

**ACTION TRANSMITTAL No. 2015-34**

**DATE:** August 11, 2015  
**TO:** Transportation Advisory Board  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Accept the 2016-2019 Transportation Improvement Program (TIP) Public Comment Report  
**REQUESTED ACTION:** Staff requests that the Transportation Advisory Board (TAB) accept the 2016-2019 Transportation Improvement Program (TIP) Public Comment Report.  
**RECOMMENDED MOTION:** That the Transportation Advisory Board accept the 2016-2019 Transportation Improvement Program (TIP) Public Comment Report.

**BACKGROUND AND PURPOSE OF ACTION:** Federal regulations require that a Transportation Improvement Program (TIP) be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with the Minnesota Department of Transportation's State Transportation Improvement Program (STIP). Adoption of the final 2016-2019 TIP is a separate action item. Public comments were collected over a 45-day public comment period. The 2016-2019 TIP Public Comment Report, including responses to comments received, is attached.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all transportation projects that will be fully- or partially-funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

**STAFF ANALYSIS:** A public comment period was conducted from June 22 through August 5, 2015, and comments were accepted by email, mail, or telephone. Seven entities submitted comments in response to the notice of public comment period. A summary of comments and staff responses is attached. The seven comment letters are also attached.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
Transportation Advisory Board	Review & Adopt	

## STAFF RESPONSE TO PUBLIC COMMENTS

The Transportation Advisory Board held a 45-day public comment period on the draft 2016-2019 Transportation Improvement Program, beginning on June 22 and ending on August 5, 2015. All comments received are included in the public hearing report, starting on page 7. Below is a summary of the comments received during the public comment period with staff response.

### 1. Hennepin County

Summary of comment: The County requested that two projects be adjusted to reflect cost increases as follows: project 027-653-021 to reflect an increase of \$7,840,000, covered with local funds and project 027-596-009 to reflect an increase of \$784,000, also covered with local funding.

Staff response: Project 027-653-021 was changed to recognize the requested increase after TAB approved a project scope change. The change was reflected in Appendix C of the draft TIP. Project 027-596-009 will be updated for the final TIP.

### 2. Laura Hedlund

Summary of comment: Ms. Hedlund expressed concern about the impact of asphalt multi-use trails on protected park land and ecology.

Staff response: The comment is noted. Specific projects should be addressed with project sponsors.

### 3. Washington County

Summary of comment: The County stated that the draft TIP is consistent with its 2030 Comprehensive Plan and its 2015 Capital Improvement Program and expressed support for the TIP and the Council's efforts to improve the Regional Solicitation.

Staff response: The support and confirmation that the TIP is consistent with the local plan and program is noted.

### 4. Anoka County

Summary of comment 1: The funding distribution across the seven metro counties is not representative of lane miles or population for both the regionally selected projects and the MnDOT-programmed projects.

Staff response: The 2016-2019 TIP includes projects only within a short four-year time frame. Over a longer period of time, distribution of funds has been more geographically representative. Regional Solicitation funding distributions for both 2014 and the period of 2003-2014 are shown in the table below. Over the longer period of time the Anoka County distribution is higher. Anoka County, along with other governments, agencies, and interest groups, should continue to advocate for funding of their priority projects. As a point of clarification, the statement that in the 2014 Regional Solicitation, "only two of the 51 STP projects are located in Anoka County" should be corrected. Two of 29 roadway projects are located in Anoka County. Three of the 51 total Regional Solicitation projects are located in the County.

**Average Regional Solicitation Federal Funding by County, 2003-2014 Solicitations**

County	2014 Solicitation		2003-2014 Solicitations		2014 Population Share
	Funding (\$ millions)	Funding Share	Average Funding/Year (\$ millions)	Total Funding Share	
Anoka	\$8,474,832	5.2%	\$7.1	9.5%	11.5%
Carver	\$8,989,360	5.5%	\$4.3	5.8%	3.3%
Dakota	\$22,627,000	14.0%	\$9.3	12.3%	13.8%
Hennepin	\$73,924,987	45.6%	\$32.3	43.0%	40.6%
Ramsey	\$22,792,104	14.1%	\$12.4	16.5%	17.8%
Scott	\$13,394,400	8.3%	\$5.3	7.1%	4.7%
Washington	\$11,961,292	7.4%	\$4.3	5.8%	8.4%
	<b>\$162,163,975</b>	<b>100.0%</b>	<b>\$75.0</b>	<b>100.0%</b>	<b>100.0%</b>

The 2003 to 2014 Regional Solicitations selected projects for the 2007-2019 program years.

Includes funding for all applicants within the respective counties.

Excludes federal funds allocated to the Travel Demand Management activities.

Summary of comment 2: The County expressed concern that no projects identified by the recently-completed Highway 10 Access Planning Study were funded.

Staff response: While Council staff cannot comment on MnDOT’s programming process, Anoka County applied for one project related to the study in response to the 2014 Regional Solicitation. The solicitation is competitive and the project was not selected.

Summary of comment 3: The modal funding split should be more favorable to roadways, which the draft TIP shows at 39.6 percent of the program.

Staff response: Federal funding is primarily modally-specific. This is addressed in the 2040 Transportation Policy Plan (TPP), which indicates that only about three percent of the available regional funding is flexible. The flexible funding is available through the Regional Solicitation process and the modal distribution of these funds is controlled by TAB. [See figure 4.2 on page 4.6 of the 2040 TPP](#) and page 6 of this handout.

Summary of comment 4: The County expressed concern that the draft TIP shows \$241.2 million in set-aside funds, which it believed to be representative of the 2014 Regional Solicitation projects.

Staff response: Set-asides are included for MnDOT projects that do not directly serve a specific identified project. Examples include right-of-way purchases or environmental work.

Summary of comment 5: The County expressed concern that the MnDOT-programmed projects are counter to the federal requirement that the TIP “be initiated by locally elected officials of general-purpose governments.”

Staff response: The TAB, which consists primarily of locally-elected officials, approves the TIP, which includes all regional federal funds spending. In addition, TAB selects the Regional Solicitation projects. This comment will be forwarded to TAB and MnDOT.

Summary of comment 6: Limited funding is dedicated to railroad crossing safety projects.

Staff response: This comment will be provided to MnDOT for consideration. Railroad crossing projects are eligible for STP funding in the Regional Solicitation and whether to further emphasize such safety projects can be considered by TAB.

## **5. City of Woodbury**

Summary of comment: The City expressed concern with the lack of inclusion of a reconstruction project for the I-94/I-494/I-694 interchange in Woodbury and Oakdale.

