

Agenda

TAC Funding and Programming Committee



Meeting date: April 18, 2024

Time: 1:00 PM

Location: Virtual

Public participation:

This meeting will be streamed and recorded.

[Watch the meeting online.](#)

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAC Funding and Programming Committee by emailing us at public.info@metc.state.mn.us.

Call to order

1. Roll call
2. Approval of the agenda
3. Approval of March 21, 2024, TAC Funding and Programming minutes – roll call

Public comment on committee business

TAB report

Business

1. 2024-19: 2024 Regional Solicitation Scoring Change (Joseph Barbeau, MTS) – roll call
2. 2024-20: Program Year Extension Request: Washington County's CSAH 17 (Lake Elmo Ave) and MN 36 Intersection Improvement Project (Robbie King, MTS) – roll call
3. 2024-21: Regionally Significant TIP Amendment Request – US 10 Expansion Project (Robbie King, MTS) – roll call
4. 2024-22: Scope Change Request – Metro Transit Regional Mobility Hubs (Joseph Barbeau, MTS) – roll call

Information

1. Regional Solicitation Funding Options (Steve Peterson, MTS)
2. Scope Change Policy Updates (Joseph Barbeau, MTS)

Other business

Adjournment

Key:

- * Agenda item changed following initial publication

Council contact:

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



Minutes

TAC Funding and Programming Committee



Meeting date: March 21, 2024

Time: 1:00 PM

Location: Virtual

Members present:

- | | | |
|---|--|--|
| <input checked="" 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. – Darin Mielke |
| <input checked="" 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 – Mackenzie Turner-Bargen | <input checked="" type="checkbox"/> Hennepin Co. – Jason Pieper |
| <input checked="" type="checkbox"/> Minneapolis – Katie White | <input type="checkbox"/> MPCA – Innocent Eyoh | <input type="checkbox"/> Ramsey Co. – vacant |
| <input type="checkbox"/> Plymouth – Michael Thompson (Chair) | <input checked="" type="checkbox"/> DNR – Nancy Spooner-Walsh | <input checked="" type="checkbox"/> Scott Co. – Nathan Thomas |
| <input checked="" type="checkbox"/> St. Paul – Anne Weber | <input checked="" type="checkbox"/> Suburban Transit Assoc. – Heidi Scholl | <input checked="" type="checkbox"/> Wash Co. – Madeline Dahlheimer |
| <input checked="" type="checkbox"/> Met Council – Steve Peterson | | <input type="checkbox"/> = present, E = excused |
| <input checked="" type="checkbox"/> Metro Transit – Scott Janowiak | | |

Call to order

A quorum being present, Committee Vice Chair Keel (Acting Chair) called the regular meeting of the TAC Funding and Programming Committee to order at 1:00 p.m.

Agenda approved

Vice Chair Keel 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 Maddie Dahlheimer, seconded by Jason Pieper, to approve the minutes of the January 18, 2024, regular meeting of the TAC Funding and Programming Committee. **Motion carried.**

Public comment on committee business

There were no public comments.

TAB report

E. Koutsoukos reported on the March 20, 2024 Transportation Advisory Board meeting.

Business

2024-16: Scope Change Request – Hennepin County CSAH 52 (Nicollet Ave) and CSAH 66 (Golden Valley Rd) Improvements

Robbie King of the Metropolitan Council's Metropolitan Transportation Services office presented the scope change request and background information to the committee.

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

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

Vice Chair Karl Keel noted that for previous scope change requests where the removed element is completed within a separate project federal funds are retained. Keel asked if staff from Hennepin County have any additional notes on the request.

Cole Partridge of Hennepin County declined additional comment.

It was moved by Jerry Auge, seconded by Paul Ohme, to “recommend to TAC that TAB approve Hennepin County’s scope change request to remove planned safety improvements at CSAH 52 (Nicollet Avenue) and 67th Street.”. **Motion carried.**

2024-17: Program Year Extension Request – MnDOT US8 HSIP Project

Robbie King of the Metropolitan Council's Metropolitan Transportation Services office presented the program year extension request and background information to the committee.

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

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

Vice Chair Keel asked if there were additional comments from MnDOT staff on this request.

Dmitry Tomasevich from MnDOT noted that the project was summarized well.

Vice Chair Keel noted that this program year extension request satisfies TAB policy by exceeding the minimum score to qualify for a recommendation for approval.

It was moved by M. Dahlheimer, seconded by Colleen Brown, to “recommend that TAB approve the program year extension request for MnDOT’s US 8 intersection access project to move from



2025 to 2026". **Motion carried.**

2024-18: 2024 Regional Solicitation Scoring Appeal for City of Hopkins

Joe Barbeau of the Metropolitan Council's Metropolitan Transportation Services office presented the scoring appeal and background information to the committee.

J. Barbeau began by noting that the title of this action transmittal is not properly titled, but the recommended motion is properly worded to include a motion to approve the regional solicitation scores.

J. Barbeau continued by outlining an error in the regional solicitation scoresheet. He inquired about whether this would require a separate motion to approve.

K. Keel noted that this would not require a separate motion and that any error correction would be included in the item's overall motion.

J. Barbeau outlined that 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.

J. Barbeau asked if Craig Jenson, the scorer, would like to present their scoring appeal.

J. Barbeau outlined the scoring measure for Measure 4A which addresses the application's ability to close gaps, remove barriers, and/or encourage continuity between jurisdictions.

J. Barbeau outlined the appeal from the applicant and the recommendation that no score change be made. The recommendation is based on a further review by the scorer themselves as they believe their score was accurate and appropriate.

C. Jenson concurred with J. Barbeau's presentation of the appeal and noted that the score for this application was accurate. The trail, as applied, does not have proper crossing across the barrier to necessitate a higher score in this category. This is further noted that other applications in this category do have proper crossings across barriers which allowed them to score higher within this measure.

K. Keel called upon Kurt Howard of Hopkins, the applicant, to provide additional information if they wished.

K. Howard outlined that they do not have additional information. They thanked the committee and staff for their attention to the review.

K. Keel outlined the two motions for consideration and waited for motions to be made by members.

J. Barbeau noted that these items are not recommendations, these are actions, because these items do not proceed to the Technical Advisory Committee.

It was moved by Robert Ellis, seconded by J. Pieper, that "the TAC Funding & Programming Committee not change the score to Hopkins's Measure 4A". **Motion carried.**

It was moved by J. Pieper, seconded by J. Auge, that "the TAC Funding & Programming approve the final regional solicitation scores that corrects the sorting error on the bikeway category". **Motion carried.**



Information

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

Bethany Brant-Sargent, MTS, and Tom Holmes, Zan Associates, presented.

Keel asked about the rate of participation in comparison to other surveys.

Holmes noted that there were 126 more participants in this survey. More participants with disabilities and more women were reached within this survey.

Auge asked about differences between the counties in responses to the survey.

Holmes outlined that there was a missing link between the zip code and the survey questions, so locations were not captured reliably.

Keel asked if respondents put all of their money into one category or if more respondents spread their money around to many categories.

Steve Peterson noted that this presentation will be brought to TAC and TAB.

Jim Kosluchar asked about the historical investment within each category of the Regional Solicitation.

Jason Pieper noted that this is very helpful to have this information now. They also noted that Hennepin County staff submitted one survey as an aggregate of all opinions within their staff.

Heidi Scholl noted that the comments slide was only from Scott County and asked for clarification.

Reports

Adjournment

Business completed; the meeting adjourned at 2:09 p.m.

Council contact:

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



Action Transmittal

Transportation Advisory Board



Meeting Date: April 18, 2024

Date: April 11, 2024

Action Transmittal: 2024-19

2024 Regional Solicitation Scoring Change

To: TAC Funding & Programming Committee
Prepared By: Joe Barbeau, Planning Analyst, 651-602-1705
Elaine Koutsoukos, TAB Coordinator, 651-602-1717

Requested Action

Metropolitan Council staff requests approval of a change to the scoring for application Farmington's Farmington North Creek Greenway (20247) from 883 to 857 and reflect that change in the Multiuse Trails and Bicycle Facilities category.

Recommended Motion

That the TAC Funding & Programming Committee change the score Farmington's Farmington North Creek Greenway application (20247) from 883 points to 857 points and reflect that change in the Multiuse Trails and Bicycle Facilities category.

Background and Purpose

At its March 21, 2024, meeting, the TAC Funding & Programming Committee finalized scores for the 2024 Regional Solicitation. On April 2, 2024, the City of Farmington informed Council staff that its application included an errant selection within the "Right-of-Way" portion of the risk assessment. "Right-of-way, permanent or temporary easements, and MnDOT agreement/limited use permit either not required or all have been acquired," worth 100%, or 32.5 points, was selected. "Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited use permit required – parcels identified," worth 25%, or 8.13 points, should have been selected.

Implementation of this change would lead to a 25-point reduction (following rounding) of the risk assessment along with a one-point reduction in the cost effectiveness score. This 26-point reduction would move the project from fifth place to eighth place in the Multiuse Trails and Bicycle Facilities category.

Staff Analysis

An applicant self-reporting an error in its favor is unprecedented. That said, with funding scenario development just underway this provides an opportunity for the scoresheet to correctly reflect the ranking in the funding category.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Approve	April 18, 2024

2024 Regional Solicitation Application Scoring

MULTIUSE TRAILS AND BICYCLE FACILITIES

APPROVED - MARCH 21, 2024

								Prioritizing Criteria												
								1. Role in Trans. System & Econ.	2. Usage	3. Equity and Housing				4. Safety		5. Multimodal	6. Risk	Total	7. CE	Grand Total
								1	2	3A	3B	3C	Bonus	4A	4B	5	6		9	
								0-200	0-200	0-36	0-48	0-36	0-25	0-150	0-200	0-100	0-130	0-1,100	0-100	0-1,200
Rank	ID	Applicant	Project Name	Federal	Match	Total	Cumulative Requested													
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	20247	FARMINGTON, CITY OF	North Creek Greenway - Farmington	\$1,579,776	\$394,944	\$1,974,720	\$18,469,266	175	24	30	34	34	10	150	195	76	111	839	44	883
6	20170	THREE RIVERS PARK	CP Rail Regional Trail: North Segment (New Construction)	\$5,500,000	\$1,575,384	\$7,075,384	\$23,969,266	175	83	33	45	33	15	125	180	94	80	863	13	876
7	20196	DAKOTA COUNTY	CSAH 42 Trail Gap Project	\$1,444,000	\$361,000	\$1,805,000	\$25,413,266	175	43	25	32	31	0	90	190	100	130	816	47	863
8	20254	HENNEPIN COUNTY	CSAHs 33 and 35 (Park Ave and Portland Ave) Bikeway Project	\$5,500,000	\$3,560,000	\$9,060,000	\$30,913,266	200	109	18	40	26	0	105	190	100	63	851	10	861

2024 Regional Solicitation Application Scoring

MULTIUSE TRAILS AND BICYCLE FACILITIES

CORRECTED

								Prioritizing Criteria												
								1. Role in Trans. System & Econ.	2. Usage	3. Equity and Housing				4. Safety		5. Multimodal	6. Risk	Total	7. CE	Grand Total
								1	2	3A	3B	3C	Bonus	4A	4B	5	6		9	
								0-200	0-200	0-36	0-48	0-36	0-25	0-150	0-200	0-100	0-130	0-1,100	0-100	0-1,200
Rank	ID	Applicant	Project Name	Federal	Match	Total	Cumulative Requested													
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	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	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	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 DISTRICT	CP Rail Regional Trail: North Segment (New Construction)	\$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	20247	FARMINGTON	North Creek Greenway - Farmington	\$1,579,776	\$394,944	\$1,974,720	\$30,913,266	175	24	30	34	34	10	150	195	76	86	814	43	857

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: April 18, 2024

Date: April 11, 2024

Action Transmittal: 2024-20

Program Year Extension Request: Washington County's CSAH 17 (Lake Elmo Ave) and MN 36 Intersection Improvement Project

To: TAC Funding & Programming Committee

Prepared By: Robbie King, Planner, 651-602-4704

Requested Action

Washington County requests a program year extension for its CSAH 17 (Lake Elmo Ave) and MN 36 intersection improvement project from 2025 to 2026.

Recommended Motion

That the TAC Funding and Programming Committee recommend that TAB approve the program year extension request for Washington County's CSAH 17 (Lake Elmo Ave) and MN 36 intersection improvement project from 2025 to 2026.

Background and Purpose

Washington County was awarded \$10,000,000 in the 2020 Regional Solicitation in the Strategic Capacity category for its CSAH 17 (Lake Elmo Ave) and MN 36 interchange project for program year 2025. Beginning in 2021, several efforts to engage the community and work through potential alternatives were initiated. In their request, Washington County staff have outlined a series of landmarks that still need to be completed prior to bid letting. Given the landmarks yet to be reached, Washington County staff do not believe they can begin bid letting until January 2026, outside of the current program year. These factors combined result in their request to extend the program year from 2025 to 2026.

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 5.

However, Washington County staff have provided a concise project schedule to outline the tasks that will be completed so that the project can let in program year 2026. Additionally, this request is being submitted nine months prior to the December 31, 2024, deadline for extension requests with

an original program year of 2025. MnDOT State Aid and Metropolitan Council staff concur that the required score of 7 would be attained if the request were to be submitted in December 2024. Further, approving a program year extension at this time would enable funding to be added to the 2028 program year for the 2024 Regional Solicitation as opposed to pushing it to program year 2030 within the 2026 Regional Solicitation.

Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	<i>April 18, 2024</i>
Technical Advisory Committee	Review & Recommend	<i>May 1, 2024</i>
Transportation Advisory Board	Review & Adopt	<i>May 15, 2024</i>





PUBLIC WORKS

Wayne Sandberg, P.E., Director, County Engineer
Frank D. Ticknor, P.E., Deputy Director

March 8, 2024

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

Re: Program Year Extension Request for SP 082-596-008,
Lake Elmo Avenue and TH 36 Intersection Improvement Project

Dear Mr. Thompson:

Washington County (County) was awarded \$10,000,000 in federal funding as part of the 2020 Metropolitan Council Regional Solicitation to partially fund the removal of an existing at-grade signalized intersection with a grade separated interchange. Benefits of this project will include the improvement of regional accessibility and efficiency by relieving congestion and travel delays on Trunk High (TH) 36, improvement of corridor safety through reduction of conflict point and crash potential, improvement of multi-modal routes for cyclists and pedestrians crossing TH 36 at County Highway 17, and improvement to TH 36 and County Highway 17's role in the regional transportation network and economy. Federal Funds were awarded for program year 2025.

Since learning of the award of federal funding in February of 2021, County staff began working through the intersection study and environmental documentation phase of this project. This phase, among other things, included a Goal Setting Meeting, a series of Public Open Houses, Project Management Team (PMT) Meetings, Local Advisory Committee (LAC) Meetings, and numerous one-on-one meetings with area property owners. Through this process, the project team, working closely with FWHA, MnDOT, and our local cities, and working through the NEPA process, have identified and dismissed over 20 possible alternatives for this intersection. Currently, 3 remaining alternatives are still being considered. The team expects to conclude the intersection study and environmental documentation phase within the next couple of months and will move forward the identified preferred alternative into the final design phase of this project.

Our current project schedule includes:

- Final approval of the Geometric Layout in August 2024
- Final approval of the Phase II Environmental Site Assessment (ESA) in August 2024
- Noise Analysis completed in November 2024
- Final approval of the Categorical Exclusion (CATEX) document in June 2025
- Completion of final plans in September of 2025
- Final Right-of-Way Certificate in January of 2026
- Authorization to Bid in January of 2026
- Bid Letting in January of 2026

Based on our current project schedule, bid letting is anticipated to be outside the 2025 FY, therefore we are requesting a one-year extension on the federal funding.

Attached please find additional information regarding this request. Please contact me with any questions at (651)-430-4336 or andrew.giesen@co.washington.mn.us.

Sincerely,



Andrew Giesen, PE
Engineer III
Washington County Public Works

Cc: Colleen Brown, MnDOT Federal Aid
Wayne Sanderg, Public Works Director & County Engineer (Washington County)
Frank Ticknor, Deputy Director of Public Works (Washington County)
Cory Slagle, Assistant County Engineer (Washington County)
Kevin Peterson, Design Engineer (Washington County)

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REQUEST FOR PROGRAM YEAR EXTENSION

FOR SP 082-596-008

LAKE ELMO AVENUE AND TH 36 INTERSECTION IMPROVEMENT PROJECT

WASHINGTON COUNTY

REQUEST BY:

Andrew Giesen, PE
Engineer III
Washington County Public Works
651-430-4336
andrew.giesen@co.washington.mn.us

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1. Project Progress

a. Project Schedule

The list below outlines the project schedule from initialing of the intersection study to construction start. The dates highlight current project status and upcoming milestones for the project. Future activity dates anticipate program year extension.

Completed/In Progress

- Consultant Contract Awarded – July 2021
- Data Collection – Summer/Fall 2021
- Goal Setting Workshop – October 2021
- Public Open House – November 2021
- Phase 1 Environmental Site Assessment Approved – December 2021
- Begin Development of Formal Project Purpose and Need – December 2021
- FHWA Review of Purpose and Need and Evaluation Criteria Matrix – Spring 2022
- Formal Project Purpose and Need Open for Public Comment – June 2022
- FHWA Concurrence of Formal Project Purpose and Need – July 2022
- Begin Alternative Screening Step 1 – July 2022
- Begin Alternative Screening Step 2 – September 2022
- Public Open House – April 2023
- Begin Alternative Screening Step 3 – May 2023
- Agency Stakeholders Update Meeting – July 2023
- One-on-One Project Owner Meetings – September 2023
- Agency Stakeholders Update Meeting – November 2023
- Public Open House – January 2024
- Identify Preferred Alternative – February 2024

Future Activity

- FHWA Concurrence of Preferred Alternative – April 2024
- Begin Development of Geometric Layout – April 2024
- Geometric Layout Approved – August 2024
- Phase II Environmental Site Assessment Approved – August 2024
- Noise Analysis Completed – November 2024
- 60% Plans Completed – November 2024
- 90% Plans Completed – April 2025
- 95% Plans Completed – June 2025
- Categorical Exclusion Document Approved – June 2025
- Permits Obtained – August 2025
- Final Plans Completed and Approved – September 2025
- Right-of-Way Certificate – January 2026
- Authorization to Bid – January 2026
- Bid Letting – January 2026
- Bid Opening – February 2026
- Bid Award – March 2026

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b. Right of Way Acquisition

The County began conducting its Real Estate activities in 2022, clarifying land ownership (title work) and existing property rights upon the 30 parcels that are potentially affected by project activities.

The County is on track to acquire all necessary easements by fall 2025 and to submit Right of Way Certificate #1 in January 2026, supporting a January 2026 project authorization date and bidding activities shortly following authorization.

A layout that shows the three remaining alternatives being considered, with approximate construction limits, is included as an attachment to this narrative.

c. Plans

As the project is currently in the preliminary design phase, a preferred alternative has yet to be determined.

A layout that shows the three remaining alternatives being considered is included as an attachment to this narrative.

d. Permits

Anticipated permits for this project include the following:

Permitting Agency	Permit(s)	Status
Valley Branch Watershed District	Erosion Control and Stormwater Management Permit	Plan to obtain permit in Summer 2025
Minnesota Pollution Control Agency	NPDES Construction Storm Water Permit	Plan to obtain permit in Summer 2025
Minnesota Board of Water and Soil Resource / U.S Army Corps of Engineers	Authorization to fill into wetlands under Regional General permits	Plan to obtain authorization in Summer 2025
MnDOT	Limited Use Permit/Cooperative Agreement	Plan to execute permit/agreement in Summer 2025

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e. Approvals

Anticipated approvals for this project include the following:

Agency for Approval	Requirement	Status
Minnesota Department of Transportation	Geometric Layout	Scheduled for approval on 08/2024
	CATEX Document	Scheduled for approval on 03/2025
	Final Plans	Scheduled for approval on 09/2025
Met. Council – Metro Freeway	CATEX Document	Scheduled for approval on 06/2025
Federal Highway Administration	Concurrence of Env. Document Decision Memo	Approved 11/2021
	Concurrence of Purposed and Need Document	Approved 07/2022
	Concurrence of Selected Preferred Alternative	Scheduled for approval on 04/2024
	CATEX Document	Scheduled for approval on 03/2025
City of Lake Elmo	Geometric Layout	Scheduled for approval on 08/2024
	Final Plans	Scheduled for approval on 08/2025
City of Grant	Geometric Layout	Scheduled for approval on 08/2024
	Final Plans	Scheduled for approval on 08/2025
Washington County	CATEX Document	Scheduled for approval on 03/2025
	Final Plans	Scheduled for approval on 08/2025

f. Funding/Expenditures

To date, Washington County has spent approximately \$850,000 on consulting fees for public engagement, preliminary engineering, and environmental documentation for this project. These costs to date have been financed solely by Washington County. The remaining preliminary engineering services, including completion of the geometric layout and noise analysis, to be completed by a consultant, are anticipated to cost an additional \$200,000.

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2. Justification for Extension Request

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

i. **Border of Two Cities with Different Goals/Priorities**

The project is located on the border of two cities, with differing goals and priorities. Whereas the City of Grant is an established rural residential community committed to retaining its rural character and the City of Lake Elmo is one of the fastest growing communities in the Twin Cities metropolitan area over the past decade—with the majority of growth planned in areas designated by the Metropolitan Council as Emerging Suburban Edge. While parts of the City of Lake Elmo have rural characteristics they wish to preserve, the City acknowledges that development patterns are changing and urbanization has accelerated in recent years, necessitating infrastructure that can accommodate increasing traffic volumes.

ii. **Confined Business District**

One of the major challenges in the project area is the potential impact on the City of Grant's business district. Being that Grant is a small community, this business district represents a significant portion of the City's tax base. Moreover, because of land use designations, any business relocation would likely move business outside of city boundaries, thus impacts to any of the businesses are strongly disfavored by the City of Grant.

iii. **Significant and Varied Engagement**

With the concentration of businesses, as well as residential and institutional uses near the intersection of Highway 36 and Lake Elmo Avenue, this project demands extensive and varied engagement. The project team has coordinated many engagement activities with:

- Other agencies, such as MnDOT and FHWA, to ensure all project requirements are being met.
- 11 unique businesses and River Valley Christian Church, through multiple, individual meetings to understand their operations and how various scenarios may impact them.
- City staff and representatives to discuss how the project aligns with future city plans and community priorities.
- The general public through multiple open houses – to provide information on the project to those who live nearby and for those who travel regularly on Highway 36 or Lake Elmo Avenue.

iv. **No Silver Bullet**

Given the above factors, no single project layout will satisfy the desires of all stakeholders. The process of narrowing in on a preferred alternative has and continues to be methodical in reaching a solution that best responds to the given circumstances.

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

If the project is not delivered in its current program year, the existing \$10,000,000 of federal funds would be forfeited, resulting in a substantial project funding gap that could delay or jeopardize the implementation of this project.

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

If the project does not obtain the requested extension, the existing \$10,000,000 of federal funds would be forfeited, resulting in a substantial project funding gap that could delay or jeopardize the implementation of this project.

A delayed project would prolong congestion and travel delays on Trunk Highway (TH) 36, as well as corridor safety concerns related to conflict point and crash potential, and insufficient facilities for cyclists and pedestrians crossing TH 36 at County Highway 17.

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

Continued coordination with the City of Grant, City of Lake Elmo, MnDOT, and FHWA to:

1. Ensure that the project teams come together to select a preferred alternative
2. Complete the geometric layout
3. Complete the Phase II Environmental Site Assessment
4. Ensure that the project will be completed by the anticipated deadline of June 2026

ATTACHMENTS:

Attachment 1: Progress Schedule for Program Year Extension

Attachment 2: Remaining Alternatives

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STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. _____
Date of Approval _____
N/A Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____
X Not Complete
Anticipated Date of Completion **September 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 _____
X Not Complete
Anticipated Date of Completion **January 2026**
If prior to December 31 of the year following the original program year, enter 1. **1**

