Richfield City Council Agenda
October 14, 2025 -- 5:45 PM

Richfield Municipal Center
Council Chambers
6700 Portland Avenue South

1. **Call to Order**
2. **Item Discussion**
   a. **I-494 Phase 2 - Continued Discussion with MnDOT Staff**
3. **Adjournment**

Auxiliary aids for individuals with disabilities are available upon request. Requests must be made at least 96 hours in advance to the City Clerk at 612-861-9739.

Includes Materials - Materials relating to these agenda items can be found in the Council Chambers Agenda Packet book located by the entrance. The complete Council Agenda Packet is available electronically on the City of Richfield website.

City Council Meeting 10/14/2025
Agenda Section: Item Discussion
Agenda Item: 2.a.

Report Prepared By:
Matt Hardegger, Transportation Engineer

Department Director:
Kristin Asher, Public Works Director

Item for Consideration:
I-494 Phase 2 - Continued Discussion with MnDOT Staff

EXECUTIVE SUMMARY

The Minnesota Department of Transportation provided the city with a final layout and notification of a request for Municipal Consent related to Project 2 of the I-494 Corridor Vision on Friday, August 29th.

MnDOT will be presenting updated information on project impacts of Project 2, in advance of the public hearing for municipal consent at the October 28th regular meeting.

Expected topics include:

- Overview of the municipal consent process
- Air quality and greenhouse gas emission analysis results
- Noise analysis results
- Ongoing discussions about the I-35W interchange ramps at 76th Street
- Updated analysis of Regional Project Framework items

HISTORICAL CONTEXT

Richfield was a part of the Policy Advisory Committee (PAC) which approved the I-494 Corridor Vision and identified 9 project elements to construct on I-494 between Highway 77 and Highway 169.

Phase 1 of the project is expected to be complete in 2027 and has constructed/is constructing:
• The 35W Interchange Flyover
• E-ZPass lanes between Hwy 100 and I-35W
• Reconstruction of the Nicollet, Portland, and 12th Avenue Bridges plus construction of the Chicago Avenue Pedestrian Bridge

Phase 2 proposes to complete the remaining project elements beginning in 2027:
• E-ZPass Lanes from Hwy 169 to Hwy 100
• E-ZPass Lanes from I-35W to Hwy 77
• Reconstruction of the Pleasant Avenue railroad bridge over I-494

• 82nd Street interchange and grade raise on I-35W

MnDOT has presented at 3 work sessions in 2025 while developing the preliminary plans for Project 2.

RECOMMENDED ACTION

Provide MnDOT with continued feedback on Project 2 of the I-494 Corridor Vision.

EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS

Equitable Considerations: Council should consider whether they find the I-494 Corridor Vision, including proposed greenhouse gas, air quality, and noise impacts are equitable.

Strategic Considerations: Council should consider how the I-494 Corridor Vision affects the city's sustainable infrastructure targets of 1) city infrastructure that meets service needs and 2) climate resilience as a priority.

POLICIES (RESOLUTIONS, ORDINANCES, REGULATIONS, STATUTES, ETC.)

City staff will provide an analysis of Richfield's Regional Project Evaluation Framework based on information available, in advance of the public hearing on October 28th.

CRITICAL TIMING ISSUES

- Staff does not anticipate another work session on this project.
- Richfield is required to hold a public hearing about Municipal Consent for Project 2 by the end of October. This hearing is currently scheduled for October 28th; MnDOT will be present for the public hearing.
- A vote on Municipal Consent must take place within 90 days of the Public Hearing.
- MnDOT is currently in the process of revising their Hybrid Environmental Assessment for the project corridor in 2025 and will be writing the Design-Build contract prior to summer 2026.
- Letting for the Design-Build contract is currently scheduled for Fall 2026.

FINANCIAL IMPACT

The City's base contribution is expected to be around $9,000 to the project. Additional costs may be incurred by the city for "betterments" above and beyond the base design.

LEGAL CONSIDERATIONS

The municipal consent process is governed by Minnesota Statutes, sections 161.162 through 161.167. Legal notice of the upcoming public hearing was published in the Sun Current on September 25th, and will also be published October 23rd.

ALTERNATIVE RECOMMENDATION(S)

None at this time.

ATTACHMENTS

1. Summary Memo
2. Municipal Consent Overview

3. Regional Framework Evaluation - Slides
4. Follow Up Items from Previous Work Sessions - Slides

1. Highway Noise Analysis

Traffic noise impact is defined as a future noise level that approaches or exceeds the Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) or a future noise level that creates a substantial noise increase of 5 dBA or more, over existing noise levels.

For this analysis, noise impacts were evaluated for receptors within 500 feet of the proposed roadway Alignment for the I-494 Phase 2 project area. Note that a noise analysis was already completed for the I-494 Phase 1 project area, including five noise barriers that are planned for construction during Phase 1. The updated Phase 2 traffic noise analysis re-analyzed the Phase 1 project area using updated traffic volumes for the Phase 2 Build year and found that the noise model results did not vary from the Phase 1 study results sufficiently to warrant additional analysis or reanalysis of any noise barriers in this area. As such, the traffic noise analysis I-494 Phase 1 area is not further discussed in this report, except for areas where land use has changed since the previous analysis.

For highway traffic noise, an adjustment, or weighting, of the high- and low-pitched sound is made to approximate the way that an average person hears sound. The adjusted sound levels are stated in units of A-weighted decibels (dBA). A sound increase of 3 dBA is barely noticeable by the human ear, a 5 dBA increase is clearly noticeable, and a 10 dBA increase is perceived as twice as loud.

Noise barrier construction decisions are based on a study of feasibility and reasonableness.

Feasibility – includes both Acoustic Feasibility (Noise Reduction) and Engineering Feasibility (Constructability)

Reasonableness - There are three reasonableness factors or "tests" that must be met for a noise abatement measure to be considered reasonable.