Staff response: Projects in the TIP must be consistent with the TPP. Given the lack of funding available for major mobility projects, this project is not funded at this time. In the short term, project 8282-117 (Conversion to individual exits for I-94 EB to I-694 NB and I-694 NB to I-94 EB) cited in the comment will help improve the traffic situation.

## **6. Metropolitan Interfaith Council on Affordable Housing (MICAH)**

Summary of comment 1: The TIP should prioritize Americans with Disability Act (ADA) compliance. MICAH requests analysis of the transit system's ADA compliance and a plan to bring the system into compliance by 2019.

Staff response: The comment about prioritization of ADA projects will be forwarded for consideration by MnDOT for its project selection and TAB for the Regional Solicitation process. Regarding transit system compliance, all transit providers and their fleets are compliant with ADA requirements. The comment will be forwarded to the transit providers as well.

Summary of comment 2: MICAH expressed concern that low income people and minorities have limited power to impact change in the engineering plans that have been contracted for with transportation funds. MICAH requested a public meeting and public review of how the Federal Highway Administration's [Environmental Justice Guidance](#) is being used throughout all transportation decisions.

Staff response: The request will be forwarded to TAB and MnDOT. Equity is a criterion in the Regional Solicitation for project scoring. TAB and the Council will also be participating in an equity workshop this fall to discuss how equity considerations apply to transportation.

Summary of comment 3: MICAH expressed concern for how housing and transportation will be addressed in response to suburban job growth.

Staff response: Communities will be updating their housing and transportation plans as part of their local comprehensive plan updates, due to the Council for review by the end of 2018. The Council will soon send out regional system statements to communities and advise them of the content of Thrive MSP 2040 and the system statements.

Summary of comment 4: MICAH requested that data be reported on each project in the TIP indicating the percent and amount of money contracted to minority businesses along with employment of minorities and the percent and number of contracted businesses and employees from that specific community.

Staff response: MnDOT, the Metropolitan Council and local agencies have disadvantaged business enterprise policies and procedures. Project sponsors are expected to follow the policies. TAB can consider whether it desires to implement policies and procedures regarding projects funded through the Regional Solicitation.

Summary of comment 5: MICAH asked for identification, by project, of whether any affordable housing is at risk and the plan to replace the housing.

Staff response: The project selection process does not require a detailed level of project scoping and development so this information is unknown for many projects. TAB can consider whether it desires to implement policies and procedures that this information be available for Regional Solicitation projects.

## **7. Minnesota Department of Transportation (Metro District)**

Summary of comment: MnDOT Metro District requested a number of changes to be made to state and local projects listed in the draft TIP. This reflects end-of-year changes impacting a number of projects.

Attached to the letter were several tables listing projects to be deferred, deleted, and advanced, or added. MnDOT District 3 also provided one additional project, 8608-30 (MN 101, from Bridge 27020 over the Crow River in Saint Michael to Bridge #86006 over the Mississippi River in Otsego, install Cable Median Barrier). Other changes were made upon Metropolitan Council Staff and MnDOT review and are included as the last page of this packet.

Staff response: The final TIP will reflect these changes.

# TRANSPORTATION FUNDING



2040, 7-county metropolitan area, currently anticipated revenue .....

97%

\$84B  
TOTAL

3%

**FUNDING TYPES:**



**(NOT FLEXIBLE)  
DEDICATED \$**

**\$81.7 billion**  
...dedicated to state highways, transit, local transportation.

**FEDERAL FLEXIBLE FUNDING**

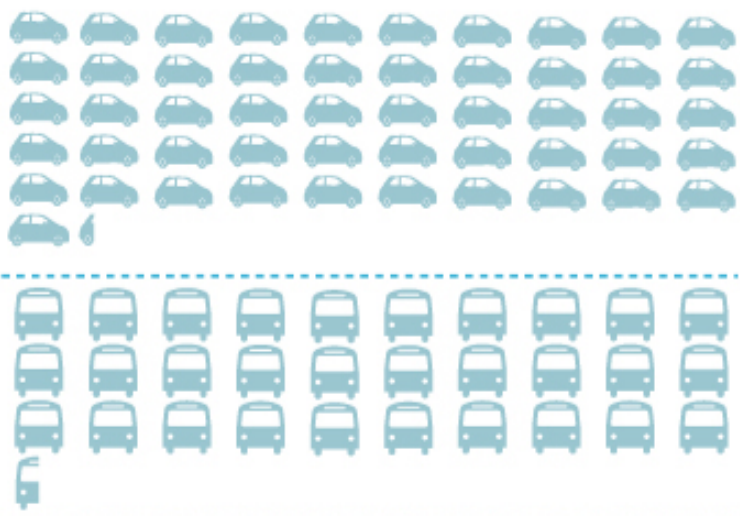
**FLEXIBLE \$**

**\$2.2 billion**  
...available to flex between highways, transit and other projects.

**ROADWAYS**  
\$51.2 billion



**TRANSIT**  
\$30.5 billion



**ROADWAYS**  
\$1.3 billion

**TRANSIT**  
\$700 million

**OTHER**  
\$200 million



(based on historical allocations)

## 1. HENNEPIN COUNTY





## Hennepin County

Public Works

### Transportation Department

James N. Grube P.E., County Highway Engineer  
1600 Prairie Drive  
Medina, Minnesota 55340

612-596-0300, Phone  
612-321-3410, Fax  
[www.hennepin.us/transportation](http://www.hennepin.us/transportation)

July 16, 2015

Mr. Joseph Barbeau  
Senior Planner  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

Re: 2016-2019 Draft Transportation Improvement Program (TIP)

Dear Mr. Barbeau:

The Hennepin County Public Works Transportation Department has completed a review of the 2016-2019 Draft Transportation Improvement Program (TIP) that was presented to the Transportation Advisory Board (TAB). Based on this review, we respectfully submit the following proposed revisions for the identified transportation projects:

- Project No. 027-653-021 (CSAH 53): The project total should be \$40,000,000. The increased amount, all local funds, should be reflected in the "Other" column (New total: \$32,160,000). The project description should be changed from "From Washburn Ave S. to 16th Ave S in Richfield – Roadway Reconstruction" to "From CSAH 31 (Xerxes Ave) to Richfield Parkway in Richfield – Roadway Reconstruction."

Note: This change is identified on Page C-5 of the draft TIP, but is not shown in Table A-3 on Page A-10.

- Project No. 027-596-009 (CR 202): The project total should be \$2,534,000. The increased amount, all local funds, should be reflected in the Other \$ column (\$1,134,000).

Please contact Carla Stueve (612) 596-0356, [carla.stueve@hennepin.us](mailto:carla.stueve@hennepin.us) for any further discussion of these items.