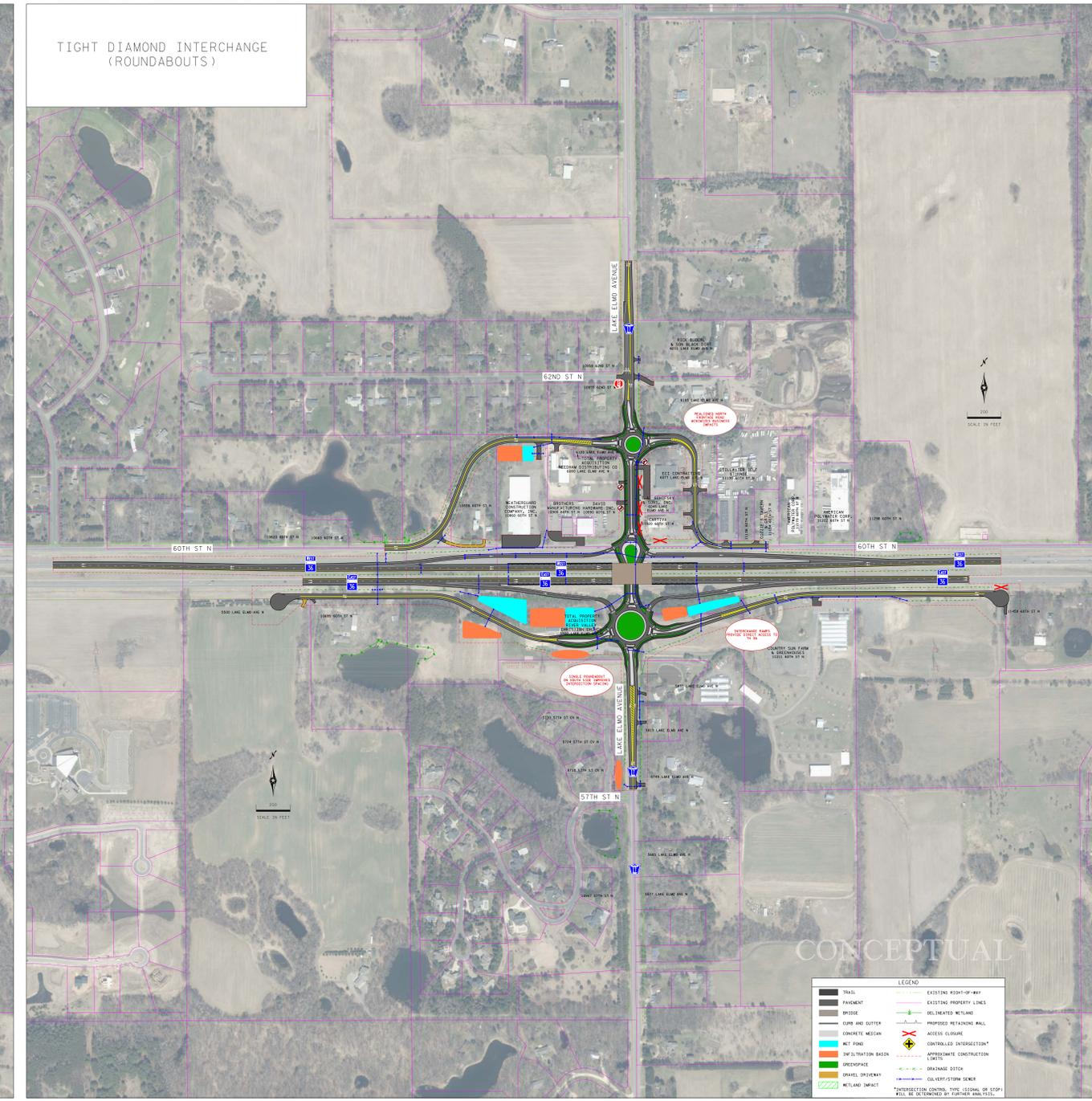
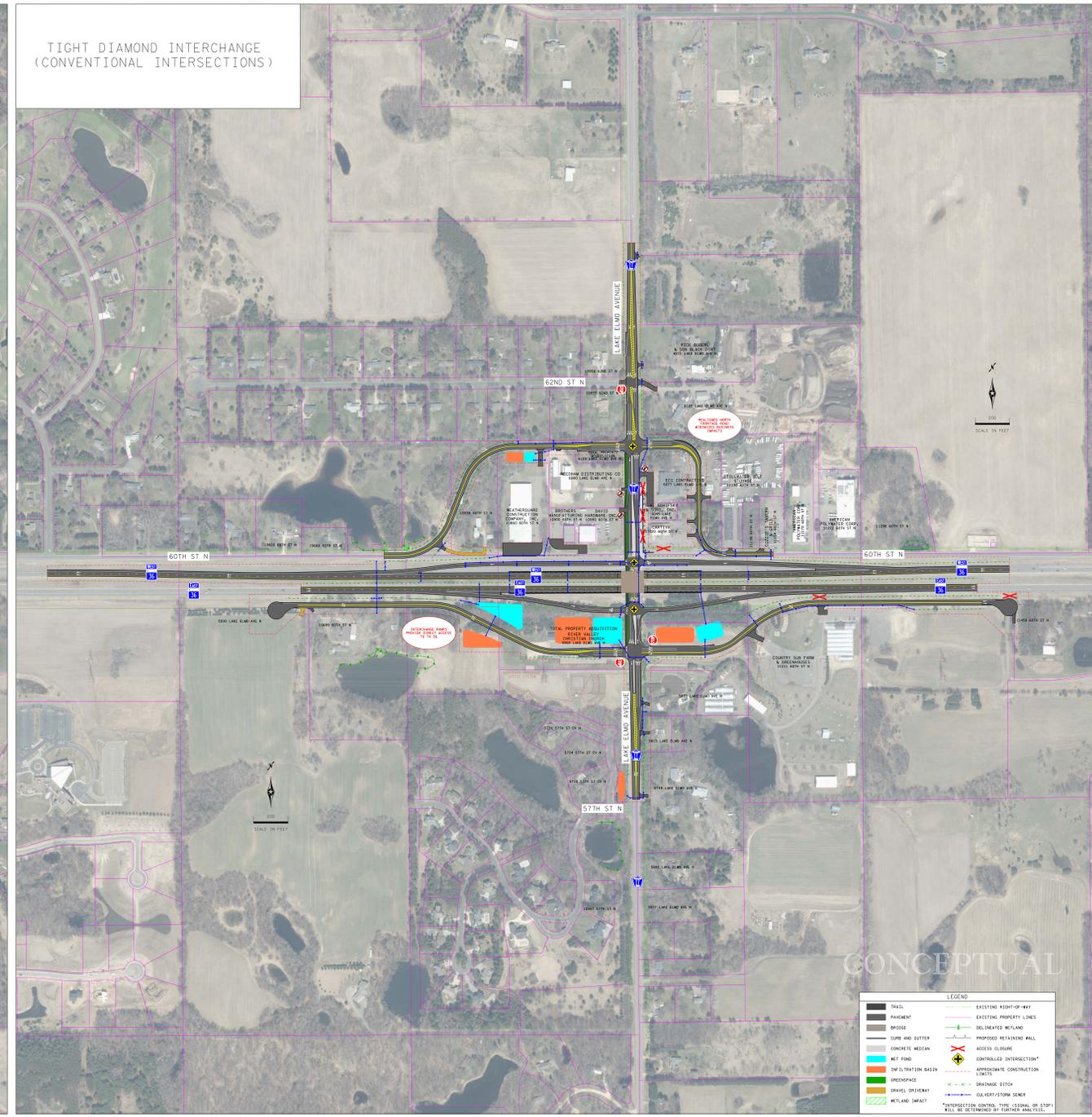
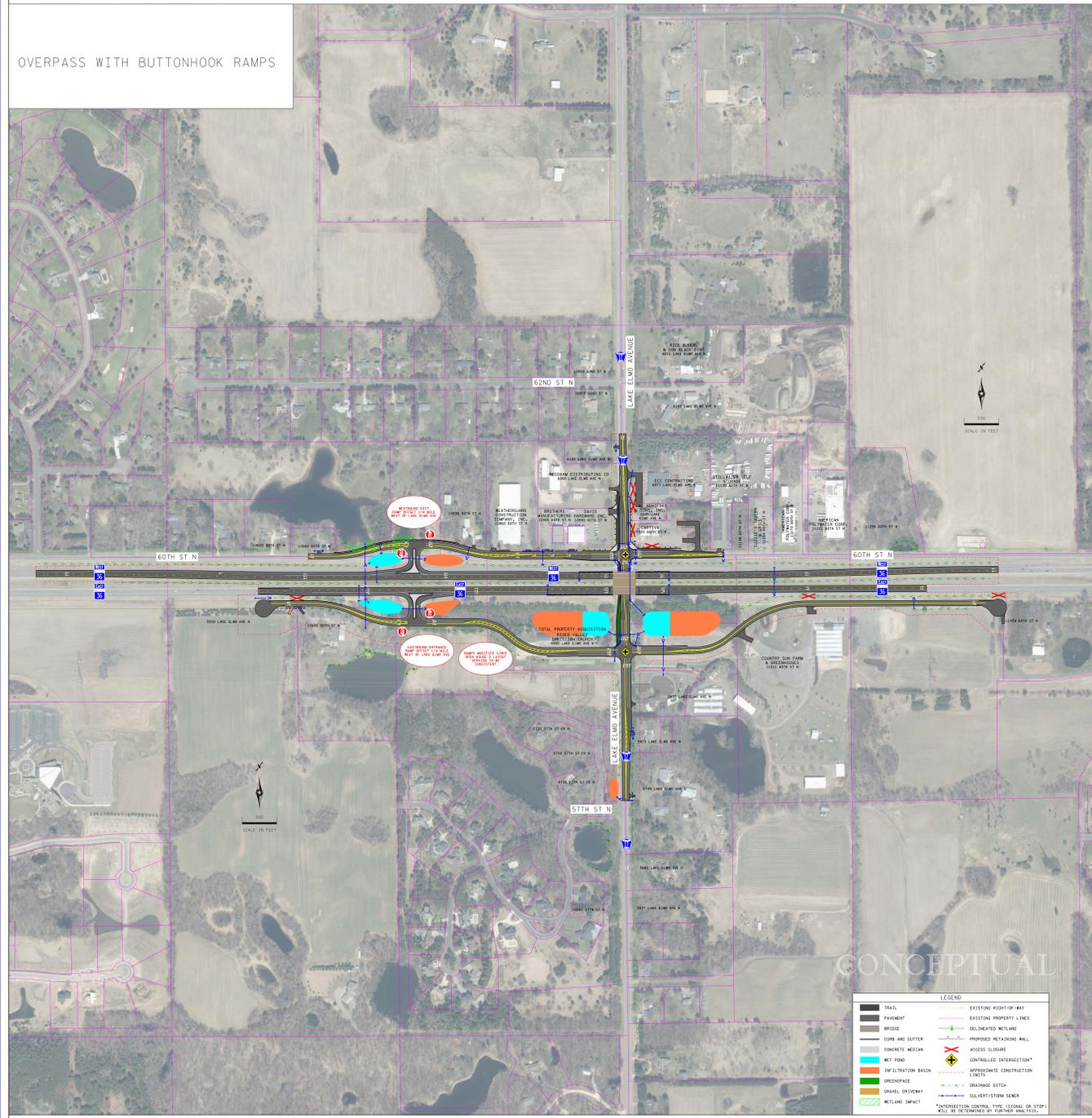
ENGINEERS ESTIMATE OF COSTS

X Completed If checked enter 2. **2**
Date **January 3, 2024**
 Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

AUTHORIZED

Anticipated Letting Date **February 17, 2026**
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 **5**



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: April 18, 2024

Date: April 11, 2024

Action Transmittal: 2024-21

Regionally Significant TIP Amendment Request – US 10 Expansion Project

To: TAC Funding and Programming Committee

Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

MnDOT requests an amendment to the 2024-2027 TIP to add a regionally significant project expanding US 10 from two lanes to three lanes in Coon Rapids.

Recommended Motion

That the TAC Funding and Programming Committee recommend adoption of an amendment to the 2024-2027 TIP to add a regionally significant project expanding US 10 from two lanes to three lanes in Coon Rapids for the purpose of release for public comment.

Background and Purpose

MnDOT requests an amendment to the 2024-2027 TIP to add its regionally significant US 10 Expansion Project (SP# 0215-87, SP# 0215-87COC). This project will expand US 10 from two to three lanes, add ultra-thin bonded course to existing mainline pavement, and construct noisewalls from CSAH 78 (Hanson Boulevard) to CSAH 9 (Round Lake Boulevard) in Coon Rapids. This project is funded through \$2.5 million from Federal Highway Administration and \$38 million in bond funding. SP# 0215-87COC separates the \$8,000,000 awarded through the Corridors of Commerce program.

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met. Because the new project is regionally significant, the request is subject to a 21-day public comment period.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings along with the 21-day public comment period.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning or TAC Funding & Programming Committee	Review & Recommend	<i>April 18, 2024</i>
Technical Advisory Committee	Review & Recommend	<i>May 1, 2024</i>
Transportation Advisory Board	Review & Release for Public Comment	<i>May 15, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>June 12, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>June 24, 2024</i>
Metropolitan Council	Review & Adopt	<i>June 26, 2024</i>



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to include this project in program year 2025.

Project Identification

	0215-87	0215-87COC
Fiscal Year (State)	2025	2025
ATP and District	Metro	Metro
Route System	US 10	US 10
Project Number (S.P. #)	0215-87	0215-87COC
Agency	MnDOT	MnDOT
Description	**B2023**PRs** : US10 from CSAH 78 (Hanson Blvd) to CSAH 9 (Round Lake Blvd) in Coon Rapids – Expand from two lanes to 3 lanes, ultra-thin bonded wearing course existing mainline pavement, construct noisewalls (Associate to 0215-87COC)	**COC4**PRs** : US10 from CSAH 78 (Hanson Blvd) to CSAH 9 (Round Lake Blvd) in Coon Rapids – Expand from two lanes to 3 lanes, ultra-thin bonded wearing course existing mainline pavement, construct noisewalls (Associate to 0215-87)
Miles	3.2	3.2
Program	MC	MC
Type of work	Major Construction	Major Construction
Proposed Funds	NHPP	SF
Total \$	32,500,000	8,000,000
FHWA \$	2,500,000	0
Bond \$	30,000,000	8,000,000

Background and TIP Amendment Need

This amendment is needed to add this fiscal year 2025 regionally significant project to the 2024-2027 TIP. It will also be included in the 2025-2028 TIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

Because this is a 2025 project, it will be included in the 2025-2028 TIP and STIP. The program will be aligned to meet MnDOT 2025-2028 STIP guidance. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: April 11, 2024

Date: April 18, 2024

Action Transmittal: 2024-22

Scope Change Request – Metro Transit Regional Mobility Hubs

To: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Planning Analyst, 651-602-1705

Requested Action

Metro Transit County requests a scope change for its Regional Mobility Hubs Project (SP# TRS-TCMT-24H) to move two hub locations and shift budget from technology amenities to multimodal amenities.

Recommended Motion

That the TAC Funding & Programming Committee recommend to TAC that TAB approve Metro Transit's scope change request to two hub locations and shift budget from technology amenities to multimodal amenities.

Background and Purpose

Metro Transit was awarded \$1,600,000 in the Unique Projects category to fund seven mobility hubs; four in Minneapolis and one each in Brooklyn Center, Saint Paul, and Maplewood. Improvements made at these were to include multimodal infrastructure improvements, technology improvements, resilient infrastructure investments, and placemaking amenities. The City of Minneapolis is a subrecipient for the four Minneapolis hubs.