1. Noise Reduction Design Goal - receptor is considered "benefited" if it receives a minimum noise reduction of 5 dBA (see Acoustic Feasibility (Noise Reduction), "reasonableness" criteria requires a noise reduction design goal of at least 7 dBA for at least one benefited receptor at each proposed noise wall

2. Cost Effectiveness – Based on maximum barrier height of 20 ft and cost of $78,500 per benefited receptors. The cost effectiveness threshold of $78,500 per benefited receptor is based on an estimated noise wall construction cost of $36 per square foot (ft2).

3. Viewpoint of Benefited Residents and Owners – Benefited receptors get to vote for the noisewall. The owners of the property get two votes, the resident 1 vote for a total of 3 votes per dwelling unit.

Noise Sensitive Areas:

Noise receptors were grouped into Noise Sensitive Areas (NSAs). An NSA is a group of noise receptors geographically situated in a single, continuous geographic area, without large gaps and which might reasonably be protected by a single noise barrier.

Note that the noise analysis results summarized below are still being reviewed and should be considered draft as of October 7, 2025.

Noise Sensitive Area A:

This area is located on the south side of I-494 between Highway 169 and East Bush Lake Road in Bloomington. Land uses in NSA A within the vicinity of Phase 2 improvements include a trail along Marth Road.

Noise Barrier A: on the south side of Marth Road west of East Bush Lake Road– Cost effective analysis $96,414 vs the $78,500 threshold. **This wall will not be proposed.**

Noise Sensitive Area B:

NSA B is located primarily on the south side of I-494 between West Bush Lake Road and East Bush Lake Road in Bloomington. Land uses in NSA B include residential uses, trails, and business office uses.

Noise Barrier B: east of East Bush Lake Road, along Martha Road, options of constructing a noisewall on top of an existing retaining wall infront of the trail, and existing noise barrier behind the trail. Cost effective analysis $189,837 vs the $78,500 threshold. **This wall will not be proposed.**

Noise Sensitive Area D

Is located primarily on the south side of I-494 and west of I-35W. Land uses in NSA D include residential uses, retail facilities, and business office uses.

Noise Barrier D: Running on the west side of I-35W between 86th Street and 82nd Street. Cost effective analysis $9,967 vs the $78,500 threshold. **This wall will be voted on.**

Noise Barrier T: Modeled for a trail on the north side of 82nd Street between the I-35W southbound off ramp and Knox Avenue South. Cost effective analysis $549,837 vs the $78,500 per benefited receptor threshold. **This wall will not be proposed.**

Noise Sensitive Area E:
NSA E is located on the south side of I-494 west of I-35W in Bloomington. Land uses in NSA E include residential uses, retail facilities, business office uses, and light industrial uses. An new apartment building under construction was identified within NSA E at the intersection of Lyndale Avenue and American Boulevard. However, the analysis showed no impacted receptors at this new apartment.

Noise Barrier E, east of I-35W, south of 82nd St. This area has an existing noisewall that will be impacted by construction. The cost-effective analysis of this wall showed $93,492 vs more than the $78,500 per benefited receptor threshold. However, because there's an existing noisewall. **This wall will be replaced in kind.**

Noise Sensitive Area H:

NSA H is located on the north side of I-494 between Highway 169 and Highway 100 in Edina and Bloomington. Land uses in NSA H include residential uses, business office uses, industrial uses, and retail facilities.

The impacted receptor is a business office. A noise wall was previously investigated at this location during the Phase 1 analysis and was found to not meet MnDOT criteria and was not proposed.

During the Phase 2 noise analysis, a new apartment building under construction was identified within NSA H along West 78th Street, between East Bush Lake Rd and West Bush Lake Rd. A noise barrier in this location was determined to be feasible and reasonable at 20 ft. **This wall will be voted on.**

Noise Sensitive Area X – City of Richfield.

NSA X is located northwest of the I-494 and I-35W interchange, surrounding the intersection of West 76th Street and Knox Avenue. Land uses in NSA X include residential uses and retail facilities.

Noise Barrier X-1 was modeled attempting to shield impacted receptors on the east side of Fountainhead Apartments. Wall didn't meet the MnDOT noise reduction design goal of at least 7 dBA for at least one benefited receptor. **This wall will not be proposed.**

Noise Barrier X-2 was modeled attempting to shield the impacted receptors on the north side of Fountainhead Apartments. Wall didn't meet the MnDOT noise reduction design goal of at least 7 dBA for at least one benefited receptor. **This wall will not be proposed.**

Noise Barrier X-3 was analyzed for three of the impacted homes along the north side of West 76th Street between Logan Avenue and Morgan Avenue. Construction of a noise wall at this location is not feasible due to the need to maintain residential driveway access to West 76th Street. **This wall will not be proposed.**

2. Air Quality Analysis

Criteria Air Pollutants (CAP)

Motorized vehicles affect air quality by emitting airborne pollutants. Changes in traffic volumes, travel patterns, and roadway locations affect air quality as the number of vehicles and the congestion levels in a given area change. The impacts this project could have on air quality have been analyzed by addressing criteria air pollutants, a group of common air pollutants that are regulated by the U.S. Environmental Protection Agency (EPA) on the basis of specific criteria that reflect the effects of pollution on public health and the environment. The criteria air pollutants identified by the EPA are ozone, particulate matter, carbon monoxide, nitrogen dioxide, lead, and sulfur dioxide. Potential impacts resulting from these pollutants are assessed by comparing the project's projected concentrations to National Ambient Air Quality Standards (NAAQS).

Mobile Source Air Toxics (MSAT)

The EPA also regulates a category of pollutants known as air toxics, which are generated by emissions from mobile sources. The Federal Highway Administration (FHWA) provides guidance for the assessment of Mobile Source Air Toxic (MSAT) effects for transportation projects in the NEPA process.

EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors from the 2011 National Air Toxics Assessment (NATA).3 These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules**.**

Methodology

In accordance with EPA and FHWA guidance, an area of influence was developed to analyze the change in pollutants around the project area. The area of influence was identified based on the following criteria when comparing the No Build Alternative and the Phase 2 Construction Project:

- ± 5 percent or more in annual average daily traffic (AADT) on congested highway links of level of service (LOS) D or worse;
- ± 10 percent or more in AADT on uncongested highway links of LOS C or better;
- ± 10 percent or more in travel time

Only roadway links located within Hennepin, Ramsey, Anoka, Scott, Carver and Dakota counties that meet the screening criteria above are included in the analysis. This quantitative CAP and MSAT analysis uses the EPA's Motor Vehicle Emission Simulator version 5 (MOVES5) tool. Furthermore, this analysis assumes that Phase 1 of the I-494 project has already been constructed and is included in the No Build conditions.