Sincerely,

James N. Grube, P.E.  
County Highway Engineer



## 2. LAURA HEDLUND

Transportation exists in an ecological context. Reducing our collective carbon usage is vital for our sustainability. Transportation planning can also address a variety of social problems by innovative approaches including pollinator-friendly plantings, food for humans such as blueberries in selective locations and exploring alternative to toxic surfaces including asphalt.

I am especially concerns about asphalt non-motorized roads fragmenting our remaining last natural spaces in the Twin Cities. These asphalt “trails” do not offer people the full health and wellness benefits from being in open space. Asphalt surfaces are not a requirement for inclusion and does not offer comparable calming and restorative experience.

A recently widowed person shares that travels miles every day to find a quiet place the humans have not yet paved and there she sits. It is when she is with “intact ecological reality” she finds healing. Where in the Twin Cities can a person in a wheelchair find the type of respite and healing my friend finds by being quietly in nature?

We need nature in ways we do not comprehend. Humans are only at the beginning of grasping the complexity of living systems. It is highly likely that, sadly, human engineers are grossly misunderstanding living systems. If we learn that asphalt causes cancer or interferes with our biospheres and decide to rip up the asphalt, we also may learn how many generations it will take to repair the damage. Let’s us leave some intact land for the next generation.

The last generation of humans have had dramatic impacts on our landscape. The moral imperative to is protect the remaining “intact land” so that future generations, hopefully wiser generations, will make better choices than we have.

Laura Hedlund  
Cell 651 755 5253

New Business Development  
AM950 Radio The Progressive Voice of MN  
11320 Valley View Road  
Eden Prairie, MN 55344  
Office-952-946-8885

### 3. WASHINGTON COUNTY



**Public Works Department**

Donald J. Theisen, P.E.  
Director

Wayne H. Sandberg, P.E.  
Deputy Director/County Engineer

August 3, 2015

Elaine Koutsoukos  
TAB Coordinator, Transportation Advisory Board  
Metropolitan Council  
390 Robert St. N.  
St. Paul, MN 55101

**RE: Comments on the the Proposed 2016-2019 Transportation Improvement Program (TIP)**

Dear Ms. Koutsoukos,

Thank you for the opportunity to comment on the proposed 2016-2019 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area. The county has reviewed the proposed TIP for conformance and found it consistent with the 2030 Washington County Comprehensive Plan and 2015 Capital Improvement Program. We understand that the TIP also identifies 100% State Funded projects that must meet the policies of the Transportation Policy Plan and the Air Quality Control Plan, several of which are in Washington County.

Washington County applauds Metropolitan Council's efforts over the last year to increase the transparency and efficiency of the regional solicitation and we appreciate the opportunity to continue to work with the Council to refine the solicitation. There are four Washington County projects in the TIP that received Federal funding through the solicitation in 2015:

**STP Projects (Federal Funding)**

Year 2019 Project No. 082-596-005: Construct interchange at CSAH 35/Hadley Avenue  
\$7,280,000

Year 2019 Project No. 082-613035: Construct Pedestrian Bridge over I-94/Expand  
Southbound Roadway  
\$ 2,847,744

Year 2017 Project No. 082-591-003 Safe Routes to School/Construct Bike Pedestrian Trail  
along CSAH 19 from 80<sup>th</sup> Street to Indian Trail  
\$186,368

**TAP Projects (Federal Funding)**

Year 2017 Project No. 082-591-001 Safe Routes to School/ Construct Bike/Pedestrian Trail  
from Cottage Grove Elementary School CR 74 to CSAH 13  
\$188,256

Other agency and community projects in Washington County that are identified in the TIP include:

STP Projects (Federal Funding)

Year 2019 Project No. 8209-109 Repair/ Replace Drainage Infrastructure along TH 95 from 5<sup>th</sup> Avenue in Bayport to I-94  
\$1,168,000

Year 2016 Project No. 8206-45 Construct Roundabouts at TH 97, Revise School Entrance at Forest Lake High School and Provide Grade Separated Pedestrian Facilities  
\$ 4,960,000

100% State Funded Projects

Year 2018 Project No. 8208-38 Widen Shoulders, Add Right Turns along TH 95 from CSAH 18 to CR 20  
\$2,450,000

Year 2017 Project No. 8210-102 Retaining Wall Maintenance along the West Side of MN 95 between Maple Street and Elm Street in Marine on St. Croix  
\$95,000

Year 2017 Project No. 8212-102 Convert Eastbound Bypass Lane to Left Turn Lane at 11<sup>th</sup> Street in Forest Lake  
\$840,000

Year 2016 Project No. 8205-143 Sign and Sign Panel Replacement along US 61 from CR 22 in St. Paul Park to I-94  
\$250,000

Year 2016 Project No. 8205-144 Upgrade Signals at US 61/ CSAH 22 Ramps  
\$185,000

Year 2016 Project No. 8205-146 Interchange Lighting at US 61/CSAH 19  
\$180,000

Miscellaneous Federal Projects

Year 2016 Project No. 8201-18 Add Rumble Strips along TH 97 from I-35 to MN 95  
\$150,000

There are also various program items related to the St. Croix River Crossing project at MN 36/TH95.

TIP Comments  
August 3, 2015  
Page 3

Washington County looks forward to working with the Minnesota Department of Transportation (MnDOT) and the Metropolitan Council to implement the projects listed herein over the next three years, as well as update the Washington County Comprehensive Plan to create a better Washington County and Metropolitan Region.

Sincerely,

A handwritten signature in black ink, appearing to read 'W Sandberg', written over the printed name.

Wayne Sandberg  
Deputy Director/County Engineer

cc:

Washington County Board of Commissioners  
Molly O'Rourke, County Administrator  
Jan Lucke, Transportation and Planning Manager

**4. ANOKA COUNTY**





# Anoka County

## BOARD OF COMMISSIONERS

Respectful. Innovative. Fiscally Responsible

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August 3, 2015

Ms. Elaine Koutsoukos  
Transportation Advisory Board Coordinator  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101-1805

Re: Comments on Draft 2016-2019 Transportation Improvement Program

Dear Ms. Koutsoukos:

As a partner in the regional transportation system, Anoka County welcomes this opportunity to comment on the Draft 2016 – 2019 Transportation Improvement Program (TIP) on behalf of the more than 340-thousand citizens we represent. As you know, surface transportation policies at the regional and state level have a direct impact on the growth and economic vitality of Anoka County, as well as our citizens' overall quality of life.

