
34	20143	CARVER COUNTY	MN River Bluffs Regional Trail	\$1,861,600	\$465,400	\$2,327,000	\$112,089,032	200	14	21	30	23	0	55	120	71	117	651	29	680		
35	20231	THREE RIVERS PARK DISTRICT	Medicine Lake Regional Trail - West Segment (Reconstruction)	\$3,522,812	\$880,703	\$4,403,515	\$115,611,844	125	39	34	42	30	10	95	125	76	78	654	16	670		
36	20182	THREE RIVERS PARK	Crow River Regional Trail: New Construction	\$1,466,551	\$366,638	\$1,833,189	\$117,078,395	50	4	34	42	30	10	135	135	94	72	606	35	641		
37	20427	LAKEVILLE, CITY OF	Holyoke Avenue Pedestrian Underpass Improvements	\$1,052,784	\$263,196	\$1,315,980	\$118,131,179	125	14	11	12	15	0	65	120	71	130	563	45	608		
38	20259	HENNEPIN COUNTY	CR 116 (Fletcher Ln) Bikeway Project	\$5,500,000	\$1,550,000	\$7,050,000	\$123,631,179	150	8	12	26	21	0	85	125	88	63	578	9	587		

- 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
- 3D: Equity Bonus

- 4A: Gaps closed / barriers removed and/or continuity between jurisdictions improved
- 4B: Deficiencies corrected or safety problems addressed
- 5: Transit or pedestrian elements or connections

- 6: Risk assessment
- 7: Cost effectiveness

2024 Regional Solicitation Application Scoring

Prioritizing Criteria

**PEDESTRIAN FACILITIES**

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria										7. CE	Grand Total	
				Federal	Match	Total	Cumulative Requested	1. Role in Trans. System & Econ.	2. Usage	3. Equity and Housing				4. Safety		5. Multimodal	6. Risk			Total
				0-150	0-150	0-36	0-48	0-36	Bonus 0-25	4A	4B	5	6	0-1,100						
1	20210	MINNEAPOLIS, CITY OF	Nicollet Avenue pedestrian improvements	\$1,983,200	\$495,800	\$2,479,000	\$1,983,200	133	150	28	28	29	0	159	219	120	78	944	20	964
2	20409	MINNEAPOLIS, CITY OF	Marcy-Holmes Dinkytown Pedestrian Improvements	\$1,508,000	\$377,000	\$1,885,000	\$3,491,200	150	66	34	30	25	0	136	203	120	78	842	24	866
3	20402	MINNEAPOLIS, CITY OF	26th St, 27th St, and 28th St pedestrian improvements	\$1,620,000	\$405,000	\$2,025,000	\$5,111,200	75	121	32	30	25	0	159	214	90	78	824	22	846
4	20147	BROOKLYN CENTER, CITY OF	Brooklyn Center High School Pedestrian Improvements	\$2,000,000	\$878,000	\$2,878,000	\$7,111,200	21	33	36	30	36	25	170	230	132	111	824	15	839
5	20063	BROOKLYN PARK, CITY OF	Blue Line Extension LRT Sidewalk Connections	\$1,480,800	\$370,200	\$1,851,000	\$8,592,000	41	63	20	26	27	0	142	197	144	130	790	23	813
6	20303	ST PAUL, CITY OF	Saint Paul Gold Line Pedestrian Enhancement Project	\$2,000,000	\$592,825	\$2,592,825	\$10,592,000	29	76	26	28	27	0	147	214	120	85	752	15	767
7	20077	RICHFIELD, CITY OF	Richfield 73rd Street Sidewalk	\$1,046,040	\$261,510	\$1,307,550	\$11,638,040	7	31	24	28	36	0	147	208	150	86	717	29	746
8	20487	BURNSVILLE, CITY OF	Greenwood Drive Sidewalk	\$269,150	\$67,288	\$336,438	\$11,907,190	6	17	14	24	36	0	142	208	90	94	631	100	731
9	20201	WOODBURY, CITY OF	Valley Creek Road Trail Gap	\$963,200	\$240,800	\$1,204,000	\$12,870,390	2	44	20	26	32	0	142	203	114	117	700	31	731
10	20079	RICHFIELD, CITY OF	Richfield 64th Street Sidewalk	\$853,660	\$213,415	\$1,067,075	\$13,724,050	11	39	24	28	36	0	136	197	144	60	675	34	709
11	20248	WEST ST PAUL, CITY OF	Lothenbach Avenue Sidewalk	\$756,800	\$189,200	\$946,000	\$14,480,850	13	22	22	24	32	0	125	186	126	106	656	37	693
12	20373	BLOOMINGTON, CITY OF	Normandale Boulevard Pedestrian Improvements	\$2,000,000	\$704,628	\$2,704,628	\$16,480,850	18	35	32	26	32	0	136	197	108	89	673	13	686
13	20255	HENNEPIN COUNTY	CSAH 35 (Portland Ave) Pedestrian Project	\$2,000,000	\$820,000	\$2,820,000	\$18,480,850	2	27	22	32	34	0	159	214	108	70	668	13	681
14	20256	HENNEPIN COUNTY	CSAH 70 (Medicine Lake Rd) Pedestrian Project	\$2,000,000	\$530,000	\$2,530,000	\$20,480,850	9	30	10	24	32	0	147	208	132	63	655	14	669
15	20193	CARVER COUNTY	Rolling Acres Road Pedestrian Grade Separated Crossing	\$2,000,000	\$2,763,000	\$4,763,000	\$22,480,850	1	9	32	22	32	0	125	197	126	106	650	7	657
16	20476	CARVER, CITY OF	City of Carver Main Street Pedestrian Project	\$2,000,000	\$574,430	\$2,574,430	\$24,480,850	1	9	16	18	32	0	130	192	114	106	618	13	631
17	20202	WOODBURY, CITY OF	Woodbury Pedestrian System Gaps Project	\$1,635,494	\$408,874	\$2,044,368	\$26,116,344	24	33	18	20	32	0	119	181	108	70	605	16	621