Air Quality Analysis Results

Note that the air quality analysis results summarized below are still being reviewed and should be considered draft as of October 7, 2025.

The I-494 corridor improvements will drive changes in traffic flow; by increasing capacity, this will cause a reduction in Vehicles hours travelled (less congestion) but an increase in Vehicle Miles Traveled (more vehicles). Furthermore, with anticipated improvements in fuel and vehicular technology overall MSAT emissions are anticipated to decline at a rate consistent with national trends.

Results from the air quality analysis bear this out; the pollutants positively impacted by reduction in congestion or less car idling are toxics from brake wear particulates, exhaust emissions i.e. NOx, Formaldehyde, Acetaldehyde, etc. The pollutants showing increase correlate with increase in vehicular volume, such as tire wear, CO, SO2, diesel particulates. Note that overall differences in CAP emissions are modest, ranging from an increase of 1.3% to a decrease of 2.1% over the entire area of influence. Differences in MSAT emissions are negligible, with no change greater than 1% when comparing future No Build to future Build emissions.

In conclusion, the I-494 project's impact on air quality is minimal. Results indicate reductions in certain pollutant concentrations, slight increases in others; however overall changes are modest and largely consistent across pollutant categories. The MOVES modeling results also show that the project's projected criteria air pollutant concentrations are not anticipated to exceed the National Ambient Air Quality Standards (NAAQS) under the future Build conditions.

Table 2. MOVES Modeling Emissions Results

		Daily Emission Inventory (lb)			Change over No Build (2050)	
Category	**Pollutants**	**Existing (2018)**	**Build (2050)**	**No Build (2050)**	**Existing (2018)**	**Build (2050)**
CAP	Carbon Monoxide (CO)	12,711,922	2,446,336	2,416,652	-81%	1.2%
CAP	Oxides of Nitrogen (NOx)	2,569,176	240,900	241,104	-91%	-0.1%
CAP	Sulfur Dioxide (SO2)	14,465	4,877	4,816	-67%	1.3%
CAP	Volatile Organic Compounds	2,958,100	1,045,341	1,045,124	-65%	0.0%
CAP	Primary Exhaust PM10 - Total	56,587	2,107	2,081	-96%	1.3%
CAP	Primary PM10 - Brakewear Particulate	80,310	51,263	52,352	-35%	-2.1%
CAP	Primary PM10 - Tirewear Particulate	32,198	43,276	43,006	34%	0.6%
CAP	**PM10 - Total**	**169,095**	**96,645**	**97,438**	-42%	-0.8%
CAP	Primary Exhaust PM2.5 - Total	51,615	1,891	1,868	-96%	1.2%
CAP	Primary PM2.5 - Brakewear Particulate	18,173	19,217	19,620	8%	-2.0%
CAP	Primary PM2.5 - Tirewear Particulate	4,830	6,491	6,451	34%	0.6%
CAP	**PM2.5 - Total**	**74,618**	**27,600**	**27,939**	-63%	-1.2%
MSAT	Benzene	21,823	4,235	4,224	-81%	0.3%
MSAT	1,3-Butadiene	1,203	0	0		
MSAT	Formaldehyde	11,353	1,494	1,496	-87%	-0.2%
MSAT	Acetaldehyde	6,752	1,206	1,210	-82%	-0.4%
MSAT	Acrolein	743	39.764	39.756	-95%	0.0%
MSAT	Ethyl Benzene	41,462	17,217	17,213	-58%	0.0%
MSAT	Naphthalene	1,300	57.1	56.6	-96%	0.8%

MSAT	Diesel Particulate Matter	44,012	786	782	-98%	0.5%
MSAT	POM	547.7	22.7	22.5	-96%	1.0%
MSAT	**Total MSAT**	**129,195**	**25,057**	**25,045**	-81%	0.1%

Greenhouse Gas (GHG) Emissions Analysis

Note that the GHG analysis results summarized below are still being reviewed and should be considered draft as of October 7, 2025.

For this analysis, the Minnesota Infrastructure Carbon Estimator (MICE) tool was used to estimate the lifecycle energy and GHG emissions from the construction and maintenance activities associated with the project. The results do not include an assessment of the potential climate effects of those emissions.

In the case of GHGs and climate change, climate is driven by global cumulative changes of GHG concentrations in the atmosphere; the changes in emissions from one individual project are simply too small to justify calculation of resulting changes in temperature, sea level, precipitation, and other significant cumulative climate effects, however, estimation of emissions is still useful to the public and decision makers so that they can understand whether projects are contributing to progress in mitigating climate change.

MnDOT evaluates greenhouse gas (GHG) emissions from projects due to concerns about current and future impacts of climate change in Minnesota. GHGs from transportation (carbon dioxide, methane and nitrous oxide) contribute to warming of the atmosphere, which leads to effects in Minnesota that include increases in heavy precipitation, increased flooding, and more episodes of extreme heat.

The project is expected to improve traffic flow and increase speeds but would also induce VMT growth as speeds increase. This would result in slightly higher GHG emissions as the VMT would slightly increase in the Build scenario compared to the No Build scenario.

Assessing GHG emissions from transportation projects is one of several strategies that MnDOT is pursuing to address the issue of climate change. Other strategies that MnDOT is pursuing include intermodal transportation, electric vehicle incentives and infrastructure, clean vehicle standards, and alternative fuels.

In conclusion, the I-494 project's impact on regional GHG is minimal, with a 1.2% difference between the No Build and the Build scenarios. Note that future Build GHG emissions are still projected to decrease compared to existing operational emissions.