On behalf of the city Metro Transit is requesting the relocation of two hubs along with shift of budget from technology amenities to multimodal amenities to better fit the identified project needs.

Hub Locations

Metro Transit wishes to relocate two of the project's seven hubs as follows:

- Central Avenue NE and 26th Ave NE to Central Avenue NE and 14th Ave NE. The rationale for this move includes that initial site planning and F Line ABRT station planning make this site less desirable for multimodal connectivity and it lacks the ability to fit the designed project features. The alternate site is located roughly one mile south on Central Avenue. This new site is city-owned and will have better connection to the F Line.
- Penn Ave N and Lowry Avenue N to 26th St W and Nicollet Avenue. A key rationale for this desired move includes safety concerns at the Penn Avenue N location. The alternate site, located roughly five miles away, is demographically similar to the original site, has stronger community support, and is fully controlled by the City of Minneapolis.

Technology Budget Shift to Amenities

While Metro Transit is the applicant, the City of Minneapolis is driving project development for the four hubs within the city. City staff has learned that Metro Transit will include real-time transit information screens adjacent to three of these four hubs. This had led city staff toward a desire to

develop fewer beacons in favor of less-digital information sources. These funds would be shifted to building out infrastructure and augmenting other areas where inflation has occurred.

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: This application was scored on a primarily qualitative basis through the new Unique Projects assessment projects in 2022. Given that the application scored 3.1, slightly better than another funded application (3.0) and significantly better than the un-funded application (2.1) staff does not believe an analysis of potential scoring change is valuable and that the decisions around what to approve should be based on the degree to which the proposed changes depart from the original application.

Geographic Analysis: Regarding the movement of two of the hubs, the key question for TAB is whether the two new locations are a departure from the original application. This provides two options:

- Allow relocation of the hubs.
- Allow the project to be completed without movement of the hubs.
 - With the five hubs that are retained in their current locations.
 - With six hubs (i.e., allowing the shorter movement of the Central Avenue hub but not the longer movement of the Penn Avenue and Lowry Avenue hub).
- Deny the scope change request.

Given the similar efforts and output of the project and the minimal precedent in its favor, staff recommends allowing the relocations. This precedent for moving points within multi-point projects includes:

- [2019-09](#): Allowing replacement of an on-street separated bike lane with installation of 12 ADA ramps.
- [2018-22](#): Allowing replacement of intersections being done in another project with other project elements (signal replacement, sidewalk work, etc.).

Budget Analysis: Options for the budgetary change include allowing the shift and not allowing the shift.

Regarding the movement of budget, while the budget is shown in the application, the specific project elements are not spelled out. It is common for multi-modal projects like this to evolve on specifics and staff therefore recommends approval of the budgetary change request.

Funding: Whether to reduce federal funding is dependent on the decisions above. Staff suggests retention of federal funding unless:

- The two new hub locations are denied, in which case 2/7 of the original federal amount (\$457,143) should be removed.
 - Or 1/7 of the original amount (\$228,571) if one relocation is denied.
- The budget shift is denied, in which case 80% of the reduced technology amount (\$272,000) should be removed.
- Both requests are denied, in which case 2/7 of the original federal amount and half of the reduced technology amount (since two locations would disappear) should be removed (\$593,143).
 - Or if only one hub movement is denied, 1/7 of the original federal amount and 3/4 of the reduced technology amount (since three locations would be maintained) should be removed (\$432,571).

Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	<i>April 18, 2024</i>
Technical Advisory Committee	Review & Recommend	<i>May 1, 2024</i>
Transportation Advisory Board	Review & Adopt	<i>May 15, 2024</i>





560 Sixth Avenue North
Minneapolis, MN 55411-4398

March 29, 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 TRS-TCMT-24H– Regional Mobility Hubs Project

Dear Mr. Thompson,

Metro Transit on behalf of the City of Minneapolis respectfully requests that the Funding and Programming Committee of the Metropolitan Council Transportation Advisory Board consider the attached Scope Change request for the above referenced project.

In 2022, Metro Transit was awarded federal funding, with the City of Minneapolis as a subrecipient, through the Regional Solicitation Unique Projects category to build a series of mobility hubs. The City of Minneapolis hubs were in four locations around the City:

1. Penn Ave N & Lowry Ave N
2. Central Ave NE & 26th Ave NE
3. A Lake Street Hub between I-35 and Hiawatha Ave (to be determined through engagement & design)
4. Cedar Ave & 3rd St.

Metro Transit is requesting two changes on behalf of the City of Minneapolis as part of this project. First, based on community input, the City is proposing shifting two hubs to more central locations to address the mobility needs of the community. Second, due to upcoming BRT investments from Metro Transit, the City is requesting to shift budget from technology amenities to multimodal amenities to better fit the identified project needs.

Hub Locations

Project development has been ongoing since late 2022 and through this planning and engagement staff has learned a few things that will affect project locations and specific amenities:

- There are safety and security concerns from the Minneapolis Police Department (MPD), the local City Council Member and the community about hosting a permanent mobility hub at the Penn Ave N & Lowry Ave N site.
- Initial site planning at 26th Ave & Central Ave along with initial station planning for the upcoming Metro Transit F Line Bus Rapid Transit (BRT) route makes the original chosen site less desirable for multimodal connectivity and the ability to physically fit in the desired project features.
- Metro Transit is planning to include real-time transit information screens at three of the four planned sites because of new BRT construction at these locations.

While hosting a temporary mobility hub at the Penn Ave N & Lowry Ave N location last season, MPD approached the local City Council Member and community stakeholders about the impact of having a mobility hub and its amenities at this location and their belief that it was attracting crime and other undesirable behavior. MPD and the Council Member asked Hennepin County to close and fence the parcel restricting any access to the site and directed Public Works to remove the mobility hub and parklet. Given these concerns and that the City doesn't ultimately control the parcel has led City staff to want to move this hub to a new location at Nicollet Avenue and 26th St W. This site is very similar demographically to the original site, has a stronger community of supportive businesses and residents, and as it would be in the right-of-way, the City also fully controls the site. This new location is alongside dedicated bike infrastructure, has EV chargers as part of the EV Spot Network, and will likely see a BRT Line in the future as the Lake Street Kmart development site will open up Nicollet to through traffic once again.

This past summer, Metro Transit released their approved corridor plan for the F Line BRT line. Metro Transit's plan for upcoming station locations didn't include 26th Ave NE & Central Ave NE and the closest site on their plan (Central Ave NE & Lowry Ave NE) doesn't have sufficient space in the right-of-way for us to install many of the features we'd desired. After discussions with Metro Transit, Minneapolis Community Planning and Economic Development staff, and community stakeholders, City staff made the determination that moving the site roughly 10 blocks to the south at 14th Ave NE & Central Ave NE would be a better fit to achieve project goals. That intersection is slated for a new F Line BRT station and is an open parcel that the City owns directly. This new site has significantly better connectivity to the F Line BRT, and will allow us greater site control, increased flexibility and space to install every amenity desired including public space with new seating, lighting, package lockers and other amenities along with new EV chargers, a cargo bike sharing library. Additionally, over the past few years, there have been several new apartment buildings developed around the site, with more slated to be built in the next few years, that will need the increased mobility options a new mobility hub would bring.

Technology Budget

Through initial planning this past year, City staff learned that Metro Transit will be including real-time transit information screens adjacent to three of the four planned sites. This development has led City staff to rethink the "Beacons" originally included in the budget under Technology. Beacons will still be developed but will transition to a less digital model and focus more on informational resources to help travelers and residents better understand mobility hubs, how the different included mobility services work, how to sign up for service, etc. In the revised budget, the funds originally dedicated to "Beacons" has been reduced, and the majority of the remaining funds have been repurposed to the Multimodal

Amenities Category to 1) build out core infrastructure at 14th Ave NE & Central Ave NE site as it's currently an undeveloped parcel, 2) add in EV infrastructure at 14th Ave NE & Central Ave NE, and 3) augment other sites and budget categories as prices have risen significantly and changed since the original application in 2022, such as the increased cost of steel and its impact on things like lighting costs.

At this time, Metro Transit on behalf of the City of Minneapolis requests a scope change that would move the locations of two of the four mobility hub sites within the city and shift some Technology budget to Multimodal Amenities. Approval of this scope change will allow for a stronger mobility hub program as these shifts will allow for better siting, increased connectivity with future BRT routes and other transit, will leave the City with a stronger ability to complete the project as the city will control the land at both new sites and that the new sites offer greater space and flexibility to install amenities. The resulting revisions to the budget also lead us to feel confident that we still expect to meet the original project scope and deliver all the desired components, therefore we kindly request to retain the full original federal funding amount of \$2,000,000.

With your approval, we respectfully request the above-mentioned revision be made to the 2023-2026 STIP. Please advise of any additional information you may need and contact me with any questions.

Sincerely,

Meredith Klekotka, AICP
Shared Mobility Program Manager

Cc: Colleen Brown
Jody Carr
Cindy Krumsieg
Dan Erickson
Anna Flintoft, Metro Transit
Dillon Fried, City of Minneapolis
Russ Brooks, City of Minneapolis

FUNDING DATA FOR SCOPE CHANGE REQUEST

1. Original Application:

Regional Solicitation Year	2022
Application Funding Category	Unique Projects
HSIP Solicitation?	No
Application Total Project Cost	\$2,000,000
Federal Award	\$1,600,000
Application Federal Percentage of Total Project Cost	80%

Project Elements Being Removed:

	Original Application Cost
Penn Ave N & Lowry Ave N location	N/A
26th St NE & Central Ave NE location	N/A

New Project Elements:

	Cost (Based on Year of Costs in Original Application)
14th St NE & Central Ave NE	N/A
26th St E & Nicollet Ave	N/A

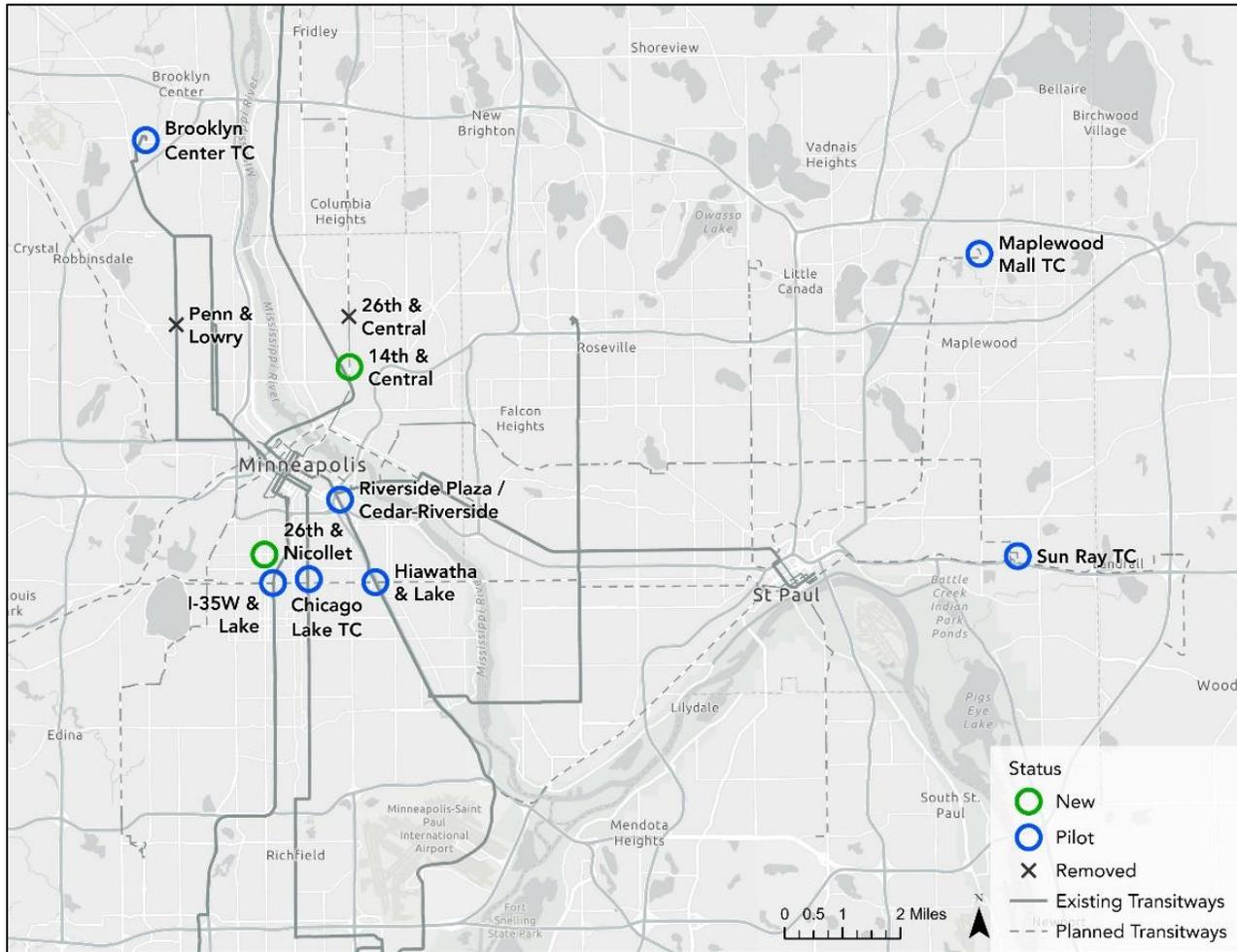
2. FUNDING SCENARIO

MOBILITY HUBS ESTIMATED BUDGET

SOURCES OF SUPPORT	Metro Transit	Minneapolis	Minneapolis - Updated	Updated Total
FEDERAL	600,000.00	1,000,000.00	1,000,000.00	1,600,000.00
LOCAL	150,000.00	250,000.00	250,000.00	400,000.00
Total Support	750,000.00	1,250,000.00	1,250,000.00	2,000,000.00
EXPENSES	Metro Transit	Minneapolis	Minneapolis - Updated	Updated Total
General Administration				
Salaries - MT	92,000.00			92,000.00
Fringes - MT	48,760.00			48,760.00
Salaries - MPLS		66,174.46	59,947.81	59,947.81
Fringes - MPLS		35,632.47	32,279.64	32,279.64
Installation Costs		98,693.07	92,272.55	92,272.55
Office	1,000.00			1,000.00
Legal & Finance	1,000.00			1,000.00
Subtotal	142,760.00	200,500.00	184,500.00	327,260.00
Professional Services	Metro Transit	Minneapolis	Minneapolis - Updated	Updated Total
Contractors	70,000.00	245,000.00	275,000.00	
Subtotal	70,000.00	245,000.00	275,000.00	345,000.00
Materials	Metro Transit	Minneapolis	Minneapolis - Updated	Updated Total
Technology	17,240.00	490,000.00	150,000.00	167,240.00
Multimodal infrastructure/improvements	300,000.00	88,500.00	248,000.00	548,000.00
Placemaking/Activation & Amenities	180,000.00	202,000.00	368,500.00	548,500.00
Resilience Hubs	40,000.00	24,000.00	24,000.00	64,000.00
Subtotal	537,240.00	804,500.00	790,500.00	1,327,740.00
Total Expenses	750,000.00	1,250,000.00	1,250,000.00	2,000,000.00

