

Transportation Committee

Meeting date: January 22, 2018

For the Metropolitan Council meeting of January 24, 2018

Subject: Approval of Metropolitan Council Submittals for MnDOT's Corridors of Commerce Solicitation

District(s), Member(s): All

Policy/Legal Reference: MN Statute 161.088

Staff Prepared/Presented: Steve Peterson, Manager of Highway Planning and TAB/TAC Process,

Amy Vennewitz, Deputy Director of MTS,

Nick Thompson, Director of MTS

Division/Department: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council approve the submittal of the attached 10 projects for consideration in MnDOT's Corridors of Commerce solicitation.

Background

In late fall of 2017, MnDOT released for public comment the proposed process and scoring criteria for the Corridors of Commerce program that will solicit and select \$400 million of capital improvement projects on the trunk highway (TH) system. The Metropolitan Council submitted two public comment letters. One was a letter signed by Chair Tchourumoff advocating that projects should be equally scored and evaluated across the state to ensure that the best projects are funded and endorsed a split of funds based on the project scoring rather than a predetermined 50/50 split between the Metro area and Greater Minnesota. A second letter signed by MTS Director Nick Thompson was more technical in nature.

MnDOT received about 175 comments from stakeholders across the state with many of the comments focusing on the proposed 50/50 split of the funds between the Metro area and Greater Minnesota. MnDOT has reviewed the comments and decided to maintain a soft 50/50 split. Some of the technical changes requested by the Council were incorporated into the application (e.g., giving applicants more than four years to deliver a project if there is construction on a parallel route during the same time).

MnDOT began accepting project submittals for Corridors of Commerce on January 18th and the application period will close on February 5th. MnDOT has elected not to submit projects for consideration in this solicitation. The Metropolitan Council can represent the metropolitan area interests by submitting regionally important project proposals prioritized in recent regional highway planning studies.

The 10 projects in Table 1 are proposed for Council submittal to the Corridors of Commerce program. Each has been prioritized in a recent regional

highway study, either the MnPASS System Study 3 or one of the two most recent Congestion Management Safety Plan (CMSP) studies, which identified lower cost/high benefit spot mobility projects. All 10 projects are consistent with the TPP. The 10 projects focus on the freeway system to avoid submitting a project that will require a financial contribution from a local entity (i.e., MnDOT's local cost participation policy will apply to the selected projects). Staff is encouraging our project partners to submit additional regional priorities (e.g., projects that were prioritized in the Principal Arterial Intersection Conversion Study), but because these submittals could require significant local funding participation are more appropriate to come from the local agency. The full list of projects submitted by the Metropolitan Council and Local agencies will represent projects throughout the region that will improve regional mobility, enhance commerce and advance regional objectives.

Staff met with MnDOT Metro District staff to refine the proposals and have solicited feedback on this list from each affected county and city. To date we have heard no substantial concerns with the project proposals on this list. The Corridors of Commerce process will award 45 of 700 points to projects that submit resolutions of support from cities and counties that touch the project.

In addition, counties, cities and others will be submitting project proposals. The Corridors of Commerce process also awards 45 of 700 points for projects in a Metropolitan Planning Organization (MPO) area when the MPO has provided a letter of support for the project. Staff will review requests for letters of support and provide letters to projects prioritized in regional planning efforts, or that have a corridor study that the Council and MnDOT staff agree is consistent with the 2040 Transportation Policy Plan. Council staff will consult with Chair Rodriguez on any requests that may require further discussion to determine consistency with the TPP. A final list of locally submitted projects which received a letter of support will be provided to the Transportation Committee. A complete list of project submittals and requests for letters of support will not be known until after February 5th and the Council will have 60 days to submit/refrain from submitting the letters. A preliminary list of projects requesting a letter of support is attached for information purposes only. Council staff has discouraged project sponsors from submitting projects that are not consistent with the 2040 TPP.

Rationale

MnDOT will not be submitting project recommendations for consideration. Counties, cities and other interested parties across the state will be submitting projects for consideration. The Metropolitan Council can represent regional interests and TPP goals by submitting project proposals that have been prioritized in recent regional highway planning studies.

Thrive Lens Analysis

The 10 projects have been prioritized through regional studies that considered the Thrive outcomes and 2040 TPP Transportation System Goals. Each project is intended to advance the 2040 Transportation Policy Plan and represents implementation of THRIVE MSP 2040 as it applies to transportation issues.