Table 1. Operational Analysis Results

Operational Emissions (Base Year and Design Year)	**CO_2e, Metric Tons Per Year**
Baseline (2018)	261.5 Million
No Build Alternative (2050)	126.0 Million
Build Alternative (2050)	127.5 Million
Difference Build vs No-Build Alternatives	1.5 Million (1.2% change)
Cumulative Difference over project lifetime (20 years)	**CO_2e, Metric Tons (total)**
	31.0 Million

3. Benefit Coast Analysis (BCA)

The objective of the benefit-cost analysis (BCA) is to bring all the direct effects of a transportation investment into a common measure (dollars), and to account for the fact that benefits accrue over an extended period while costs are incurred primarily in the initial years. The core elements that can be monetized are travel time, changes in vehicle operating costs, vehicle crashes, environmental impacts, capital costs and remaining capital value, and operating and maintenance costs. The benefit-cost analysis can provide an indication of the economic desirability of an alternative, but decision-makers must weigh the results against other considerations, effects, and impacts of the project.

The benefit-cost analysis provides an indication of the economic desirability of a scenario, but results must be weighed by decision-makers along with the assessment of other effects and impacts. Projects are considered cost-effective if the benefit-cost ratio is at least 1.0. The larger the ratio number, the greater the benefits per unit cost. Results of the benefit-cost analysis are shown in below.

	Initial Capital Cost (2022 Dollars)	Project Benefits (2022 Dollars)	Benefit-Cost Ratio (3.1% Discount Rate)	Net Present Value (2022 Dollars)
No Build vs. Build	$353.6 million	$603.2 million	1.7	$249.6 million

I-494 Corridor Vision
Municipal Consent Request

Andrew Lutaya, P.E.

Project Manager

DEPARTMENT OF TRANSPORTATION

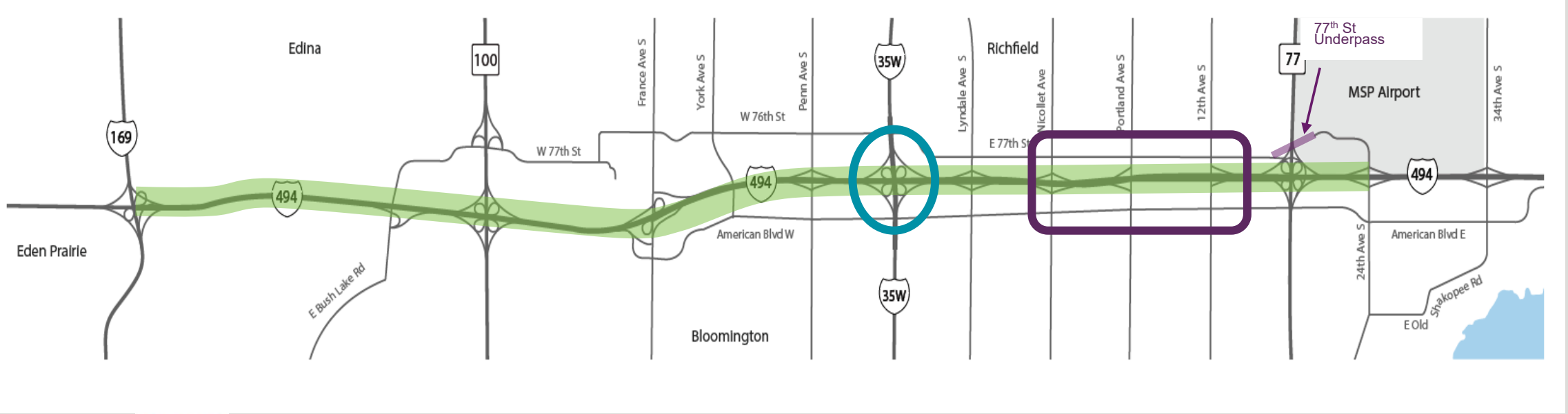
Agenda

1. Request for Municipal Consent
2. I-494 Corridor vision
    a) I-494 Phase II – Scope
3. I-494 Phase II – Local cost participation
4. I-494 Phase II – Construction Staging & Management of Traffic

Municipal Consent

- MN Statutes 161.162 to 161.167
  - Altered access
  - Increased or reduced traffic capacity
  - Required acquisition of permanent right of way
- Opportunity for municipalities to comment and approve of the project layout (MN Statute 161.164)
- Requested from Richfield because of:
  - Increased or reduced traffic capacity – EZ-Pass Lanes

Defined Corridor Vision

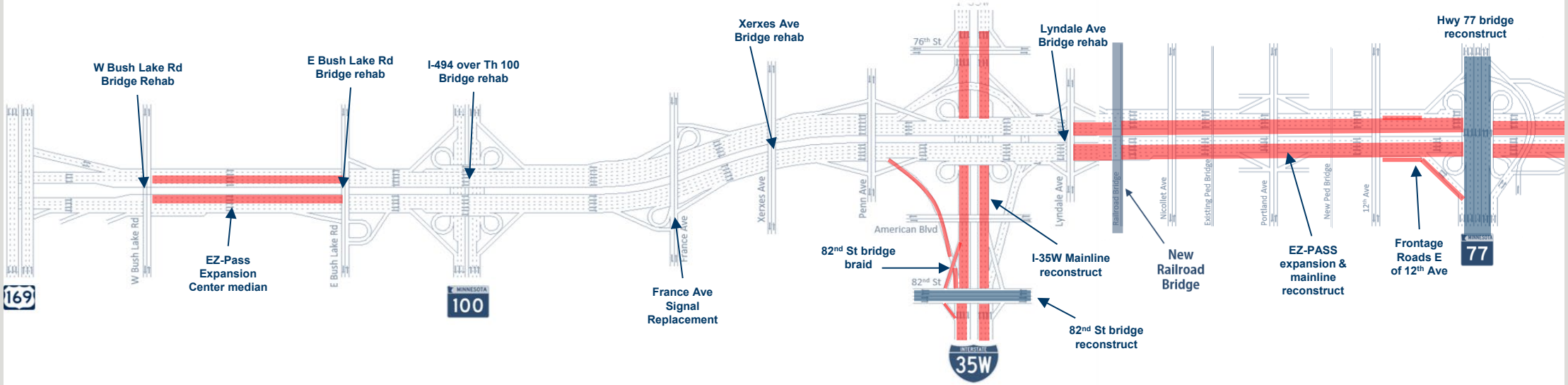


E-ZPass from Hwy 169 to 24th Ave

I-494/I-35W interchange

Access changes at Nicollet, Portland and 12th

I-494 - Phase II



Project Scope

- Construct E-ZPass lanes from Th 169 to Hwy 100 & I-35W to TH 77
- Reconstruct existing mainline lanes on I-494 and on I-35W
- Reconstruct Th 77 bridges over I-494
- Reconstruct 82nd St bridge over I-35W
- Reconstruct CPCK RR bridge over I-494
- Joint repair of the existing 84-inch trunkline from Lyndale Ave to 34th Ave.
- Multi-model i.e. Bike, Ped & ADA improvements