- 1: Connection to jobs and educational institutions
- 2: Existing population within 1/2 mile
- 3A: Equity engagement
- 3B: Connection to disadvantaged populations and project's benefits, impacts, and mitigation
- 3C: Housing
- 3D: Equity bonus

- 4A: Gaps and barriers
- 4B: Deficiencies and safety
- 5: Transit or bicycle elements and connections
- 6: Risk assessment
- 7: Cost effectiveness



2024 Regional Solicitation Application Scoring

**SAFE ROUTES TO SCHOOL (SRTS) INFRASTRUCTURE**

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Funding Information				1. SRTS Program Elements													2. Usage			3. Equity and Housing				4. Safety		5. Risk	Total	6. CE	Grand Total			
				Federal	Match	Total	Cumulative Requested	1A	1B	2A	2B	3A	3B	3C	Bonus	4A	4B	5	0-1,100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100
				0-150	0-100	0-170	0-80	0-36	0-48	0-36	0-25	0-150	0-200	0-130	0-1,100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100	0-100
1	20410	FRIDLEY, CITY OF	Fridley SRTS Improvements Project	\$1,000,000	\$253,000	\$1,253,000	\$1,000,000	150	100	80	10	30	40	24	0	130	200	130	894	42	936															
2	20414	SOUTH ST PAUL, CITY OF	Marie Avenue SRTS	\$1,000,000	\$4,370,000	\$5,370,000	\$2,000,000	117	100	106	80	30	40	28	15	125	140	130	911	10	921															
3	20263	MINNEAPOLIS, CITY OF	Pleasant Avenue Safe Routes to School Improvements	\$1,000,000	\$269,100	\$1,269,100	\$3,000,000	100	50	170	37	30	40	32	15	145	170	62	851	39	890															
4	20495	DAKOTA COUNTY	Butler Avenue (CR 4) School Safety Improvements	\$320,000	\$80,000	\$400,000	\$3,320,000	89	100	27	8	24	45	25	0	120	130	114	682	100	782															
5	20251	ST PAUL, CITY OF	West Side SRTS Pedestrian Improvements	\$777,400	\$194,350	\$971,750	\$4,097,400	107	100	43	17	34	30	36	25	50	125	120	687	41	728															
6	20262	MINNEAPOLIS, CITY OF	Hayes Street & Ulysses Street Safe Routes to School Improvements	\$953,320	\$238,330	\$1,191,650	\$5,050,720	100	50	78	16	30	36	32	10	150	120	62	684	34	718															
7	20128	JORDAN, CITY OF	Sunset Drive Improvements	\$1,000,000	\$679,000	\$1,679,000	\$6,050,720	73	100	27	19	24	30	22	0	100	160	130	685	24	709															
8	20449	LAKEVILLE, CITY OF	185th Street Trail Project (SRTS)	\$704,500	\$176,240	\$880,740	\$6,755,220	127	100	22	25	24	39	20	0	85	90	114	646	43	689															
9	20258	HENNEPIN COUNTY	CSAH 82 (Mill St) SRTS Project	\$1,000,000	\$2,170,000	\$3,170,000	\$7,755,220	67	100	16	11	24	20	16	0	140	130	104	628	12	640															
10	20408	ARDEN HILLS, CITY OF	Old Highway 10 Trail SRTS Improvements	\$1,000,000	\$2,679,000	\$3,679,000	\$8,755,220	61	50	98	14	30	44	23	15	75	110	109	629	10	639															

- 1A: 6 E's of SRTS program
- 1B: Completion of Safe Routes to School Plan or local plan
- 2A: Average share of student population that bikes or walks
- 2B: Student population within school's walkshed
- 3A: Equity engagement
- 3B: Connection to disadvantaged populations and project's benefits, impacts, and mitigation
- 3C: Housing
- 3D: Equity bonus

- 4A: Gaps and barriers
- 4B: Deficiencies and safety
- 5A: Public engagement process
- 5B: Risk assessment
- 6: Cost effectiveness