Overall, we feel the 2016 – 2019 TIP document fails in the equitable distribution of projects across the region, and in particular, Anoka County. This is especially evident in the Highway/Roads funding categories in both the TAB Regional Solicitation Selection funding, and the MnDOT Metro District Selection funding.

Specifically, the TAB Regional Solicitation program accounts for approximately 27 percent of federal highway funds allocated to the region. However, the recent change in the solicitation methodology has resulted in Anoka County projects ranking at historic lows and producing an unbalanced equitable selection of projects. This process is designed to direct federal funds to a variety of locally-initiated projects which reflect local and regional priorities and are products of local comprehensive and transportation planning programs. But as shown in Table A-3 of the 2016 – 2019 TIP, only two (2) of the 51 STP projects are located in Anoka County. This represents less than four (4) percent of the total. Similarly, these two projects only account for five (5) percent of the total federal dollars in the 2016 – 2019 allotment to the Metropolitan Planning Organization (MPO) area. With an estimated 2014 population of 342,612, Anoka County accounts for more than 11 percent of the region's population. For roadway miles, Anoka County accounts for more than 14 percent of the region's total. In the most recent TAB solicitation, Anoka County will be receiving only one additional project in the STP category which further exacerbates the unequitable distribution of funds in the metro region.

We also have grave concerns about MnDOT's Metro District selection and funding of projects which accounts for 32 percent of the total dollars spent in the region. Funding for Trunk Highway projects in Anoka County is even bleaker. According to Table A-13, in

2016, MnDOT only intends on spending \$3,849,100 on Trunk Highways in Anoka County (of which \$1,100,000 are planning funds for I-35W and \$997,100 are funds for a pedestrian safety improvement on TH 10 that Anoka County was granted through the Municipal Agreement process). In 2017, MnDOT intends to only spend \$1,985,000 on Trunk Highways in Anoka County. In 2018, MnDOT is planning on an investment of \$56,075,000 on the Trunk Highway system in Anoka County but none of these projects is for desperately needed expansion or congestion relief projects. In fact, as part of the I-35 concrete whitetopping and bridge replacement project (SP 8280-47) MnDOT is only funding the replacement of the deficient TH 97 (Lake Drive) bridge with a similarly functionally obsolete bridge when a widened bridge and interchange reconstruction project is the most prudent investment. There are no identified Trunk Highway improvements listed in this plan for Anoka County in 2019!

So out of the \$1.29 **billion** that the region intends to spend on highways and roads in the region from 2016 through 2019, only \$61.9 million is on trunk highways in Anoka County. That is **less than 5%** of the total, and none of these investments is for capacity improvement projects.

But what may be most disturbing about this plan is the lack of funding for **any** of the recommended projects identified by the recently completed Highway 10 Access Planning Study. This joint effort, funded by MnDOT and Anoka County, working in partnership with the cities of Anoka and Ramsey, is viewed as a landmark study in that it “broke” the traditional thinking previously held in expressway to freeway conversions. Instead it identified “hybrid” interchange options that could achieve more than 92 percent of the safety and capacity benefits at 50 percent of the cost of a traditional freeway conversion. In addition, the study identified independent, lower cost options for making these improvements over a number of years as compared to trying to fund a single, mega-fund project. To see **no** Highway 10 projects in the 2016-2019 TIP (other than the minor Anoka County pedestrian improvement) is not only a massive disappointment to our project partners, but will do nothing to improve the safety, congestion and economic viability of this extremely important corridor.

Besides the specific comments noted above, we would like to offer some additional general comments:

- The region is set to spend \$3.2 billion on transportation infrastructure in the 2016-2019 timeframe, but only \$1.29 billion or 39.6 percent is identified for highway and roads. While a fully multimodal transportation system is necessary, this region is still mostly dependent on the vehicular mode and a larger share of the funds should be spent on highways and roads. Even transit systems will benefit from this higher investment in highways.
- The plan still shows \$241.2 million in set-asides even though the TAB has approved specific grants for STP and HSIP federal funding through 2019. These projects should be specifically identified in this plan.
- One of the federal requirements for a Transportation Improvement Plan (as noted on Page 2) is that the plan “be **initiated** by locally elected officials of general purpose governments”. Other than the 21 percent of funds that run through the TAB Regional Solicitation Selection process, locally elected officials have very little (if any) voice in initiating what projects are included in the TIP, especially as it relates to MnDOT’s selection of Trunk Highway improvements and Met Council’s selection of transit projects.



- One of the most pressing issues in the Twin Cities region is the increase in railroad freight trains through the metro area, especially the increase in hazardous materials coming from the Bakken oil fields of North Dakota. As shown in Table 8 on Page 26 of the plan, only \$2.5 million in Railroad-Highway Grade Separated Crossing Safety Program is shown for the four year period of the plan. This investment level is woefully inadequate.

Anoka County has consistently prepared comprehensive transportation plans that comply with the region's population growth, job creation, and land use policies. Included in these plans we have identified the present and future needs of our transportation systems. While Anoka County is committed to doing its part in addressing these needs, this 2016-2019 TIP does not make the investments, particularly on the Trunk Highway system, to address the majority of these needs.

We understand the distribution of funds does not need to equal either the percentage of the population or road-miles within the region to be considered equitable. There are certainly components of the transportation system (i.e., transit) that are more prevalent in some areas compared to others and therefore funding might be expected to follow suit. The bottom line is, when looking at the distribution of the approximately \$3.2 billion in transportation resources to be allocated across the Twin Cities MPO area per the 2016 – 2019 TIP, it appears that Anoka County and its cities are not getting the equitable share our taxpayers and transportation users expect and deserve.

We strongly believe that for counties and cities to reach their full potential, all must receive an equitable share of the transportation funding. Anoka County cannot fully contribute to the success of the region under the current funding scenario. The region will be stronger when all entities receive a more equitable distribution of transportation dollars.

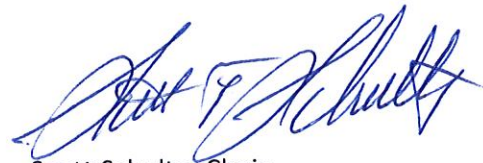
Our solution envisions a more equitable distribution scenario in which counties and cities will not only be individually stronger, but more importantly, the region will be better positioned to reach the goals set forth in Thrive 2040 for all residents.

Again, thank you for your consideration of our concerns about the draft 2016 – 2019 TIP. If you have any questions or need any additional information, please feel free to let me know.