City of Richfield Local cost participation

- Street lighting along N Frontage Rd - $7k
- Contingency & engineering - $2K
- **Total estimate local share for project 2 is $9K**

Proposed MOT & Staging

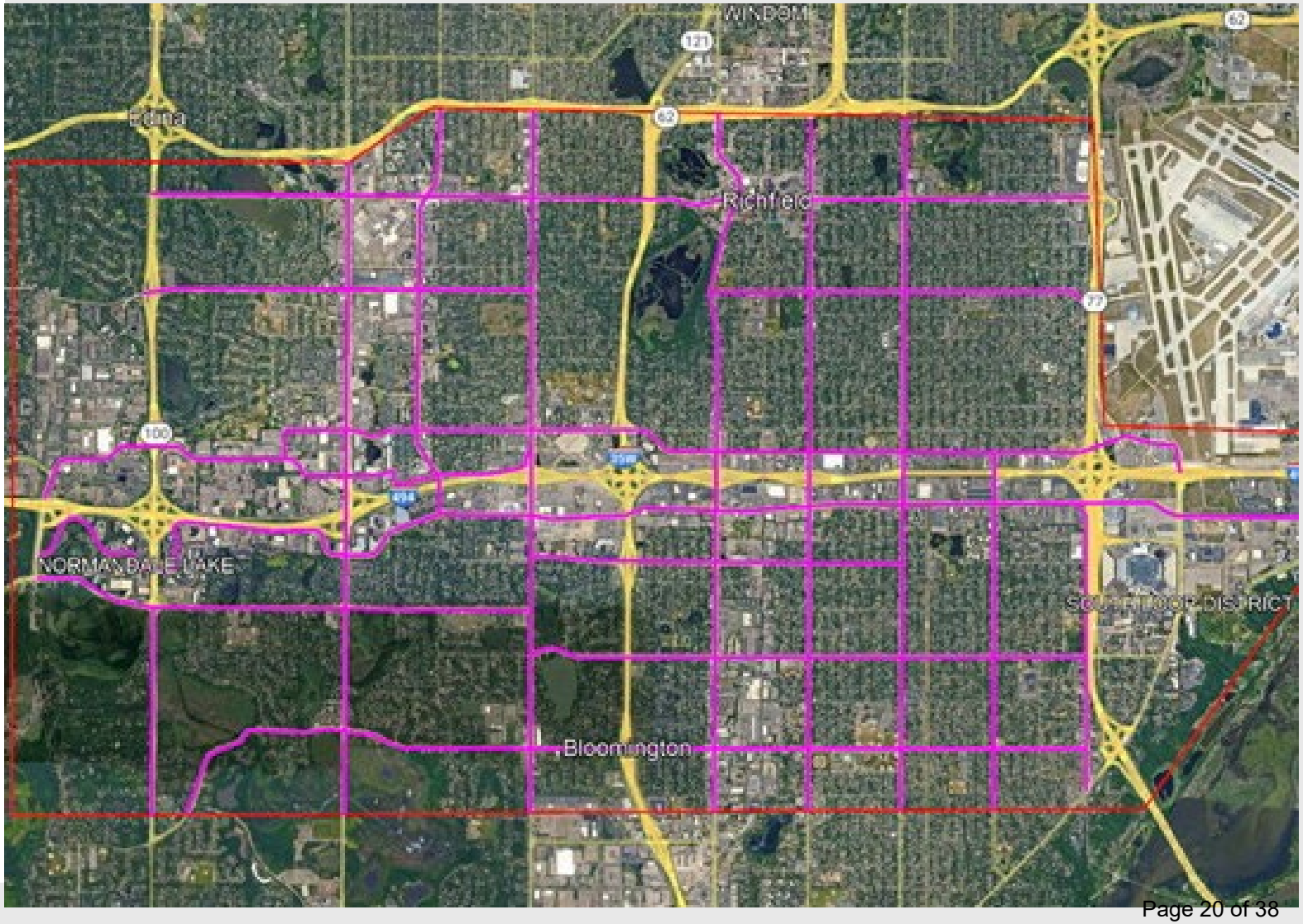
- 4-year construction
- Maintain 3 lanes in each direction on both I-35W & I-494
- 2027 – Focus on utility relocations & temporary widening
- 2028 & 2030 – Major mainline impacts

I-494 - Phase II

Traffic Management Plan

The following areas that were not in the Phase 1 area, to be included for Phase II monitoring

- South Loop District
- MSP Airport
- I-35W and 94th and 98th Interchanges
- 98th Street/EOSR Corridor
- Diagonal Blvd (Lyndale to TH 77)



Thank you again!

Andrew Lutaya

Andrew.Lutaya@state.mn.us

651-234-7563

I-494 Corridor Vision
City of Richfield Council Work Session

Amber Andrew Lutaya, P.E.