3. PROJECT MAP

Project map identifying mobility hub location changes for the City of Minneapolis sites



Map 1: Updated Regional Mobility Hub Map



2024 Regional Solicitation Updates

TAC Funding & Programming



April 18, 2024

2024 Regional Solicitation Funding Scores and Scenario Options

Steve Peterson, MTS



2024 Regional Solicitation Scores



Base Option shows \$200M (midpoint of the TAB established modal funding ranges, no overprogramming)

Future meetings will build on this base to add in approximately \$60M from the other funding programs (Carbon Reduction Program, PROTECT, Active Transportation, and any overprogramming, as directed by TAB)

Key Questions:

1. Once all of the funding is added the funding options, there will be more funding in the transit modal area than transit project requests. Last cycle, TAB did not want to fund to lowest scoring project in the transit category and directed staff to fund additional bicycle and pedestrian projects instead. What direction does TAB want to give staff as the funding scenarios are developed?
2. How much overprogramming does TAB want to see this funding cycle? Recent cycles have overprogrammed by 8% to 12% (approximately \$20M-\$30M). However, there is also a larger base of funding available with IIJA increases.
 - A. How much does TAB want to set aside out of the overprogramming for near-term projects for the 2026 cycle that need/want less lead time than 4 to 5 years (previously, unique project set-aside)?

2024 Regional Solicitation Funding Options/Themes



Does TAB have any ideas for potential funding options/themes for staff to develop for future meetings?

- Possible options for additional funds:
 - Mid-point: Distribute based on the TAB established modal funding ranges, to the midpoint of those ranges
 - Bike/Ped-Heavy: Shift additional funding to the bicycle and pedestrian modal area consistent with public survey results
 - Safety: Distribute funding based on the modal midpoint and then within each modal area based on scores awarded in safety measures
 - Others?



Steve Peterson

Senior Manager of Highway Planning and TAB/TAC Process

651-602-1819

Steven.Peterson@metc.state.mn.us



Other Relevant Slides from TAB on 4/17



Active Transportation Workgroup

Glen Johnson, Chair



2024 AT Funding Details



Details for Funding 2024 RS Active Transportation Projects

Will not be able to fund all of the 65 submitted AT projects

- Estimated total of \$28 million regional AT funding to be collected by end of 2024.

Need to set total funding and project cap for grants management pilot

- To build up internal capacity, limit total funds to up to \$15M and subsequently limit total number of projects.

Eligible projects to receive funding

- Small projects (AT projects with a funding request of \$2M or below).
- Earliest projects (Regional Solicitation application includes option to indicate earlier start dates).
 - 2025 or 2026 construction start.
- Projects that meet all legislative requirements.
 - High ranking projects which do not meet all requirements may still be funded with federal funds.

Pilot Project

- Details determined for this one-time process do not need to be carried over into future solicitations.
- Learning experience, will report back on lessons learned.

Regional Solicitation Project requirements

- Overall regional solicitation requirements (local match, eligibility of project costs, program year, scope change process, etc.) will remain for this round

2024 AT Funding Option Recommendation



The Working Group voted on the following motion:

1. To distribute up to \$15 million in regional sales tax funds for Regional Solicitation Active Transportation projects.
2. To select at least one project from each active transportation category in the Regional Solicitation (Multiuse Trails, Pedestrian and Safe Routes to School).
3. To select from smaller projects which requested less than \$2 million funding.
4. To select from projects which can begin their projects early, either in 2025 or 2026. Projects must begin construction by the end of 2026.
5. To select projects that can meet the additional legislative requirements.
6. That the highest scoring Regional Solicitation applications will receive priority for Active Transportation funding.
7. That selected projects will be required to still meet the 20% local match for Regional Solicitation projects.

All members voted in favor to send recommendation for TAB consideration

Active Transportation Next Steps



TAB to consider working group 2024 funding recommendation

If there is general consensus from TAB to do the pilot project, then staff will include AT funding in the overall funding scenarios for TAB's future consideration

- AT funding will be identified in all regional solicitation funding scenarios
 - AT funding will be voted on separately from federal funding
- Will move through the full TAB/TAC process

Working Group will discuss future solicitation details throughout 2024 and 2025

- Future solicitation recommendations will move through full TAB/TAC process
 - 2025 AT solicitation
 - 2026 and beyond AT solicitation

2024 Unique Projects Scores

Brian Martinson



2024 Unique Project Scores

ID	Application Name	Significance (39%)	Environmental Impact (21%)	Racial Equity (18%)	Multimodal Communities (13%)	Partnerships (9%)	Weighted Total	Final Score	Rank	Federal Request	Cumulative Request
20426	St Paul EV Carshare Vehicles for Evie and EV Spot Network	2.34	1.36	1.28	0.89	0.69	6.56	656	1	\$ 1,400,000	\$ 1,400,000
20478	WashCo EV Carshare Gold Line BRT	2.18	1.25	1.13	0.93	0.64	6.14	614	2	\$ 639,936	\$ 2,039,936
20257	Minneapolis Ramp A Mobility Hub	1.92	0.93	0.77	0.78	0.60	5.01	501	3	\$ 1,218,064	\$ 3,258,000
20230	Global Wellness Hyperloop	1.27	0.57	0.46	0.34	0.38	3.02	302	4	\$ 2,000,000	\$ 5,258,000
20415	Global Wellness Intl. Commerce Mobility	1.07	0.56	0.46	0.25	0.33	2.66	266	5	\$ 480,000	\$ 5,738,000
20491	OurStreetsMpls Building Awareness of Transp Impact on Environmental Health	-	-	-	-	-	-	-	-	\$2,640,000	\$ 8,378,000

Draft 2024 Funding Scenarios-Roadways

Traffic Management Technologies

Rank	ID	Applicant	Project Name	County	Cities	Functional Classification	Base Scenario	Federal	Match	Total	Cumulative Requested	Total Score
1	20334	Anoka Co *^#	CSAH 1 (East River Road) Traffic Management Technology Improvement Corridor	Anoka	Anoka, Coon Rapids, Fridley	Reliever, Expander	\$3,500,000	\$3,500,000	\$2,760,000	\$ 6,260,000	\$3,500,000	1031
2	20488	Washington Co	Washington County Traffic Signal Battery Backup Systems	Washington	Woodbury, Oakdale, Lake Elmo	Expander, Augmentor		\$532,000	\$133,000	\$ 665,000	\$4,032,000	843

* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project

\$3,500,000

Spot Mobility and Safety

Rank	ID	Applicant	Project Name	County	Cities	Functional Classification	Base Scenario	Federal	Match	Total	Cumulative Requested	Total Score
1	20412	Savage #	TH 13 and Quentin Ave Innovative Intersection	Scott	Savage	Principal Arterial	\$3,500,000	\$3,500,000	\$26,329,000	\$ 29,829,000	\$3,500,000	993
2	20217	Little Canada ^	Little Canada Road and Country Drive Intersection	Ramsey	Little Canada	Augmentor	\$3,500,000	\$3,500,000	\$5,414,000	\$ 8,914,000	\$7,000,000	766
3	20494	Washington Co *	Highway 61 and County Road 50 Intersection in Forest Lake	Washington	Forest Lake	Connector	\$1,674,880	\$1,674,880	\$418,720	\$ 2,093,600	\$8,674,880	655
4	20374	Bloomington	CSAH 1 and Old Cedar Avenue Intersection Safety Improvements	Hennepin	Bloomington	Expander	\$2,747,824	\$2,747,824	\$686,956	\$ 3,434,780	\$11,422,704	646
5	20331	Anoka Co	CSAH 14 and CSAH 23 Intersection Project	Anoka	Lino Lakes	PA, Reliever, Expander	\$2,137,360	\$2,137,360	\$534,340	\$ 2,671,700	\$13,560,064	616
6	20181	Dakota Co	Roundabout at CSAH 32 (Cliff Road) and I-35W East Frontage Road	Dakota	Burnsville	Expander		\$1,901,760	\$475,440	\$ 2,377,200	\$15,461,824	579
7	20144	Carver Co	CSAH 11 and CSAH 44 Intersection Safety Improvements	Carver	Chaska & Dahlgren Township	Connector, Expander		\$1,988,000	\$497,000	\$ 2,485,000	\$17,449,824	568
8	20081	Richfield	Richfield 76th Street and Knox Avenue Intersection Improvements	Hennepin	Richfield	Reliever		\$2,687,040	\$671,760	\$ 3,358,800	\$20,136,864	442
9	20492	Washington Co	CSAH 16 and Settlers Ridge Parkway Intersection in the City of Woodbury	Washington	Woodbury	Expander		\$2,384,160	\$596,040	\$ 2,980,200	\$22,521,024	366
10	20333	Anoka Co	CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Roundabout Project	Anoka	Lino Lakes	Expander		\$1,740,051	\$435,013	\$ 2,175,064	\$24,261,075	323

* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project

\$13,560,064

STRATEGIC CAPACITY

Rank	ID	Applicant	Project Name	County	Cities	Functional Classification	Base Scenario	Federal	Match	Total	Cumulative Requested	Total Score
1	20480	Burnsville *	Highway 13 Lynn to Washburn Safety & Mobility Project	Dakota, Scott	Burnsville, Savage	Principal Arterial	\$10,000,000	\$10,000,000	\$2,500,000	\$84,664,100	\$10,000,000	1126
2	20330	Anoka Co ^	TH 65/Bunker Lake Boulevard Interchange	Anoka	Ham Lake, Blaine	Principal Arterial	\$10,000,000	\$10,000,000	\$27,125,000	\$37,125,000	\$20,000,000	735
3	20139	Coon Rapids	TH 610 and East River Road Interchange Reconstruction	Anoka	Coon Rapids	Expander	\$10,000,000	\$10,000,000	\$25,687,000	\$35,687,000	\$30,000,000	573
4	20186	Dakota Co	CSAH 46 Expansion Safety and Mobility Project	Dakota	Coates, Rosemount, Empire	Expander, Connector		\$10,000,000	\$31,600,000	\$41,600,000	\$40,000,000	448
5	20195	Carver Co	Highway 5 Victoria Mobility & Safety Project	Carver	Victoria	Expander		\$10,000,000	\$9,158,200	\$19,158,200	\$50,000,000	395
6	20050	Dakota Co	I-35/CR 5/50 Interchange Reconstruction	Dakota	Lakeville	Expander, PA		\$10,000,000	\$22,670,000	\$32,670,000	\$60,000,000	337

* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project

\$30,000,000

Draft Funding Scenarios-Roadways

ROADWAY RECONSTRUCTION-MODERNIZATION

Rank	ID	Applicant	Project Name	County	Cities	Functional Classification	Base Scenario	Federal	Match	Total	Cumulative Requested	Total Score
1	20240	Saint Paul ^#	Robert Street Reconstruction	Ramsey	Saint Paul	Reliever	\$7,000,000	\$7,000,000	\$14,825,000	\$ 21,825,000	\$ 7,000,000	895
2	20253	Bloomington #	Bloomington W 98th Street at I-35W Modernization Project	Hennepin	Bloomington	Expander, Principal Arterial	\$3,455,040	\$3,455,040	\$863,760	\$ 4,318,800	\$ 10,455,040	860
3	20434	Hastings	Hastings Highway 61 Modernization	Dakota	Hastings	Principal Arterial	\$7,000,000	\$7,000,000	\$14,408,861	\$ 21,408,861	\$ 17,455,040	859
4	20242	Anoka (City) *	TH 47 at BNSF Railroad Crossing	Anoka	Anoka	Connector	\$7,000,000	\$7,000,000	\$12,848,000	\$ 19,848,000	\$ 24,455,040	788
5	20032	Hennepin Co	CSAH 5 (Minnetonka Blvd) Phase 2 Reconstruction Project	Hennepin	St. Louis Park	Reliever	\$7,000,000	\$7,000,000	\$13,800,000	\$ 20,800,000	\$ 31,455,040	760
6	20486	Saint Francis #	TH 47/St. Francis Blvd Modernization	Anoka	St. Francis	Connector	\$7,000,000	\$7,000,000	\$10,988,868	\$ 17,988,868	\$ 38,455,040	716
7	20236	Minneapolis #	University Avenue NE (TH 47) Complete Streets Project (Central Avenue NE to 9th Avenue NE)	Hennepin	Minneapolis	Augmentor, Reliever	\$7,000,000	\$7,000,000	\$2,232,520	\$ 9,232,520	\$ 45,455,040	708
8	20245	Minneapolis #	7th St S Reconstruction and Modernization	Hennepin	Minneapolis	Reliever	\$7,000,000	\$7,000,000	\$4,764,500	\$ 11,764,500	\$ 52,455,040	704
9	20035	Hennepin Co #	CSAH 152 (Cedar Ave) Phase 2 Reconstruction Project	Hennepin	Minneapolis	Augmentor		\$7,000,000	\$8,140,000	\$ 15,140,000	\$ 59,455,040	672
10	20194	Carver Co	TH 5 and TH 41 Intersection Modernization	Carver	Chaska, Chanhassen	Expander		\$7,000,000	\$6,526,900	\$ 13,526,900	\$ 66,455,040	635
11	20033	Hennepin Co #	CSAH 23 (Marshall St NE) Phase 2 Reconstruction Project	Hennepin	Minneapolis	Reliever		\$7,000,000	\$4,280,000	\$ 11,280,000	\$ 73,455,040	624
12	20036	Hennepin Co #	CSAH 153 (Lowry Ave NE/Kenzie Terr) Phase 3 Reconstruction Project	Hennepin	Minneapolis, St. Anthony	Augmentor		\$7,000,000	\$6,090,000	\$ 13,090,000	\$ 80,455,040	601
13	20080	Richfield #	Richfield West 76th Street Modernization	Hennepin	Richfield, Edina	Reliever		\$3,857,192	\$964,298	\$ 4,821,490	\$ 84,312,232	544
14	20136	Crystal #	W. Broadway Avenue and Douglas Drive Roundabout Modernization Project	Hennepin	Crystal	Expander		\$3,638,632	\$909,658	\$8,600,000	\$ 87,950,864	533
15	20034	Hennepin Co	CSAH 30 (93rd Ave) Reconstruction Project	Hennepin	Brooklyn Park, Maple Grove, Osseo	Reliever		\$7,000,000	\$5,190,000	\$ 12,190,000	\$ 94,950,864	515
16	20041	Dakota Co	117th Street Reconstruction and Modernization	Dakota	Inver Grove Heights	Expander		\$4,870,000	\$17,467,095	\$ 22,337,095	\$ 99,820,864	443
17	20490	Washington Co	CSAH 17 Corridor Improvements in Lake Elmo: CSAH 14 to 43rd St.	Washington	Lake Elmo	Connector		\$7,000,000	\$2,222,800	\$ 9,222,800	\$ 106,820,864	411

* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project

\$52,455,040

BRIDGES

Rank	ID	Applicant	Project Name	County	Cities	Functional Classification	Base Scenario	Federal	Match	Total	Cumulative Requested	Total Score
1	20043	Ramsey Co #	Replacement of Bridge 62519, CR C (CSAH 23) over the Burlington Northern Sante Fe Railroad	Ramsey	Roseville	Augmentor	\$ 7,000,000	\$ 7,000,000	\$ 1,848,926	\$ 8,848,926	\$ 7,000,000	931
2	20297	Minneapolis #	Cedar Lake Road Bridge Replacement Over BNSF Railway	Hennepin	Minneapolis	Minor Collector	\$ 4,854,400	\$ 4,854,400	\$ 1,213,600	\$ 6,068,000	\$ 11,854,400	903
3	20037	Hennepin Co #	CSAH 40 (Glenwood Ave) Bridge Replacement	Hennepin	Minneapolis	Reliever		\$ 3,304,000	\$ 826,000	\$ 4,130,000	\$ 15,158,400	845
4	20038	Hennepin Co	CSAH 121 (Fernbrook Ln) Bridge Replacement	Hennepin	Maple Grove	Major Collector		\$ 1,968,000	\$ 492,000	\$ 2,460,000	\$ 17,126,400	788
5	20039	Hennepin Co #	CSAH 146 (Brown Rd) Bridge Replacement	Hennepin	Orono	Major Collector		\$ 2,672,000	\$ 668,000	\$ 3,340,000	\$ 19,798,400	736

= Equity Bonus Project

\$11,854,400

Total Roadway

\$111,369,504

Draft 2024 Funding Scenarios-Transit and TDM

TRANSIT EXPANSION

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Scenario	Federal	Match	Total	Cumulative Requested	Total Score
1	20313	MVTA #	MOA to MN Zoo Service		X	Dakota, Hennepin	Bloomington, Apple Valley, Eagan	\$4,546,614	\$4,546,614	\$1,136,654	\$5,683,268	\$4,546,614	1011
2	20315	MVTA	4FUN Service Expansion		X	Dakota	Apple Valley, Rosemount	\$2,957,100	\$2,957,100	\$739,275	\$3,696,375	\$7,503,714	960
3	20306	Metro Transit	Metro Transit micro - Minnetonka Expansion		X	Hennepin	Minnetonka	\$4,253,600	\$4,253,600	\$1,063,400	\$5,317,000	\$11,757,314	666
4	20237	Metro Transit #	Metro transit micro - G Line Expansion		X	Dakota	Mendota Hts, Mendota, Lilydale, W St. Paul, Inver Grove Hts	\$3,986,533	\$3,986,533	\$996,633	\$4,983,166	\$15,743,847	610
5	20314	MVTA	Apple Valley Transit Station to Dakota County Technical College Service		X	Dakota, Hennepin, Scott	Prior Lake, Shakopee, Savage, Burnsville, Eagan, Bloomington		\$2,212,232	\$553,058	\$2,765,290	\$17,956,079	537

= Equity Bonus Project

\$15,743,847

TRANSIT MODERNIZATION

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Scenario	Federal	Match	Total	Cumulative Requested	Total Score
1	20075	Metro Transit #	Blue Line Franklin Ave Station Renovation			Hennepin	Minneapolis	\$7,000,000	\$7,000,000	\$5,750,000	\$12,750,000	\$7,000,000	937
2	20308	MVTA	Burnsville Transit Station Mobility Hub		X	Dakota	Burnsville	\$5,600,000	\$5,600,000	\$1,400,000	\$7,000,000	\$12,600,000	541
3	20310	MVTA #	Eagan Transit Station Modernization		X	Dakota	Eagan		\$1,709,062	\$427,265	\$2,136,327	\$14,309,062	475
4	20309	MVTA	Eagan Bus Garage Modernization		X	Dakota	Eagan		\$2,142,482	\$535,620	\$2,678,102	\$16,451,543	430

= Equity Bonus Project

\$12,600,000

Arterial Bus Rapid Transit

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Scenario	Federal	Match	Total	Cumulative Requested	Total Score
		Metro Transit		X				\$25,000,000	\$25,000,000	\$6,250,000	\$31,250,000	\$25,000,000	

\$25,000,000

TMO/TDM

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Scenario	Federal	Match	Total	Cumulative Requested	Total Score
			TMO Setaside for 2028-2029	N/A	N/A			\$5,000,000	\$5,000,000	\$1,250,000	\$6,250,000	\$5,000,000	
			TDM Setaside for 2028-2029	N/A	N/A			\$1,200,000	\$1,200,000	\$300,000	\$1,500,000	\$6,200,000	

\$6,200,000

Travel Demand Management

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Scenario	Federal	Match	Total	Cumulative Requested	Total Score
1	20462	HourCar #	Expanding Access to the Benefits of Electrified Transportation	N/A	N/A	Hennepin, Ramsey	Mpls, St. Paul, St. Louis Park, Hopkins, Richfield, Bloomington, Little Canada	\$500,000	\$500,000	\$125,000	\$625,000	\$500,000	1089
2	20311	MVTA	Travel Training Program	N/A	N/A	Dakota, Scott	Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan, Rosemount	\$400,000	\$400,000	\$100,000	\$500,000	\$900,000	974
3	20489	Move Minnesota #	Embracing East Metro Transit Expansions Through Events	N/A	N/A	Ramsey, Washington	Saint Paul, Roseville, Woodbury, Maplewood, Oakdale	\$492,349	\$492,349	\$123,088	\$615,437	\$1,392,349	732
4	20312	MVTA	Event Service Coordination Program	N/A	N/A	Dakota	Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan, Rosemount		\$400,000	\$100,000	\$500,000	\$1,792,349	649
5	20439	Minneapolis Park and Rec	Cycling elderly to and within Minneapolis city parks	N/A	N/A	Hennepin	Minneapolis		\$285,450	\$71,363	\$356,813	\$2,077,799	579