Sincerely,



Rhonda Sivarajah, Chair  
Anoka County Board of Commissioners  
[Rhonda.Sivarajah@co.anoka.mn.us](mailto:Rhonda.Sivarajah@co.anoka.mn.us)  
763-323-5700



Scott Schulte, Chair  
Transportation Committee  
[Scott.Schulte@co.anoka.mn.us](mailto:Scott.Schulte@co.anoka.mn.us)  
763-300-6244

## 5. CITY OF WOODBURY

On behalf of the City of Woodbury, I am writing to comment on the Draft Transportation Improvement Program. Our primary concern is regarding the lack of a reconstruction project for the I-94/I494/I-694 interchange in Woodbury and Oakdale in the program. The 2040 Transportation Policy Plan highlights the bottlenecks in freeway-to-freeway system interchanges such as I-94/494/694 as important strategic capacity enhancements. And while we appreciate the safety investment shown in the plan as project number 8282-117, we do not feel the proposed project is sufficient given the magnitude of the current congestion and safety concerns and importance of this interchange to the state and regional transportation system.

As you know, I-94 serves as the gateway to Minnesota and the Twin Cities metropolitan area from Wisconsin. As such, the operation of I-94 is important to interstate movement of people and goods to and from the state and region. It is also critical to the continued economic health and vitality of the east metro area. In 2013, I-94 carried approximately 82,000 vehicles a day into Minnesota. I-94 traffic grows to approximately 110,000 by the time it reaches the I-494/I-694 ring route. By 2030, these daily traffic volumes are projected to increase to 108,000 and 156,000, respectively. In addition, I-494 south and I-694 north of I-94 accommodated approximately 94,000 and 88,000 vehicles daily in 2013, respectively. The I-94 interchange and the interchange of these three highways have a significant impact on the mobility and congestion in the east metro area.

For several decades, long range transportation studies have projected significant traffic growth in the I-94 Corridor. These studies include Woodbury's I-494 Access Improvement Study (1989), the Wisconsin Department of Transportation I-94 Corridor Study in 2004, Woodbury's Northeast Area Development Traffic Impact Study (2008) and the Minnesota Department of Transportation (MnDOT) I-94 East Metro Corridor Study (2011).

Currently, daily traffic congestion occurs during the peak travel periods in several interchange areas. This is reflected in the higher than average metro interchange accident rates (crashes per million vehicles) and severity rates in the as I-94/494/694 interchange. This congestion, accident rate and the accident severity rates are only anticipated to increase in the future if significant improvements are not made. Projected traffic increases and existing operating and accident statistics only reinforce the need to further study and program I-94 roadway improvements in the east metro area.

I am requesting the Metropolitan Council place a higher priority for capacity and safety improvements to the I-94/494/694 interchange in the east metro area as it updates the Transportation Improvement Program. We would welcome the opportunity to work with Met Council and MnDOT as future analysis and updates of the state and regional transportation plans are prepared.

We appreciate the time and attention you give this request and look forward to working with Met Council and MnDOT in ensuring the necessary improvements are planned and programmed for the I-94/494/694 Interchange.

Sincerely,

**John R. Bradford, P.E.**

Engineering & Public Works Deputy Director/City Engineer

8301 Valley Creek Road | Woodbury, MN 55125

(651) 714-3593 | [www.ci.woodbury.mn.us](http://www.ci.woodbury.mn.us)



## 6. METROPOLITAN INTERFAITH COUNCIL ON AFFORDABLE HOUSING

Note that the applicant provided the following three attachments:

- An excerpt from [Minnesota's Olmstead Plan](#) (Minnesota Department of Human Services) that discusses providing rural individuals with disabilities, seniors, and families with limited or no transportation options bus service.
- [Environmental Justice Guide from the Federal Highway Administration](#).
- MICAHA's Recommendations for Housing Policies to Advance Racial and Economic Justice and Benefit the Transit Corridor Communities

These are available by contacting Joe Barbeau ([joseph.barbeau@metc.state.mn.us](mailto:joseph.barbeau@metc.state.mn.us), 651-602-1705)





*“Do Justice, love mercy and walk humbly with your God” Micah 6:8*

August 5, 2015

Thank you for the opportunity to comment on 2016-2019 Transportation Improvement Program for the Twin Cities Metropolitan Area June 2015 Draft.

Thank you for your service in developing and maintaining our highways, streets, public transit systems, bike and pedestrian trails!

As people of faith we believe we are to treat and love others as ourselves and ensure that every one, without exception, has a safe, decent, accessible and affordable home (rental or homeownership). Transportation is a critical component for all people in our community to obtain and maintain opportunities for housing, employment, education, health and human services, recreation, faith and social connections.

In reviewing your plan we identified five significant concerns.

1. ADA Compliance: While we are pleased to see several projects have included ADA modifications, MICAHA staff report that in current plans, developments, contractors/engineer designs related to Light Rail Transit Systems, that ADA Compliance seems to be minimally included and that inclusion, equity and the importance of ADA compliance is not a priority.  
After reviewing and Commenting on the Minnesota’s Olmstead Plan Draft Plan July 31, 2015, we are very concerned about the State and our Metropolitan Area’s compliance with ADA ( see attached PDF)
  - a. Curb ramps: In 2012, only 19% of curb ramps on MN DOT right away met the Access Board’s Public Right of Way Guidance.
  - b. In 2009, only 10% of eligible state highway intersections had been installed with accessible pedestrian signals.
  - c. In 2012 only 46% of sidewalks on MNDOT right away met 2010 ADA Standard and Public Right of Way guidance.  
We are requesting an analysis of our Metropolitan’s Transit System for ADA compliance and a clear publicly funded plan to bring our Metropolitan Transit System into compliance by 2019.

2. Environmental Justice: The Federal Highway Administration issued Environmental Justice Guidance in April 2015 ( see attached)

We continue to be concerned that people with limited income and minorities have very limited power through the community engagement process or any other process to impact change in the engineering plans that have been contracted for with transportation funds.

We are requesting a public meeting and public review of how the Environmental Justice Guidance is being utilized throughout all transportation decisions.

3. Job growth without Affordable Housing and Transportation Plans: Many of our suburbs are currently or in process of significantly expanding their industrial parks,( for example Rogers, MN) with no plan for the transportation and/or for the housing needs of their expanded workforce. It is unclear to us how the THRIVE 2040 plan, is keeping up with the growth and potential new growth of jobs below 50% of median throughout our Metropolitan area, without an updated transportation and affordable housing plan for that community.