Project Manager

City of Richfield Council Workshop

October 14, 2025

DEPARTMENT OF TRANSPORTATION

mndot.gov

Agenda

- Review Action Items – July 22, 2025 Council Workshop
  - Noisewalls
  - Air Quality,
  - Greenhouse Gas Emissions
  - Benefit-Cost Analysis
- Municipal Consent Public Hearing preview
- Update on other City/MnDOT coordination items
  - 73rd Ave ped bridge
  - I-35W/76th St interchange area

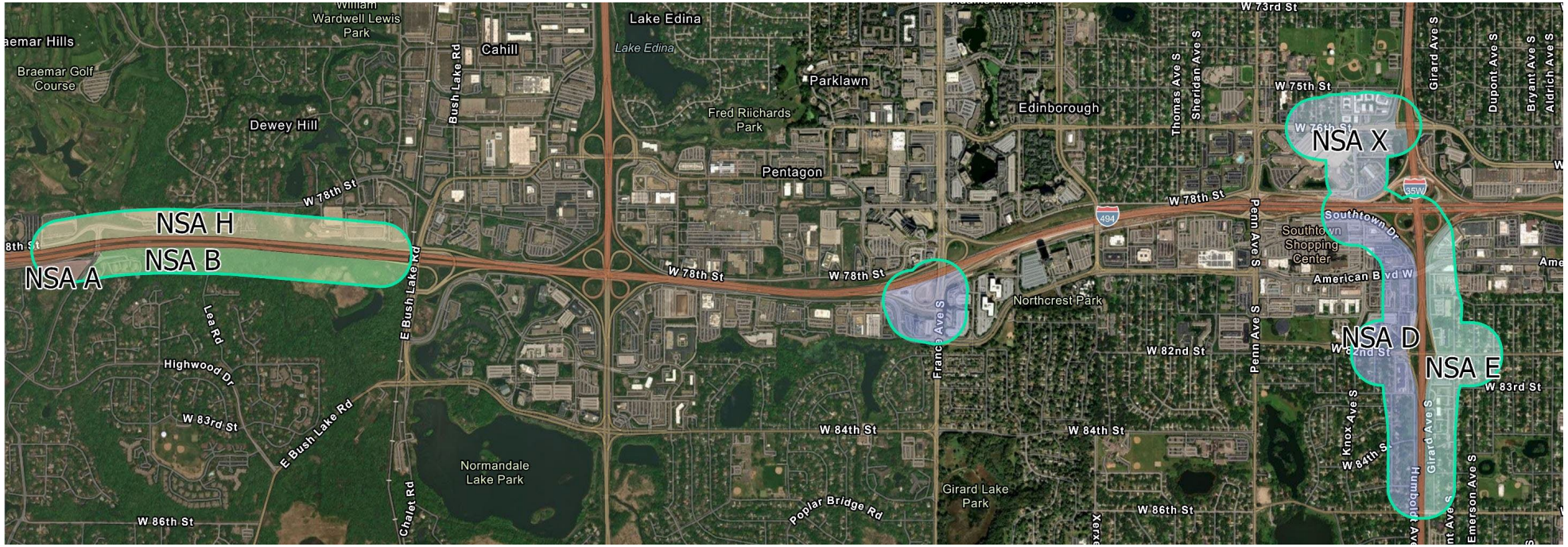
Review Action Items – July 22, 2025 Council Workshop

Follow-up action items:

- Noise update
  - Updating to 2050 traffic volumes for entire vision, not revisiting work in Project 1
  - Mitigation implementation will be per typical process:
    - Evaluate feasibility and cost effectiveness
    - Property owners/residents who experience 5-decibel reduction can vote

Review Action Items – July 22, 2025 Council Workshop

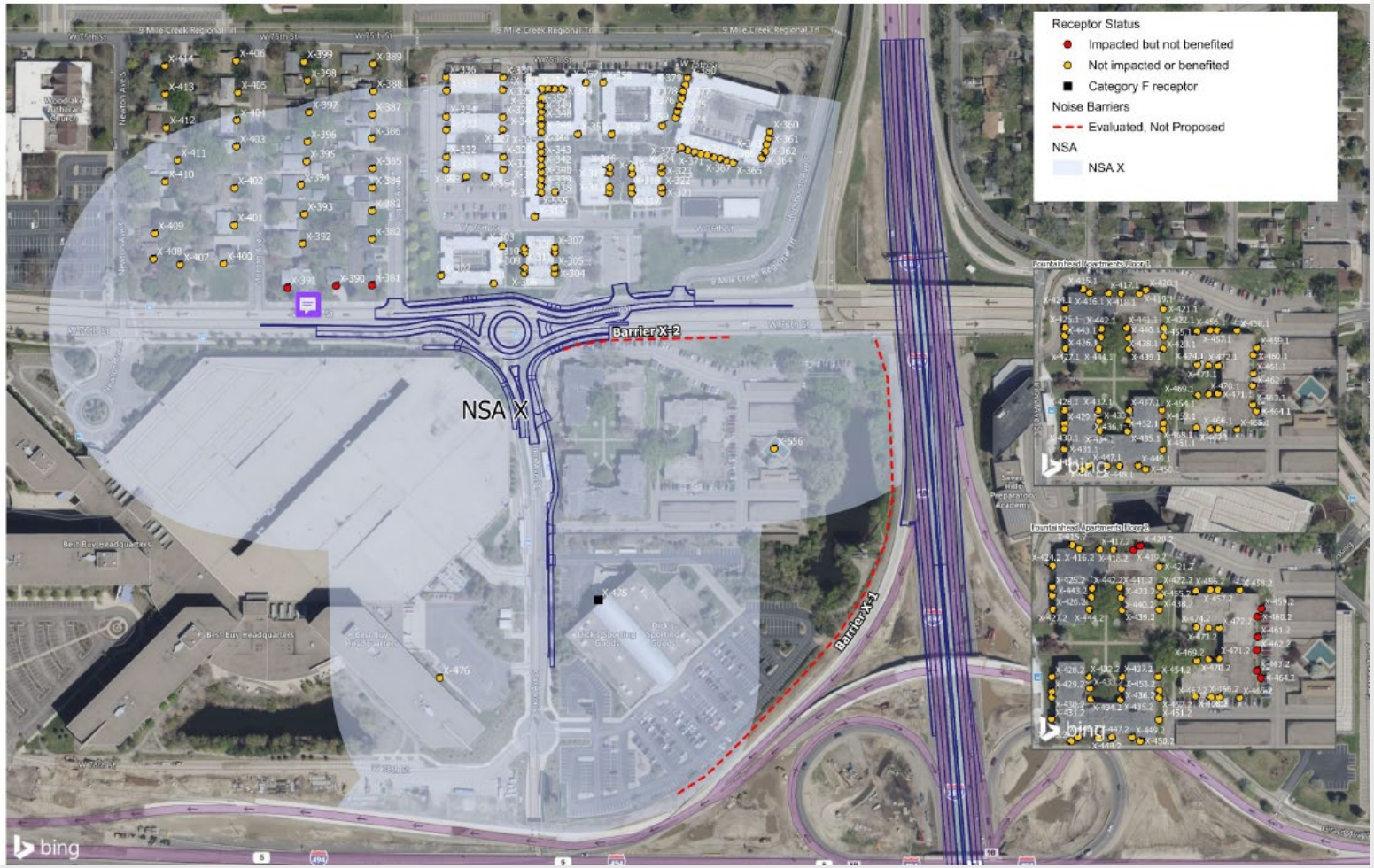
- Noise study areas (NSA)