= Equity Bonus Project

\$1,392,349

Total Transit/TDM

\$59,736,196

**Draft 2024 Funding Scenarios-Bicycle and Pedestrian
MULTIUSE TRAILS AND BICYCLE FACILITIES**

Rank	ID	Applicant	Project Name	County	Cities	Year	Base Scenario	Federal	Match	Total	Cumulative Requested	Total Score
1	20260	Hennepin Co #	CSAH 152 (Washington Ave) Bikeway Project	Hennepin	Minneapolis	28	\$5,500,000	\$5,500,000	\$4,070,000	\$9,570,000	\$5,500,000	1003
2	20235	Minneapolis #	Northside Greenway Phase 2	Hennepin	Minneapolis	28	\$2,865,490	\$2,865,490	\$716,373	\$3,581,863	\$8,365,490	955
3	20243	Minneapolis *	University Avenue and 4th Street Separated Bicycle Facility	Hennepin	Minneapolis	27, 28	\$5,500,000	\$5,500,000	\$2,860,130	\$8,360,130	\$13,865,490	950
4	20222	Minneapolis #	E/W 34th St Neighborhood Greenway	Hennepin	Minneapolis	29	\$3,024,000	\$3,024,000	\$756,000	\$3,780,000	\$16,889,490	912
5	20170	Three Rivers PD #	CP Rail Regional Trail: North Segment (New Construction)	Hennepin	New Hope, Crystal, Golden Va	29	\$5,500,000	\$5,500,000	\$1,575,384	\$7,075,384	\$22,389,490	876
6	20196	Dakota Co	CSAH 42 Trail Gap Project	Dakota	Burnsville	26, 27, 28, 29		\$1,444,000	\$361,000	\$1,805,000	\$23,833,490	863
7	20254	Hennepin Co	CSAHs 33 and 35 (Park Ave and Portland Ave) Bikeway Proj	Hennepin	Minneapolis	28		\$5,500,000	\$3,560,000	\$9,060,000	\$29,333,490	861
8	20247	Farmington #	North Creek Greenway - Farmington	Dakota	Farmington	26, 27, 28, 29		\$1,579,776	\$394,944	\$1,974,720	\$18,469,266	857
9	20173	Three Rivers PD #	North Cedar Lake Regional Trail - Reconstruction	Hennepin	St. Louis Park, Hopkins	29		\$4,104,674	\$1,026,168	\$5,130,842	\$33,438,164	845
10-T	20166	Three Rivers PD #	Shingle Creek Regional Trail - Reconstruction	Hennepin	Brooklyn Park	29		\$966,963	\$241,741	\$1,208,704	\$34,405,127	844
10-T	20174	Three Rivers PD #	CP Rail Regional Trail - South Segment (New Construction)	Hennepin	Edina, Bloomington	29		\$5,500,000	\$1,723,698	\$7,223,698	\$39,905,127	844
12	20226	Dakota Co #	River to River Greenway Valley Park Trail & TH 149 Underpass	Dakota	Mendota Heights	25, 28		\$2,080,000	\$520,000	\$2,600,000	\$41,985,127	823
13	20261	Three Rivers PD #	Medicine Lake Regional Trail: East Segment (Reconstruction)	Hennepin	Plymouth	29		\$3,137,078	\$784,269	\$3,921,347	\$45,122,205	821
14	20227	Dakota Co	North Creek Greenway CSAH 42 Trail and Crossing	Dakota	Apple Valley	25, 28		\$2,100,000	\$525,000	\$2,625,000	\$47,222,205	819
15	20493	Shakopee	Stagecoach Rd Trail	Scott	Shakopee	25, 26, 27, 28		\$600,000	\$150,000	\$750,000	\$47,822,205	817
16	20233	Dakota Co #	Butler Avenue Trail	Dakota	West Saint Paul	25, 26, 27, 28		\$1,375,200	\$343,800	\$1,719,000	\$49,197,405	796
17	20482	Hopkins #	17th Avenue Multiuse Trail Green Line Connection	Hennepin	Hopkins	25, 26, 27, 28, 29		\$1,960,000	\$490,000	\$2,450,000	\$51,157,405	791
18	20078	Richfield #	Richfield 73rd Street Ped/Bike Bridge Modernization & Trail	Hennepin	Richfield	29		\$5,500,000	\$2,627,520	\$8,127,520	\$56,657,405	785
19	20172	Three Rivers PD #	Lake Independence Regional Trail (Reconstruction)	Hennepin	Orono	29		\$2,558,838	\$639,710	\$3,198,548	\$59,216,243	780
T-20	20475	St. Louis Park #	St. Louis Park - West End Trail Connection	Hennepin	St. Louis Park	28		\$4,000,000	\$1,000,000	\$5,000,000	\$63,216,243	779
T-20	20183	Three Rivers PD #	West Mississippi River Regional Trail: East Segment - New	Hennepin	Champlin	29		\$3,863,348	\$965,838	\$4,829,186	\$67,079,591	779
T-22	20171	Three Rivers PD #	Dakota Rail - Luce Line Connector	Hennepin	Orono, Wayzata	29		\$3,410,993	\$852,748	\$4,263,741	\$70,490,584	770
T-22	20228	Dakota Co	Lake Marion Greenway Lakeville Trail	Dakota	Lakeville	27, 28, 29		\$2,800,000	\$700,000	\$3,500,000	\$73,290,584	770
24	20485	South Saint Paul #	Bryant Avenue Pedestrian Bridge	Dakota	South Saint Paul	26, 27, 28		\$4,960,000	\$1,240,000	\$6,200,000	\$78,250,584	768
25	20187	Saint Paul #	Flandrau St Bicycle Boulevard	Ramsey	Saint Paul	29		\$2,383,660	\$595,915	\$2,979,575	\$80,634,244	741
26	20062	Brooklyn Park	Brooklyn Park - Rush Creek Regional Trail Grade Separation	Hennepin	Brooklyn Park	25, 26, 27, 28		\$1,136,080	\$284,020	\$1,420,100	\$81,770,324	733
27	20513	Fridley	Mississippi Street/CSAH 6 Trail Construction	Anoka	Fridley	25, 26, 27, 28, 29		\$5,500,000	\$1,790,950	\$7,290,950	\$87,270,324	732
28	20044	Ramsey Co	Victoria Street Regional Trail	Ramsey	Roseville, Shoreview	28		\$2,391,812	\$597,953	\$2,989,765	\$89,662,136	730
29	20045	Ramsey Co	Lake Johanna Boulevard Regional Trail, City of Arden Hills,	Ramsey	Arden Hills	28		\$4,399,933	\$1,099,983	\$5,499,916	\$94,062,069	702
30	20479	Ramsey Co	County Road D Multiuse Trail	Ramsey	Vadnais Heights, Little Canada	27, 28, 29		\$3,005,349	\$751,337	\$3,756,686	\$97,067,418	699
T-31	20141	Ramsey Co	Vadnais Boulevard Regional Trail	Ramsey	Vadnais Heights, Little Canada	28		\$5,500,000	\$3,043,521	\$8,543,521	\$102,567,418	698
T-31	20502	Washington Co	Hardwood Creek Regional Trail Extension	Washington	Hugo	26, 27, 28, 29		\$580,238	\$503,525	\$1,083,763	\$103,147,656	689
33	20389	Scott Co	Louisville Segment to the Merriam Junction Regional Trail	Scott	Shakopee, Louisville Township	27, 28, 29		\$5,500,000	\$2,264,752	\$7,764,752	\$108,647,656	687
34	20143	Carver Co	MN River Bluffs Regional Trail	Carver	Chanhassen, Eden Prairie	25, 26, 27, 28, 29		\$1,861,600	\$465,400	\$2,327,000	\$110,509,256	680
35	20231	Three Rivers PD #	Medicine Lake Regional Trail - West Segment (Reconstruction)	Hennepin	Maple Grove	29		\$3,522,812	\$880,703	\$4,403,515	\$114,032,068	670
36	20182	Three Rivers PD #	Crow River Regional Trail: New Construction	Hennepin	Greenfield, Rockford	29		\$1,466,551	\$366,638	\$1,833,189	\$115,498,619	641
37	20427	Lakeville	Holyoke Avenue Pedestrian Underpass Improvements	Dakota	Lakeville	26, 27, 28		\$1,052,784	\$263,196	\$1,315,980	\$116,551,403	608
38	20259	Hennepin Co	CR 116 (Fletcher Ln) Bikeway Project	Hennepin	Corcoran, Rogers	29		\$5,500,000	\$1,550,000	\$7,050,000	\$122,051,403	587

* = Deficiencies/Safety High Score; #Equity Bonus Project

\$22,389,490

Draft Funding Scenarios-Bicycle and Pedestrian

PEDESTRIAN FACILITIES

Rank	ID	Applicant	Project Name	County	Cities	Year	Base Scenario	Federal	Match	Total	Cumulative Requested	Total Score
1	20210	Minneapolis	Nicollet Avenue pedestrian improvements	Hennepin	Minneapolis	29	\$1,983,200	\$1,983,200	\$495,800	\$2,479,000	\$1,983,200	964
2	20409	Minneapolis	Marcy-Holmes Dinkytown Pedestrian Improvements	Hennepin	Minneapolis	28	\$1,508,000	\$1,508,000	\$377,000	\$1,885,000	\$3,491,200	866
3	20402	Minneapolis	26th St, 27th St, and 28th St pedestrian improvements	Hennepin	Minneapolis	28	\$1,620,000	\$1,620,000	\$405,000	\$2,025,000	\$5,111,200	846
4	20147	Brooklyn Center *#	Brooklyn Center High School Pedestrian Improvements	Hennepin	Brooklyn Center	26, 27, 28, 29		\$2,000,000	\$878,000	\$2,878,000	\$7,111,200	839
5	20063	Brooklyn Park	Blue Line Extension LRT Sidewalk Connections	Hennepin	Brooklyn Park	26, 27, 28, 29		\$1,480,800	\$370,200	\$1,851,000	\$8,592,000	813
6	20303	Saint Paul	Saint Paul Gold Line Pedestrian Enhancement	Ramsey	Saint Paul	27, 28		\$2,000,000	\$592,825	\$2,592,825	\$10,592,000	767
7	20077	Richfield	Richfield 73rd Street Sidewalk	Hennepin	Richfield	26, 27, 28, 29		\$1,046,040	\$261,510	\$1,307,550	\$11,638,040	746
T-8	20487	Burnsville	Greenwood Drive Sidewalk	Dakota	Burnsville	25, 26, 27, 28, 29		\$269,150	\$67,288	\$336,438	\$11,907,190	731
T-8	20201	Woodbury	Valley Creek Road Trail Gap	Washington	Woodbury	27, 28		\$963,200	\$240,800	\$1,204,000	\$12,870,390	731
10	20079	Richfield	Richfield 64th Street Sidewalk	Hennepin	Richfield	26, 27, 28, 29		\$853,660	\$213,415	\$1,067,075	\$13,724,050	709
11	20248	West Saint Paul	Lothenbach Avenue Sidewalk	Dakota	West St. Paul	27, 28, 29		\$756,800	\$189,200	\$946,000	\$14,480,850	693
12	20373	Bloomington	Normandale Boulevard Pedestrian Improvements	Hennepin	Bloomington	26, 27, 28, 29		\$2,000,000	\$704,628	\$2,704,628	\$16,480,850	686
13	20255	Hennepin Co	CSAH 35 (Portland Ave) Pedestrian Project	Hennepin	Minneapolis	28		\$2,000,000	\$820,000	\$2,820,000	\$18,480,850	681
14	20256	Hennepin Co	CSAH 70 (Medicine Lake Rd) Pedestrian Project	Hennepin	Crystal, Golden Valley, New Hope	29		\$2,000,000	\$530,000	\$2,530,000	\$20,480,850	669
15	20193	Carver Co	Rolling Acres Road Pedestrian Grade Separated Crossing	Carver	Victoria	25, 26, 27, 28		\$2,000,000	\$2,763,000	\$4,763,000	\$22,480,850	657
16	20476	Carver (City)	City of Carver Main Street Pedestrian Project	Carver	Carver	25, 26, 27, 28, 29		\$2,000,000	\$574,430	\$2,574,430	\$24,480,850	631
17	20202	Woodbury	Woodbury Pedestrian System Gaps Project	Washington	Woodbury	29		\$1,635,494	\$408,874	\$2,044,368	\$26,116,344	621

* = Deficiencies/Safety High Score; #Equity Bonus Project

\$5,111,200

SAFE ROUTES TO SCHOOL (SRTS) INFRASTRUCTURE

Rank	ID	Applicant	Project Name	County	Cities	Year	Base Scenario	Federal	Match	Total	Cumulative Requested	Total Score
1	20410	Fridley *	Fridley SRTS Improvements Project	Anoka	Fridley	25, 26, 27, 28	\$1,000,000	\$1,000,000	\$253,000	\$1,253,000	\$1,000,000	936
2	20414	South Saint Paul #	Marie Avenue SRTS	Dakota	South St. Paul	26, 27	\$1,000,000	\$1,000,000	\$4,370,000	\$5,370,000	\$2,000,000	921
3	20263	Minneapolis #	Pleasant Ave Safe Routes to School Improvements	Hennepin	Minneapolis	29		\$1,000,000	\$269,100	\$1,269,100	\$3,000,000	890
4	20495	Dakota Co	Butler Avenue (CR 4) School Safety Improvements	Dakota	West St. Paul	25, 26, 27, 28, 29		\$320,000	\$80,000	\$400,000	\$3,320,000	782
5	20251	Saint Paul #	West Side SRTS Pedestrian Improvements	Ramsey	Saint Paul	28		\$777,400	\$194,350	\$971,750	\$4,097,400	728
6	20262	Minneapolis #	Hayes St & Ulysses St Safe Routes to School Improvements	Hennepin	Minneapolis	28		\$953,320	\$238,330	\$1,191,650	\$5,050,720	718
7	20128	Jordan	Sunset Drive Improvements	Scott	Jordan	25, 26		\$1,000,000	\$679,000	\$1,679,000	\$6,050,720	709
8	20449	Lakeville	185th Street Trail Project (SRTS)	Dakota	Lakeville	25, 26, 27, 28, 29		\$704,500	\$176,240	\$880,740	\$6,755,220	689
9	20258	Hennepin Co	CSAH 82 (Mill St) SRTS Project	Hennepin	Excelsior, Shoreview	26		\$1,000,000	\$2,170,000	\$3,170,000	\$7,755,220	640
10	20408	Arden Hills #	Old Highway 10 Trail SRTS Improvements	Ramsey	Arden Hills	25, 26, 27, 28, 29		\$1,000,000	\$2,679,000	\$3,679,000	\$8,755,220	639

* = Deficiencies/Safety High Score; #Equity Bonus Project

\$2,000,000

\$29,500,690

2024 Regional Solicitation Application Scoring
Unique Projects

Rank	ID	Application	County	Cities	Base Scenario	Federal Request	Cumulative Request	Final Score
0	N/A	Travel Behavior Inventory	All	All	\$1,250,000	\$1,250,000	\$1,250,000	N/A
1	20426	St Paul EV Carshare Vehicles for Evie and EV Spot Network	Hennepin, Ramsey	Saint Paul, Minneapolis	\$1,400,000	\$1,400,000	\$2,650,000	656
2	20478	WashCo EV Carshare Gold Line BRT	Washington	Oakdale, Woodbury	\$639,936	\$639,936	\$3,289,936	614
3	20257	Minneapolis Ramp A Mobility Hub	Hennepin	Minneapolis	\$1,210,064 *	\$1,218,064	\$4,508,000	501
4	20230	Global Wellness Hyperloop	Dakota, Hennepin	Multiple		\$2,000,000	\$6,508,000	302
5	20415	Global Wellness Intl. Commerce Mobility	Region-Wide	Region-Wide		\$480,000	\$6,988,000	266
6	20491	OutStreetsMpls Building Awareness of Transp Impact on Environmental Health	Region-Wide	Region-Wide		\$2,640,000	\$9,628,000	-
					\$4,500,000			

*Award reduced \$8,000 from request to balance total award with setaside.

2024 Regional Solicitation Application Scoring
Unique Projects

Rank	ID	Application	County	Cities	Base Scenario	Federal Request	Cumulative Request	Final Score
0	N/A	Travel Behavior Inventory	All	All	\$1,250,000	\$1,250,000	\$1,250,000	N/A
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2	20478	WashCo EV Carshare Gold Line BRT	Washington	Oakdale, Woodbury	\$639,936	\$639,936	\$3,289,936	614
3	20257	Minneapolis Ramp A Mobility Hub	Hennepin	Minneapolis	\$1,210,064 *	\$1,218,064	\$4,508,000	501
4	20230	Global Wellness Hyperloop	Dakota, Hennepin	Multiple		\$2,000,000	\$6,508,000	302
5	20415	Global Wellness Intl. Commerce Mobility	Region-Wide	Region-Wide		\$480,000	\$6,988,000	266
6	20491	OurStreetsMpls Building Awareness of Transp Impact on Environmental Health	Region-Wide	Region-Wide		\$2,640,000	\$9,628,000	-
					\$4,500,000			

*Award reduced \$8,000 from request to balance total award with setaside.