Table 1: Proposed Council Submittals

	Road	Location	Description	Cost* (millions)	Length (miles)	Regional Prioritization Study Effort
1	I-494	US 212 to TH 5/MSP Airport	add MnPASS lanes	\$220+	10	MnPASS 3
2	I-494	France Ave to TH 77	add MnPASS lanes (eastbound only from France Avenue to I-35W)	\$100-\$130	4	MnPASS 3
3	I-94/TH 252	Dowling Ave to TH 610	TH 252 freeway conversion (4 signals) + MnPASS both directions (some conversion)	\$120-\$140	7.5	MnPASS 3, PA Intersection Conversion Study
4	I-35W	TH 36 to Mississippi River	add MnPASS lane southbound only (low cost version/fit with existing bridges)	\$20-\$30	4.4	MnPASS 3
5	I-94	TH 280/Cretin Ave/Vandalia St	reconstruct system interchange	\$50-\$150	N/A	MnPASS 3
6	TH 62	I-35W to TH 77	auxiliary lane, eastbound only	\$15-\$20	1	Congestion Management Safety Plan 4
7	TH 62	I-35W to TH 77	auxiliary lanes both directions	\$25-\$30	1	Congestion Management Safety Plan 4
8	I-94	I-494 to CR 30	auxiliary lanes	\$20-\$40	2.4	Congestion Management Safety Plan 4
9	I-94	I-35E South Jct. to 6th St entrance	westbound auxiliary lane	\$3-\$6	0.7	Congestion Management Safety Plan 3
10	I-94	TH 52 to I-35E North Jct.	westbound buffer/auxiliary lane	\$3-\$6	0.5	Congestion Management Safety Plan 3

**Estimated construction costs in current year*

Funding

There is no Metropolitan Council funding attached to this action.

Known Support / Opposition

There is no known opposition.

Below are the projects that are anticipated to request or have requested letters of support to date along with the sponsoring agency. It is anticipated that this list could expand prior to the submission deadline of February 5th.

Anoka County:

1. US 10/Thurston Ave interchange (City of Anoka)
2. US 10 four to six lanes in Coon Rapids (City of Coon Rapids)

Carver County:

3. TH 212 two to four lanes from Carver to Cologne (Carver County)
4. TH 212 two to four lanes from Cologne to Norwood Young America (Carver County)
5. TH 41 improvements in downtown Chaska (City of Chaska)
6. TH 5 two to four lanes in Chanhassen and Victoria (Carver County)
7. TH 101 two to four lanes in Chanhassen (City of Chanhassen)

Dakota County:

8. TH 77 MnPASS (Dakota County)
9. TH 55 two to four lanes in Hastings (Dakota County)

Hennepin County:

10. TH 252 MnPASS (Hennepin County), a part of the project proposed in the Council submittal
11. I-94/TH 610 interchange completion (City of Maple Grove)
12. I-35W/I-494 system interchange flyover (I-35W Solutions Alliance)
13. TH 55/Lake St convert interchange from single point to tight diamond type (City of Minneapolis)
14. I-494/Rockford Rd interchange improvements (City of Plymouth)

Ramsey County:

15. TH 36 MnPASS in Roseville (Ramsey County)
16. I-35W/I-694 system interchange flyover (Ramsey County)
17. TH 36/TH 120 interchange in Ramsey/Washington Counties (Ramsey County)

Scott County:

18. TH 13/Dakota Ave interchange in Savage (Scott County)
19. TH 13/Lynn/Chowen interchange in Savage (Scott County)
20. TH 169 MnPASS to I-494 full build (Scott County)
21. TH 169 MnPASS to I-494 lower cost version (Scott County)
22. TH 169/TH 282 interchange (City of Jordan)

Washington County:

23. TH 36/Lake Elmo Ave interchange in Lake Elmo (Washington County)
24. TH 97 two to four lanes in Forest Lake (Washington County)
25. I-94/494/694 system interchange flyover (Washington County)

Wright/Sherburne Counties*:

26. I-94 interchange improvements and four to six lanes (City of Saint Michael)
27. TH 169 interchanges in Elk River (Sherburne County)

*Note that Wright and Sherburne County awards will be counted as Greater Minnesota projects with regard to regional balance.

**Note that Chisago County is anticipated to submit US 8 from TH 61 to Karmel Ave to be considered for a two to four lane expansion. Chisago County is part of MnDOT's Metro District and any awards will be counted in the Metro share for consideration of regional balance.