Review Action Items – July 22, 2025 Council Workshop

- Richfield studies areas:
  - No noisewalls proposed
- Other Areas along I-494
  - Noisewalls proposed at I-35W/*82nd St.

Figure A5: Noise Impacts and Barriers in Noise Sensitive Area X



Review Action Items – July 22, 2025 Council Workshop

Follow-up action items:

- Air quality analysis results (Mobile Source Air Toxics (MSAT)
  - The No Build condition, however, includes project 1 being completed
  - Overall improvements to air quality compared to existing conditions mostly by fuel & technology advancements
  - No comparable difference between 2050 No build(NB) vs 2050 build (BD-project 1&2)

		Daily Emission Inventory (lb, MT for CO2e)			Comparison	
Category	VMT/Pollutants	2019 (EX) Conditions	BD - Project 1 & 2	NB - Project 1	EX vs BD	NB vs BD
MSAT	Benzene	21,823	4,235	4,224	-81%	0.3%
MSAT	1,3-Butadiene	1,203	0	0		
MSAT	Formaldehyde	11,353	1,494	1,496	-87%	-0.2%
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MSAT	**Total MSAT**	**129,195**	**25,057**	**25,045**	**-81%**	**0.1%**

Review Action Items – June 22, 2025 Council Workshop

Follow-up action items:

- GHG emissions analysis
  - The No Build condition, however, includes project 1 being completed
  - Overall improvements to air quality compared to existing conditions mostly by fuel & technology advancements
  - No comparable difference between 2050 No build(NB – project 1) vs 2050 build (BD-project 1&2)

Operational Analysis Results

Operational Emissions (Base Year and Design Year)	CO_2e, Metric Tons Per Year
Baseline (2018)	261.5 Million
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Cumulative Difference over project lifetime (20 years)	CO_2e, Metric Tons (total)
	31. Million

Review Action Items – June 22, 2025 Council Workshop

Follow-up action items: - waiting on results

- Benefit Cost Analysis
  - The core elements that can be monetized are travel time, changes in vehicle operating costs, vehicle crashes, environmental impacts, capital costs and remaining capital value, and operating and maintenance costs.
  - Results below are from the 2024 IIJA grant award for the corridor vision
  - Projects are considered cost-effective if the benefit-cost ratio is at least 1.0
  - **BCA for the project vision was calculated at 1.7**

Regional Framework - Revisited

Implementation Plan

Project 1
Elements 3, 4, 5 (partial) and 7

Letting date - April 2023
Construction duration - 2023 to 2026
$320M construction let budget $419M
Remaining priority issues - EA, ROW

Project 2
Element 6

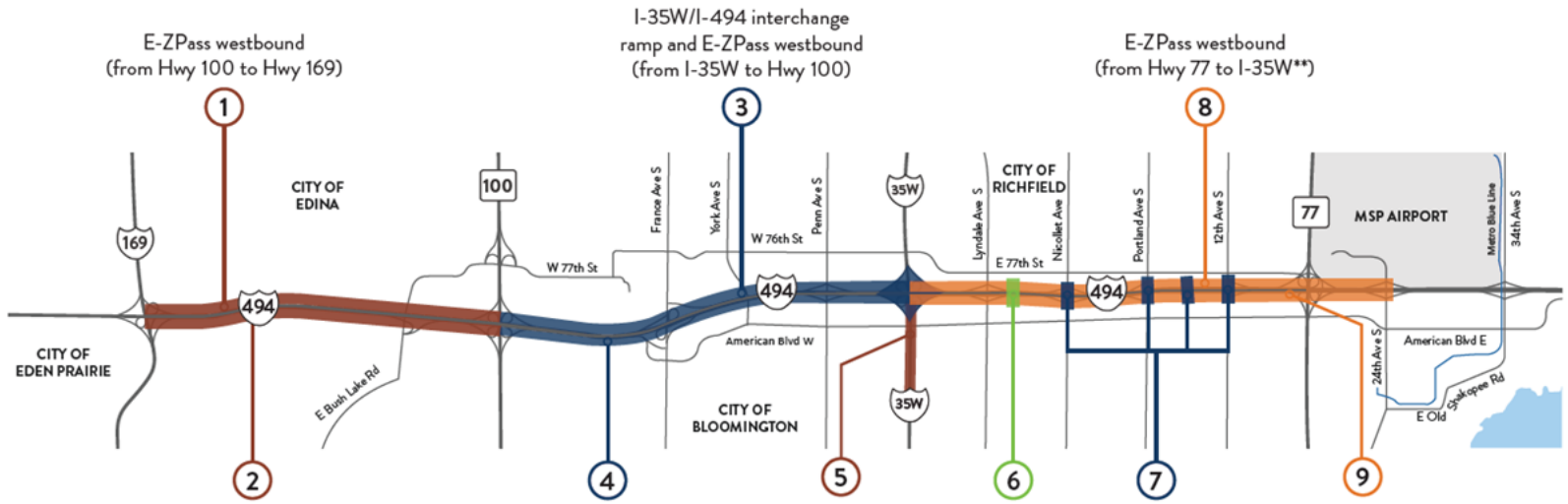
Letting date - TBD but no earlier than 2024
Construction duration - TBD
Cost range - $10M to $20M
Remaining priority issues - cost estimate, design (to be done by Fall 2023), ROW, RR coordination, funding