4. Transportation Projects, Contracting and Employment:

**An equitable future for our region**

State of the Region remarks, as prepared for delivery by Chair Susan Haigh -Jan 27, 2014

*“In the short-term, the construction of the METRO Green Line (Central Corridor)—which, if you haven’t heard, is set to open June 14<sup>th</sup>! —has been the state’s largest single public works project.*

*Since construction began in 2011, the METRO Green Line created 5,445 jobs and spurred more than 1.7billion dollars in development.*

*More than 18 percent of the people who constructed the line were people of color, in many cases bringing wages back to neighborhoods that need it most. And thanks in part to equitable policies, \$100 million or 10% of project dollars went to minority- and female-owned contractors for their work on the line.”*

These employment numbers look very impressive compared to the national statistics. However, the Green line route goes through neighborhoods of concentrated areas of poverty and high percentage of people of color.

We are requesting data reported on each project funded indicating the % and amount of money contracted to minority businesses and employment of minorities and % and number of contracted businesses and employees from that specific community. It is critical, we are reinvesting in opportunities for people living in the community the transportation projects are occurring.

5. Housing displacement and the loss of affordable housing due to transportation projects is not discussed in the plan.

Please identify by project whether any housing is at risk, and the plan to replace the housing.

MICAH's Recommendations for Transit Corridor Development are attached.

Thank you for the opportunity to comment on this draft plan.

Sincerely,

*Sue Watlov Phillips*

Sue Watlov Phillips, M.A.

**7. MINNESOTA DEPARTMENT OF TRANSPORTATION (METRO DISTRICT)**



# Minnesota Department of Transportation

Metro District  
1500 County Road B2  
Roseville, MN 55113

August 5, 2015

James Hovland, Chair  
Transportation Advisory Board  
Metropolitan Council  
390 North Robert Street  
St. Paul, Minnesota 55101

Dear Mr. Hovland:

The Minnesota Department of Transportation (MnDOT) has worked closely with Metropolitan Council, the Transportation Advisory Board (TAB) and the Technical Advisory Committee (TAC) to develop the 2016-2019 Transportation Improvement Program (TIP).

Subsequent to the submittal of the draft 2016-2019 TIP, some changes have occurred to the list of MnDOT and federally-funded local agency projects. The changes are the result of financial balancing within the TIP years and program adjustments to accommodate project additions or deletions. The attached tables summarize these proposed changes.

Notable among the changes are several MnDOT preservation projects that were added as a result of additional State Road Construction (SRC) budget authority granted by the 2015 Minnesota legislature. These projects were selected and prioritized by MnDOT in anticipation of receiving this funding. As a result of the legislation, MnDOT's Metro District was able to fund approximately \$55 million in additional preservation projects in the FY 2016-2017 biennium. A significant portion of this funding was applied to the replacement of Bridge 27568 (US 169 over Nine Mile Creek in Hopkins). The bridge project was moved into the TIP from FY 2022 to align bridge replacement with a FY 2017 pavement preservation project on US 169.

Note that the attached tables do not include projects selected in the 2015 Regional Solicitation. These projects were shown as an appendix to the draft TIP and are now incorporated into the final TIP. It should also be noted that these regionally-selected projects are included in the TIP at approximately \$9 million over the anticipated revenue target over the four years of the TIP. This allows for project deferrals and deletions that typically occur as projects are advanced.

These proposed changes do not affect the air quality conformity analysis of the TIP.

Thank you for the opportunity to comment.

An Equal Opportunity Employer



Sincerely,



Scott McBride, P.E.

Metro District Engineer

cc:

Arlene McCarthy  
Carl Ohrn  
Joe Barbeau  
Kevin Roggenbuck  
Karl Keel  
Innocent Eyoh  
Mark Gieseke  
Marv Lunceford  
Pat Bursaw  
Kris Riesenberg  
Tom Styrbicki

**PROPOSED CHANGES TO TWIN CITIES DRAFT TIP 2016-2019**

August 5, 2015

**CHANGES Since the April 2015 Draft TIP**

**Projects Deferred**

Table	Proj. No.	Route	Description	Total Cost	Deferral Year	AQ
A-14	082-595-002	Local	Rehabilitation, Construction And CE Of St. Croix Boom Site Roadside Recreational Area (Other FHWA Amt Is Public Land Highway Discretionary)	400,500	2015 to 2016	O9
A-14	8825-535	MN999	Metrowide - Central Signal Monitoring System	950,000	2015 to 2016	S7
A-14	1913-64E	US61	**MN261**Hastings Bridge 19004 - National Park Service Mitigation, Bird Study Phase 1 & 2 (2010 Appropriations Act-STP)	100,000	2015 to 2016	O1
A-8	8825-480	MN999	Metrowide - Traffic Management System	975,000	2016 to 2017	S7
A-3	1917-45	MN149	MN149, From I494 In Mendota Heights To MN5 In St. Paul- Bituminous Mill And Overlay, Turn Lane, Signal, ADA And Drainage (Tied To 6223-20)	6,110,000	2017 to 2018	S10
A-9	6223-20	MN149	**CHAP 152**MN149, Over Mississippi River In St Paul - Rehabilitation And Approach Work On Bridge #62090 Including ADA Ramps (Tied To 1917-45)	12,250,000	2017 to 2018	S19
A-8	2771-43	MN610	MN610, From US169 In Brooklyn Park To Mississippi River In Coon Rapids And On US169 From I394 In Golden Valley To I94 In Brooklyn Park - Install Traffic Management System	925,000	2017 TO 2018	S7

**Project Deletions**

Table	Proj. No.	Route	Description	Total Cost	Deleted From	AQ
A-8	8214-174A	MN36	MN36, WI St Hwy64 From Cr-E To 150th Ave-Grading For Loop Trail As Part Of The St. Croix River Crossing Project-Wisconsin Let (Project was advanced to FY2015)	175,000	2016	A20
A-8	7005-117	US169	US169, At CSAH 17 (Marschall Rd) In Shakopee - Upgrade Signal At Ramp (Tied To 070-030-008)	47,575	2016	E2
A-1	880M-CMAQ-16	Local 999	Metro ATP Setaside For CMAQ Projects Yet To Be Selected For FY 2016 (Note: Projects have been selected and are listed in Final TIP)	15,384,819	2016	NC
A-6	880M-SHL-16	Local 999	Metro ATP Setaside For HSIP Projects Yet To Be Selected For FY 2016 (Note: Projects have been selected and are listed in Final TIP)	794,881	2016	NC
A-8	880M-CM-16	MN999	Districtwide Setaside For Lower Cost Congestion Mgmt Projects - FY 2016	3,675,000	2016	NC
A-1	880M-CMAQ-17	Local 999	Metro ATP Setaside For CMAQ (Including TDM) Projects Yet To Be Selected For FY 2017 (Note: Projects have been selected and are listed in Final TIP)	9,838,455	2017	NC