Information Item

Transportation Advisory Board



Meeting date: April 18, 2024

Topic

Scope Change Policy Update

District(s), member(s):	All
Policy/legal reference:	TAB Action
Staff prepared/presented:	Joe Barbeau, Planning Analyst, 651-602-1819
Division/department:	Transportation / Metropolitan Transportation Services (MTS)

Background

The scope change policy, updated in 2018 and 2019, was designed to allow project sponsors to make changes to their projects with the assurance that the project's benefits are intact. Key elements of the current policy include:

- Guidance on what requests are ineligible and what eligible requests need formal approval, as opposed to administrative or informal approval.
- Procedure for staff to determine whether to recommend approval of a scope change request and to provide options for a possible reduction in federal funding.

The policy is written for requested changes related to termini, changing needs for bus types, and other changes that occur during project development. However, in recent years, most scope change requests have related to eliminating a part of a project so it can be completed elsewhere as part of a different project. Requests like this are not well-addressed in the existing policy.

A working group of technical committee members, MnDOT State Aid, and transit representatives was formed to discuss this dilemma along with a similar concern with the Program Year Policy.¹ The primary questions the group addressed around the Scope change policy were:

- Should federal funds be retained for removed project elements being completed as part of another project (as has been recent practice in the absence of policy direction)?
- Should scoring analyses be completed (given that a sponsor still promises to complete the project; again, in the absence of policy direction)?

As shown in the attached document with changes tracked, participants favor simplicity for requests that would not change the "on-the-ground" results of a project, regardless of who completes it.

Highlights of the attached changes include:

- Inclusion of several examples of project changes that do not need to go through the formal process provided the projects are going to be completed as applied for. In other words, these changes would be approved at the staff level.
- Federal funding is retained because the "transaction" (i.e., federal award in exchange for a project) would remain intact.
- Exceptions to the above two bullets that would lead to a formal process:

¹ This policy will be addressed in the coming months. The issue is that many on-schedule projects are requesting delay by more than one year because they're being enveloped into larger projects.

- If the value of the transitioned project elements exceeds the thresholds shown in Table 1.
- The project absorbing the applicant project must be in the TIP or, if not federal, in an agency-approved capital program within the next four years.
- As long as all project elements are retained (i.e., nothing changes “on-the-ground”), federal funding is retained.
- No scoring analysis is needed for requests that lead to no on-the-ground changes.

Changes not specifically related to moving elements to other projects include:

- Informal scope changes can have federal retention of up to \$100,000. Any request for federal retention above that amount would need to be a formal scope change. This solves the issue of staff’s discomfort with allowing for funding retention at an administrative level for minor changes.
- Clarification that changing a transit project from a vehicle purchase to leasing vehicles is not subject to the formal scope change process. This was added as a result of a recent request.
- Any federal funding reduction resulting from reduction of project elements determined to be less than \$50,000 will be retained by the applicant. This is meant to address the dilemma of when to reduce federal funding for project elements that are removed.



Scope Change Policy

Projects awarded federal funds by the Transportation Advisory Board (TAB) as part of the Regional Solicitation or Highway Safety Improvement Program (HSIP) are often concepts that are further developed in the period from project application to implementation. Project sponsors work on activities after funds are awarded such as preliminary and final design, environmental studies, and public involvement. Sometimes during this project development process, the project sponsor wants to make changes to the scope of the project. Changes to a project's scope could affect its benefits to the region. It is important to the TAB that any change in a project's scope does not substantially reduce these benefits.

Scope Changes

A scope change is any revision that changes the physical characteristics of the project and has the potential to add to or detract from the project's benefits to the region. The project description in the original funding application serves as the project's scope for the purpose of determining whether a scope change is needed.

Three Levels of Scope Changes

There are three types of scope changes described below. The TAB Coordinator, the MnDOT Metro District Federal Aid Program Coordinator (for Federal Highway Administration-administered projects), and the Transit Federal Grants Manager (for Federal Transit Administration-administered projects) will determine the type of scope change.

Administrative scope changes:

Minor changes that typically occur when projects move into detailed design or minor additions such as project amenities or aesthetic items do not need TAB Coordinator/Metropolitan Council staff review. The MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Transit Federal Grants Manager can review and approve minor changes including, but not limited to:

- Removing or adding of minor items, such as benches, waste receptacles, signage, etc.
- Changing the design of aesthetic items, such as lighting, railings, benches, etc.
- Adding items due to normal detailed design of a project such as noise walls, retaining walls, storm sewers, bike racks, wi-fi, etc.
- Adding new project elements/improvements funded through another source (e.g., a change to a more fuel-efficient bus) or combining a TAB-funded project with one or more separate non-TAB funded projects to improve efficiency and reduce construction impacts (e.g., combining a roadway project with an adjacent mill and overlay project). These changes should not detract from the original scope.
- Changing the width of a bike path (must still meet standards).

Informal scope changes:

Scope changes that exceed the standards of administrative scope changes are brought for a consultation between the TAB Coordinator; the MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Transit Federal Grants Manager; and Council staff. The consultation will determine if the scope change can be approved through an informal process or if a formal scope change request is needed due to the potential negative impacts of the changes. An informal scope change may include, but is not limited to:

- Slightly changing a bike or pedestrian trail route alignment while still making the major connections.

- Combining two separate TAB-funded projects, provided this does not threaten to negatively impact either project.
- Changing the termini of a project, provided this does not threaten to negatively impact the project.
- Changing a pedestrian overpass to an underpass; or an underpass to an overpass.
- Changing an intersection treatment (e.g., a traffic signal to a roundabout) or an interchange design.
- Changing bus length, fuel source, type, or number, provided there is no resulting decrease in transit service.
- Changing transit project from purchasing vehicle to leasing vehicles.
- Reversion to the original scope (or a previously approved scope change). Note that any federal funds taken away in a previous scope change cannot be returned; the entire scope would need to be completed with the reduced federal contribution.
- Moving elements such as a trail, sidewalk, pedestrian bridge, traffic signal, transit stop, transit vehicle, etc., to another project, provided that the on-the-ground result does not change and the federal value being removed is less than the thresholds shown in Table 1. The project absorbing these project elements must be included in the existing Transportation Improvement Program (TIP) or in the case of non-federal projects, an agency-approved capital program within the next four years. A letter of commitment from the recipient project sponsor is also required. Because the entire applied-for project is being completed, federal funds will be fully retained.

Table 1 – Value removal thresholds for requests in the above bullet to be moved to the formal process.

<u>Federal Project Value*</u>	<u>Removal Threshold</u>
<u><\$500,000</u>	<u>20%</u>
<u>\$500,001 - \$1,000,000</u>	<u>\$100,000 or 20%</u>
<u>\$1,000,001 - \$7,000,000</u>	<u>\$500,000 or 20%</u>
<u>>\$7,000,000</u>	<u>\$1,000,000 or 20%</u>

*Based on total project cost in original application.

Some informal changes lead to project cost reductions. Any scope change request that a) otherwise meets the definition of informal and b) does not move all removed elements to another project and includes a cost reduction¹ above \$100,000 is a formal scope change.

Formal scope changes:

Any change that may significantly alter the estimated benefits to the region (particularly if altered to the degree where the revised scope may not have justified its original selection) must go through the formal committee process and be approved by TAB. A formal scope change request process is likely to be needed in instances including, but not limited to:

- Removing significant elements such as a trail, sidewalk, pedestrian bridge, traffic signal, transit stop, transit vehicle, etc.
- Adding elements that detract from the value or intent of the original application.
- Removing proposed access closures, if the closures are described in the project description and used to score points in the application.
- Reducing the frequency or hours of transit service.

¹ Cost reduction is calculated by estimating the value, at the time of application, of any project elements being removed. While project elements may be allowed to be added to the scope, their costs do not offset the costs of removed elements.

- Reducing the number of parking spaces in a park-and-ride facility.
- Changing the number of travel lanes.
- Shifting from a bridge replacement project to a bridge rehabilitation project.
- Changing designs from an off-road trail to on-road bicycle route.

Ineligible Requests

The TAB Coordinator may inform the project sponsor that the proposed revisions exceed the limits of a scope change and that the proposed change constitutes a new project. Such requests will not be processed through the TAC and TAB and that the original project should either be completed or withdrawn. If the project is to be withdrawn, the project sponsor should submit a formal letter to the TAB Coordinator stating that the project is being withdrawn and federal funds are being returned to the region for reallocation. A proposed change will be considered a new project and therefore not eligible for a scope change if it is:

- Relocating the project away from the defined problem, need, or location, such as switching transit start-up service from one market area to another
- Moving funding from one project to another, such as moving funds awarded to a project on County Road A to the same, similar, or different work on County Road Z.
- Eliminating the primary improvement proposed in the project description (e.g., a bridge will not be improved for a project submitted in the bridge application category or a trail will not be improved in the multiuse trails application category).

Steps and Requirements to Determine Scope Change Type and Request a Formal Scope Change

The following steps must be followed to determine a scope change type and whether the proposed change needs to go through the formal scope change request process. It should be noted that once a MnDOT Metro District State Aid project has been authorized, the project scope cannot change.

1. The project sponsor informs the TAB Coordinator and the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Transit Grants Manager that it wants to change a project. At this time, the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Transit Federal Grants Manager may determine that the change is minor in scope and no further action is needed. If the requested change is more substantial, the project sponsor will be asked to provide a written description of the proposed scope change and a map or schematics showing how the proposed scope change affects the project.
2. Upon this submittal, the TAB Coordinator will consult with the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Grants Manager to discuss the extent of the changes and whether the scope change will require a formal scope change request. The TAB Coordinator will contact the project sponsor and inform them whether the proposed modification can be accomplished administratively or whether it will trigger a formal scope change request and/or TIP amendment² request.

² A TIP amendment request is only required to accompany a scope change request if the project is in the current fiscal year and either the project description changes in the TIP, the project termini change by 0.3-mile or greater, or the funding amount changes enough to meet federal TIP amendment thresholds.

3. For a formal scope change request, the project sponsor must provide data on the revised project scope to the TAB Coordinator, including a complete project description; location map; project layout, sketches, or schematics; and a discussion of project benefits being retained, gained, or lost. Applicants must provide a cost breakdown of the TAB-eligible items proposed for removal and addition (in the year of costs used in the original application) using the attached project cost worksheet. Failure to do so can result in the request not being included on the TAC Funding & Programming Committee's agenda.
4. Council staff and will conduct an analysis of the requested change, including the background information provided by the project sponsor for consideration by the TAC Funding & Programming Committee. The Committee will discuss the staff analysis and recommend one the following to TAC and TAB (see detailed sections below and on the following page about determining scope change and federal funding amount recommendations):
 - Approval of the scope change as requested;
 - Approval of the scope change request with modifications to the scope and/or a recommended reduction of federal funds; or
 - Denial of the requested change

Determining the Scope Change Approval Recommendation

To determine whether the scope change request should be approved, the TAC Funding & Programming Committee will discuss the merits of the proposed changes and weigh the overall benefits or reduction of benefits to the region. Council staff will provide a written analysis regarding the potential impacts of the proposed changes. The affected scoring measures, except for cost-effectiveness (any cost increases are paid for by the local agency and not federal funds), will be analyzed by Council staff to determine if each sub-score would have likely increased, decreased, or stayed the same with the scope change (a precise rescoring of the application is not possible since applications were scored against each other at a specific moment in time). Council staff will then evaluate whether the total score would have likely increased, decreased, or stayed roughly the same based on the summation of the sub-score changes. This relative change in the total score will be compared to the scoring gap between the project's original score and the highest unfunded project in the same application category. The TAC Funding & Programming Committee may consider recommending denial of the scope change request if it is clear that the project would have scored fewer points than the highest-scoring unfunded project (i.e., the project would have been undoubtedly below the funding line). Council staff may confirm their findings with the original scorer of the measure and/or request additional information of the applicant, if necessary. Project sponsor must attend TAC Funding & Programming, TAC, and TAB meetings, where the item is on the agenda.

NOTE: for project requests that result in the on-the-ground project not changing (i.e., project elements being moved directly to another project), this analysis is not necessary.

Determining the Federal Funding Amount Recommendation

To determine whether federal funds should be recommended to be removed from a project, Council staff will assess the project elements being reduced or removed and provide this information to the TAC Funding & Programming Committee. While adding eligible project elements is permitted, federal funds cannot be shifted away from any removed elements to new project elements unless the

removed elements are being done as part of some other programmed project. Federal funds cannot be added to a project beyond the original award as part of a scope change.

Applicants must provide a revised cost estimate including a cost breakdown of the items proposed for removal using the attached project cost worksheet. Any removed or added items should use the costs in the year requested in the original application instead of the year of construction costs. Regional Solicitation projects must continue to maintain at least a 20% non-federal match, while HSIP projects must continue to maintain at least a 10% non-federal match.

Staff may recommend federal funding reduction options, if applicable, based on the federal share of the cost of the project elements being removed or the proportionate reduction of project benefits in cases in which that is discernable (e.g., number of parking spaces or length of sidewalk) and/or another method developed by staff or the TAC Funding & Programming Committee. Any federal funding reduction determined to be less than \$50,000 will be retained by the applicant. A recommendation will move from TAC Funding & Programming Committee to the TAC and TAB for approval. If applicable, a TIP amendment request will also be moved for approval through the Metropolitan Council.

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	
Application Funding Category	
HSIP Solicitation?	Yes No
Application Total Project Cost	
Federal Award	
Application Federal Percentage of Total Project Cost	

Project Elements Being Removed:

	Original Application Cost

New Project Elements:

	Cost (Based on Year of Costs in Original Application)