Project 3
Elements 8 and 9

Letting date - TBD
Construction duration - TBD
Cost range - $60M to $100M
Remaining priority issues - project development, cost estimate, funding

Project 4
Elements 1, 2, and 5

Letting date - TBD
Construction duration - TBD
Cost range - $50M to $90M
Remaining priority issues - project development, cost estimate, funding



(E-ZPass is formerly known as MnPASS)

**Added capacity begins at 24th Ave with E-ZPass designation just west of TH 77

Regional Framework - Revisited

Consideration Factor	Description	Vision Outcomes
Air Quality Improvements	Improved for residents in close proximity	• Minimal differences between No Build and Build condition.
Cost-effective (low cost/high benefit)	Cost-effective solution providing safety, congestion, mobility benefits	• BCA reported at 1.7, confirming it to be cost effective
Fills a Gap or Need	As documented in (1) local and (2) regional planning documents	• Local: ped access, trail gaps, street lighting
Funding	Aligns with known opportunities and adjusts as need	• Federal: $198M • State bonds: $329M • Richfield Project 1 : $3M *Project 2: $9k

Regional Framework - Revisited

Consideration Factor	Description	Vision Outcomes
Local Congestion/Mobility Improvements	Provides congestion relief to local system	• I-494 imprvts. attract vehicles from local system and improve freight mobility • Signal removals, reconstructions, or modifications on Nicollet, Portland & 12th Aves • Portland re-designed
Local Safety Benefits	Mitigates safety issues and conflicts between users on local system	• New and improved ped/bike infrastructure including ped bridge, sidewalk, and trails • Reduce local system crash rates • Improved safety on Nicollet and 12 via access consolidation

Regional Framework - Revisited

Consideration Factor	Description	Vision Outcomes
Ownership and Major Maintenance	City will not take on for regional infrastructure components	• MnDOT to own
Project Support	Received community support (e.g., Municipal Consent) and/or approval from relevant agencies	• PAC Support for corridor vision from Edina, Bloomington, Richfield, Hennepin County, Met Council, FHWA
Promotes Multimodal Transportation Options	Enhances multimodal transportation options	• E-ZPass provides carpool and future transit advantage • New and improved bike and ped facilities • Accommodates D-line and adds new/reconstructed bus shelters

Regional Framework - Revisited

Consideration Factor	Description	Vision Outcomes
Reduces Inequities	Improves quality of life for underrepresented populations	• New and improved access in areas of low income • Reduce in hours of congestion on highway and local streets • Noise mitigation with proposed noise walls
Reduction Greenhouse Gas Emissions	Provides net decrease	• Minimal differences between No Build and Build.
Property Impacts	Use flexible design to eliminate (ideally) or minimize, including public parks	• Project 1: acquisitions along Portland Ave • Project 2: temporary easements

Next Steps

- Municipal consent - Public Hearings – October – November 2025.

Thank you again!

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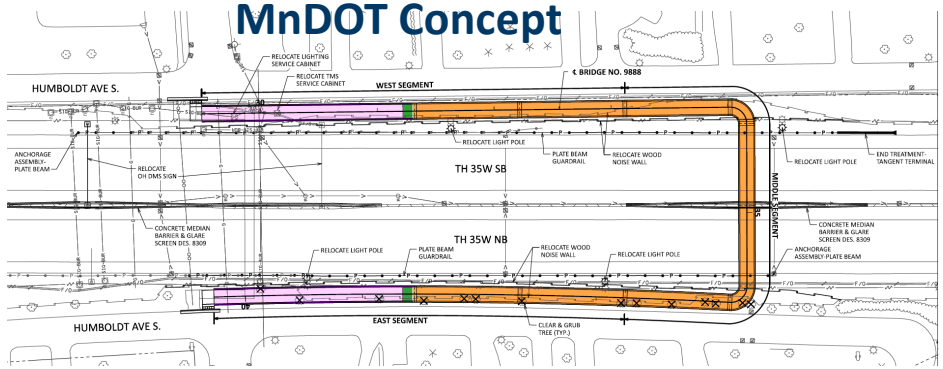
MnDOT/City coordination items

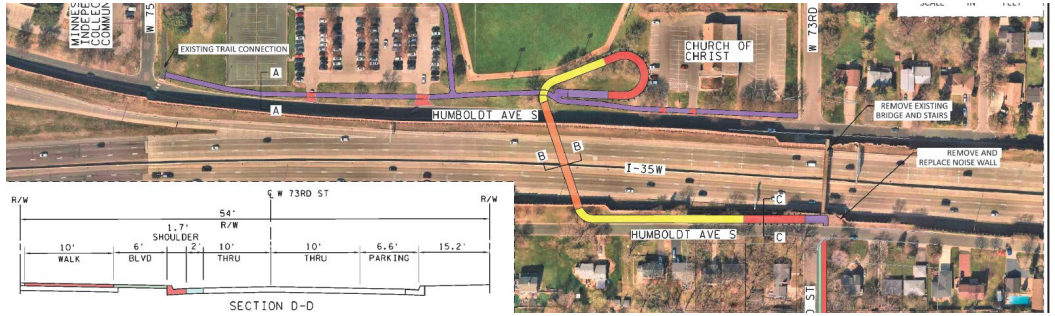
Follow-up action items:

- 73rd Ave Pedestrian Bridge
  - Scoping for this bridge replacement has started
  - Funding year for this project is FY30.
  - $5M budget for the project

MnDOT Concept



City Concept



MnDOT/City coordination items

Follow-up action items:

- I-35W/76th St Interchange
  - MnDOT metro to continue studying area for possible safety improvements
  - Influence of proposed safety improvements from the 76th St/ Knox Ave RAB project at to the interchange area