Table	Proj. No.	Route	Description	Total Cost	Deleted From	AQ
A-6	880M-SHL-17	Local 999	Metro ATP Setaside For HSIP Projects Yet To Be Selected For FY 2017 (Note: Projects have been selected and are listed in Final TIP)	8,888,889	2017	NC
A-3	880M-STP-17	Local 999	Metro ATP Setaside For STP Projects Yet To Be Selected For FY 2017 (Note: Projects have been selected and are listed in Final TIP)	23,794,068	2017	NC
A-5	2781-452	I94	I94, Over Glenwood Ave In Mpls-Rehabilitation Of Bridges 27726, 27726A, 27726B, 27727, 27727A, 27727B, 27728 (Tied To 2781-432 & 2781-453) (Note: Work combined into SP 2781-432 in Final TIP)	1,570,000	2017	S19
A-5	2781-453	I94	I94, At Hennepin/Lyndale Tunnel (Bridge 27832) And EB I94 Under I35W Tunnel (Bridge 27834) In Mpls-Tile Repair (Tied To 2781-432 & 2781-452) (Note: Work combined into SP 2781-432 in Final TIP)	2,405,000	2017	S19
A-3	880M-BI-17	MN999	Districtwide Setaside For Bridge Improvement Projects On Non-NHS - FY 2017 (Note: Projects are listed in Final TIP)	1,575,000	2017	NC
A-1	880M-CMAQ-18	Local 999	Metro ATP Setaside For CMAQ (Including TDM) Projects Yet To Be Selected For FY 2018 (Note: Projects have been selected and are listed in Final TIP)	34,500,000	2018	NC
A-6	880M-SHL-18	Local 999	Metro ATP Setaside For HSIP Projects Yet To Be Selected For FY 2018 (Note: Projects have been selected and are listed in Final TIP)	8,888,889	2018	NC
A-3	880M-STP-18	Local 999	Metro ATP Setaside For STP Projects Yet To Be Selected For FY 2018 (Note: Projects have been selected and are listed in Final TIP)	52,750,000	2018	NC
A-2	880M-TAP-18	Local 999	Metro ATP Setaside For Transportation Alternative Program Projects Yet To Be Selected For FY 2018 (Note: Projects have been selected and are listed in Final TIP)	8,528,588	2018	NC
A-8	880M-IM-18	MN999	Districtwide Setaside-Incident Management Projects - FY 2018 (Note: Project listed in Final TIP)	500,000	2018	NC
A-1	880M-CMAQ-19	Local 999	Metro ATP Setaside For CMAQ (Including TDM) Projects Yet To Be Selected For FY 2019 (Note: Projects have been selected and are listed in Final TIP)	34,500,000	2019	NC
A-6	880M-SHL-19	Local 999	Metro ATP Setaside For HSIP Projects Yet To Be Selected For FY 2019 (Note: Projects have been selected and are listed in Final TIP)	8,888,889	2019	NC
A-3	880M-STP-19	Local 999	Metro ATP Setaside For STP Projects Yet To Be Selected For FY 2019 (Note: Projects have been selected and are listed in Final TIP)	54,125,000	2019	NC
A-2	880M-TAP-19	Local 999	Metro ATP Setaside For Transportation Alternative Program Projects Yet To Be Selected For FY 2019 (Note: Projects have been selected and are listed in Final TIP)	8,587,500	2019	NC

**Advanced Projects**

Table	Proj. No.	Route	Description	Total Cost	Advance From	AQ
Appendix C	019-631-043	CSAH31	**AC**CSAH 31, From I35E To 0.2 Miles N Of Northwood/Central Pkwy In Eagan-Extend Center Median, Construct Right Turn Lanes, Replacement Of Signal Systems, And Addition Of A Third Lane (AC Project-Payback In FY 2017)	4,680,000	2017 to 2016 (Project now being AC'd)	A20
A-8	8214-174B	MN36	MN36, From WI St Hwy64 From New River Bridge 82045 To 150th Ave-Install Pavement For Loop Trail As Part Of The St. Croix River Crossing Project-Wisconsin Let	62,500	2017 to 2016	A20
A-8	8214-114AH	MN36	MN36, St Croix Mit Item - Kolliner Park: Removal Of Non-Historic Elements To Allow Reversion To "Natural"-Wisconsin Let	46,000	2018 to 2017	NC
A-8	8214-114Z	MN36	MN36, St Croix Mit Item - Bluffland Restoration - Removal Of Buckhorn Sign, Partial Restoration Of Wisconsin Approach (Removal Of Pavement From East End Of Bridge To STH 35 And Portions Of CTH E) - Wisconsin Let	25,000	2018 to 2017	NC
A-8	8214-174	MN36	MN36, Wisconsin Loop Trail In St. Croix County WI As Part Of The St. Croix River Crossing Project-Wisconsin Let	637,500	2018 to 2017	AQ2
Appendix C	062-653-011	CSAH53	**AC**CSAH 53, 0.01 Mile S Of Iglehart Ave To University Ave In St Paul- Reconstruct Interchange Bridge Over I94 And Approach Sections, Repave, Construct Sidewalks, Shoulders, And Travel Lanes. Replace MNDOT Bridge 9387 (AC Project, Payback In FY2019)	7,513,595	2019 TO 2018 (Project now being AC'd)	S10

**Additions - New Projects Added since the Draft 2016-2019 TIP**

Proj. No.	Route	Description	Total Cost	Added To
1981-132	I35W	**COCII**I35W, Under MN River Bridge (#5983) From Cliff Rd In Burnsville To W 106th St In Bloomington-Barge For Foundation Analysis	250,000	2016
107-591-004	Ped/Bike	**SRTS** Safe Routes To School - Infrastructure On Old Shakopee Road, France Ave And Johnson Ave- Sidewalks And Crossing Improvements For Hurbert Olson Elementary And Hurbert Olson Middle School	251,323	2016
120-591-002	Ped/Bike	**SRTS** Safe Routes To School - Infrastructure Along Cornelia Drive From W 66th St To W 70th St- Sidewalk And Crossing Improvements	300,879	2016
10-00121	RR	TCWR RR, CSAH 51, Benton Twp, Carver County - Install All New Railroad Signals And Gates	225,000	2016

Proj. No.	Route	Description	Total Cost	Added To
107-090-009	Ped/Bike	Old Cedar Avenue Trail From East Old Shakopee Road To Cedar Avenue Bridge In Bloomington - Construct Ped/Bike Trail	2,323,100	2016
1981-130	I35W	Over I35W At Dakota-CSAH 42 In Burnsville - Maintenance On Bridge 19527	1,225,000	2016
2783-157	I35W	**APP** I35W, From Mississippi River To 13th Ave NE In Mpls - Storm Sewer Repair And Rehabilitation	4,000,000	2016
8214-184	MN36	MN36, At I35 Interchange With WI St. Croix County TH-E-Construct WI Snow Storage Pond As Part Of The St. Croix River Crossing Project-Wisconsin Let	70,000	2016
2723-129	MN55	On NB MN55, Over UP RR/Luce Line Trail In Plymouth - Rehabilitation Of Concrete Caps And Columns On Br #6721	330,000	2016
2773-16	MN62	MN62, From Shady Oak Rd In Eden Prairie To US 169 In Minnetonka And On US 212 From Shady Oak Rd To MN 62 - Traffic Management System ("Other" Funds Are Metro District Transit)	200,000	2016
8825-556	MN999	**APP**IDIQ**Metrowide Bridge Strip Seals (Contract Minimum \$1.0M, Contract Maximum \$4.0M, Expiration Date 11/30/2018)	1,000,000	2016
8825-551	MN999	**SEC164**Metrowide-Median Barrier And Plate Beam Guardrail (To Be Authorized With FFY2016 Section 164 Funds)	2,017,000	2017
27-00316	RR	CP RR, CSAH 102, Douglas Dr In Crystal-Upgrade Existing Signal System	250,000	2017
019-090-020	Ped/Bike	Mississippi River Trail-Rosemount East Between Spring Lake Park Reserve And Flint Hills Resources In Rosemount-Construct Ped/Bike Trail, Pedestrian Underpass And Landscaping (Tied To 019-060-005)	2,800,000	2017
8825-553	MN999	**ITS**Metrowide - ITS Cell Modems At Existing Signal Cabinets	38,000	2017
8825-554	MN999	**ITS**Metrowide - ITS Fiber Optic Cable	162,000	2017
8825-555	MN999	**ITS**Metrowide - ITS Closed Circuit Television (CCTV) Installation	49,000	2017
2772-113	US169	**APP**US169, From Bren Road To 7th St In Hopkins- Replace Bridge 27568 (New Bridge #27W35) And Box Culvert 90478 (New Box Culvert #27X15)-Design Build Project (Tied To 2772-104, 2772-105, 2772-110)	65,855,000	2017
091-090-082	Ped/Bike	West Coon Rapids Dam Regional Park Pavement Reconstruction, Bike/Ped Trail And Lighting In Brooklyn Park	1,400,000	2018
8214-114SA18	MN36	MN36, St Croix Crossing Project Setaside For Supplemental Agreements/Overruns For Replacement Of River Bridge 4654	750,000	2018
8214-114MIT19	MN36	MN36, Over St Croix River Near Stillwater-Mitigation/Consultant Items For Replacement Of River Bridge 4654	90,000	2019

The following project description changes were made at the request of the Minnesota Department of Transportation or a project sponsor.

- 2050-101. Change description from “37th Av to TH 10 N ramp-Re-timing and coordination of signals and deployment of closed circuit TV cameras” to “37th Av to TH 10 N ramp-ATMS installation and signal optimization.”
- 1008-91. Change description from “...Coordinate and retime signals, deploy CCTV cameras” to “...ATMS installation and signal optimization.”
- 1910-50. Change description from “...Coordinate and retime signals, deploy close circuit television cameras” to “...ATMS installation and signal optimization.”
- 6227-83. Change description from “...Signal coordination, deploy CC cameras, and dynamic message signs” to “...ATMS installation and signal optimization.”
- 2748-62. Change description from “...Re-time and coordinate signals, deploy CCTC cameras” to “...ATMS installation and signal optimization.”
- 2750-82. Change description from “...Signal coordination, deploy CC cameras, and dynamic message signs” to “...ATMS installation and signal optimization.”
- 027-653-021. Change description from “...Roadway reconstruction” to “...Roundabout, Turn Lanes, Bike/Ped Facility.”
- 2783-148 (not denoted in draft). Change route from “Bike/Ped” to “I35W.” Change description from “5th St SE and SE 9th Av to 5th St SE and I-35W East Frontage Rd in Minneapolis-Replace Bridge 27987, Bike/Ped bridge over I 35W” to “I35W, at 5th St SE over I35W in Mpls – Replace ped Bridge 27987 and approaches.”
- 027-030-035. Change project total from \$236,664 to \$317,000. All additional funding “Other” (Local).
- 217-112-003. Change description from “Otsego MSAS 112, from MacIver Road to Wright County CSAH 19 at Otsego/Albertville, Reconstruction” to “Otsego MSAS 112, from MacIver Avenue to Wright County CSAH 19 at Otsego/Albertville, Reconstruction with bike/ped trail and intersection improvements at CSAH 19/70th Street intersection.”
- 107-591-005. Added “\*\*SRTS\*\*” to beginning of description
- 8608-30. Removed “(Designed by ATP M under SP 8608 30M and funded by ATP 3)” from description
- 8825-551: Added “(To be authorized with FFY 2016 Section 164 funds)” to description
- Wisconsin project 013-14-001: Total cost change from \$14,335,000 to \$16,317,000. Shift in distribution among years. \$825,000 local added.
- 2773-16. Changed excerpt from description from (“Other” funds are Central Corridor Light Rail)” to (“Other” funds are Metro District Transit)”

The following change was made to correct draft document:

- 130-090-004. Project total shown in Appendix C of draft TIP changed from \$900,000 to \$805,000.

The following change was made in response to a 2015-2018 TIP Amendment

- 6283-234. Change description from “\*\*ADA\*\*I94, from 0.1 Mi E Mounds Blvd in St Paul to 0.3 Mi E MN120 in Woodbury and on US61 from Burns Ave to W Jct MN5 in St Paul-Concrete overlay, bituminous M&O, concrete white topping, maintenance on 8 bridges, maintenance and rehab on Bridge 62861, R” to “\*\*ADA\*\*I94, from 0.1 Mi E Mounds Blvd in St Paul to 0.3 Mi E MN120 in Woodbury and on US61 from Burns Ave to W Jct MN5 in St Paul and on MN 120 from 0.05 Mi south of I94 To 4th St N in Maplewood – Concrete overlay, bituminous M&O, concrete white topping, maintenance on 8 bridges, maintenance and rehab on Bridge 62861, Rehab on Bridges 9147, 9148, 62868 and 62869, reconstruct median barrier, signals, lighting, signing, guardrail, TMS, including ADA and ped/bike trail along NB MN120 from Brookview Dr to 4th St & along McKnight Rd from Burns Ave to Hudson Rd (Tied to 6283-175 and 6283-233).”