

ACTION TRANSMITTAL No. 2017-03

DATE: March 6, 2017

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

PREPARED BY: Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Overprogramming Regional Solicitation Projects

REQUESTED ACTION: Approval of a course of action for overprogramming the 2016 Regional Solicitation

RECOMMENDED MOTION: That TAB approve the following:

1. Overprogram Regional Solicitation funds up to 8%.
2. Fund the following additional projects for the 2016 Regional Solicitation to be placed in the draft 2018-2021 Transportation Improvement Program:
 - Brooklyn Park roadway expansion project,
 - Minnetonka roadway reconstruction project,
 - Washington County roadway system management project,
 - Minnesota DNR multiuse trail project, and
 - St. Paul multiuse trail project

BACKGROUND AND PURPOSE OF ACTION: Overprogramming is an already-used strategy in the Regional Solicitation that is aimed at getting more projects ready to spend federal funds that become available because of increases in federal funds, project withdrawals, or scope changes that occur with already-programmed projects.

Looking back at the 2014 Regional Solicitation, an additional seven originally unselected projects were funded following the original TAB award. These projects were funded through TAB's Federal Funds Management Process. However, because development of some projects had discontinued, many higher-scoring projects were passed up in favor of lower-scoring projects. Further, some of the funds went to increase the federal funding share of already-programmed projects (which is a low priority as shown in the Federal Funds Management Process) as opposed to funding new projects (which is a high priority for TAB). Overprogramming can help alleviate these identified issues by selecting high-scoring projects early in the process in anticipation that other projects will withdraw in the three to four-years from project selection to project delivery.

Since the January programming of Regional Solicitation projects, staff worked with MnDOT's Programming & Performance Management Office to determine that the maximum level of overprogramming for the 2016 Regional Solicitation is 8%. Overprogramming to this level would accomplish the objectives of the 2022 programming concept brought originally to the committees, but be more easily understood and implemented.

The last Regional Solicitation (2014) was overprogrammed by approximately 5%. The 2016 Regional Solicitation is currently overprogrammed by 1% for 2019-2021. By adding the five projects recommended by TAC, overprogramming would increase to 8%. Total overprogramming would be about \$7 million per year in 2019, 2020, and 2021. This is less than the funds TAB had to reallocate in the 2016 and 2017 program years.

RELATIONSHIP TO REGIONAL POLICY: The Regional Solicitation is a key responsibility of the TAB and is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area.

COMMITTEE COMMENTS AND ACTION: At its December 15, 2016, meeting, the Funding & Programming Committee voted to recommend programming of one 2022 project per mode from the 2016 Regional Solicitation.

Discussion was generally supportive of the staff-suggested 2022 projects:

1. Brooklyn Park roadway expansion project,
2. SouthWest Transit expansion, and the
3. Minnesota DNR multiuse trail project.

There was some concern that two of the three projects are in Hennepin County. However, the transit project makes an investment in Carver County and helps achieve greater regional balance. There was discussion of whether projects could be skipped over in favor of lesser-scoring projects. Some felt this could be done to further geographic balance, while others felt it would be contrary to the Regional Solicitation's data-driven scoring and selection process. Skipping of projects has not historically occurred, save for the requirement to fund at least one highway project in each functional class, and runs counter to TAB's Project Selection Process and Changes policy, adopted in 2002.

At its January 4, 2017, meeting, TAC directed this topic back to the Funding & Programming Committee, citing uncertainty with what happens to a 2022 project that is unable to move to 2021, what happens if projects have not moved up when the 2018 Regional Solicitation is programmed, and the lack of immediate urgency to program 2022 projects into the upcoming draft 2018-2021 TIP, which does not extend to 2022.

At its January 18, 2017, meeting, the TAC Funding & Programming Committee requested that staff create sample scenarios that show what happens when a project drops out of the program.

At its February 16, 2017, meeting, the Funding & Programming Committee voted to use overprogramming instead of the former 2022 approach and recommended programming of the following projects from the 2016 Regional Solicitation:

1. Minnetonka roadway reconstruction project,
2. SouthWest Transit expansion,
3. Minnesota DNR multiuse trail project, and the
4. St. Paul multiuse trail project.

This recommendation included two of the projects recommended by the Committee at its December meeting (projects numbered 2 and 3), replaced one roadway expansion project with a roadway reconstruction/ modernization project (number 1), and added one multiuse trail project (number 4). Committee members noted that their previous recommendation treated two

multiuse trail projects with the same exact total score differently by funding the less expensive of the two projects (\$1.88M) and not funding the more expensive one (\$5.5M, the third St. Paul trail project to receive at least \$5M). To fully fund both multiuse trail projects, extra funds were needed and these funds were freed up by selecting a \$4.5M roadway reconstruction project instead of the previously recommended \$7M roadway expansion project.

Committee members asked which projects would have been funded had the new funding target been established prior to original project programming. Project funding scenarios were initiated, within each mode (e.g., roadways) based on the number of applications submitted in an application category (e.g., roadway reconstruction) relative to other application categories (e.g., roadway expansion, system management). Based on this methodology, the TAB-approved mid-point of the modal funding ranges, and the extra funding available through overprogramming, funding the following projects brings the program closest to the targeted mid-points of the modal funding ranges:

1. Brooklyn Park roadway expansion project,
2. Minnetonka roadway reconstruction project,
3. Washington County roadway system management project,
4. Minnesota DNR multiuse trail project, and the
5. St. Paul multiuse trail project.

This combination of five projects brings the entire 2016 Regional Solicitation closest to the mid-point of the TAB-approved modal ranges (58% for roadways, 27% for transit, and 15% for bike and pedestrian), as shown in the last row of the table on the next page. This list of five projects assumes the approved list of 2016 Regional Solicitation projects as the starting point and then applies the general methodology used for project selection moving forward. While it cannot be determined what TAB's funding decision would have been if this extra money would have been added to the rest of the 2016 Regional Solicitation funds, the analysis provided is the closest staff can come to answering the question posed at TAC F&P. Within the transit mode, no additional projects are funded in this option because transit was already above the mid-point of the TAB-approved modal range. The original inclusion of the transit project resulted from the one-per-mode philosophy that was used when this topic focused on 2022 programming.

At its March 1, 2017, meeting, the TAC voted to recommend the use of overprogramming up to 8% and fund the following projects:

1. Brooklyn Park roadway expansion project,
2. Minnetonka roadway reconstruction project,
3. Washington County roadway system management project,
4. Minnesota DNR multiuse trail project, and the
5. St. Paul multiuse trail project.

The Committee discussed whether it wanted to fund additional projects, as it is an acknowledged increase in risk of having to use funds from the next Regional Solicitation. Based on data from MnDOT State-Aid, using funds from a future funding cycle is unlikely and the Committee voted unanimously to fund up to the 8% overprogramming.

There was limited interest in the F&P recommended list of projects because this combination of projects brought the overall 2016 Regional Solicitation further away from the mid-points of the modal funding ranges than other options discussed. As such, the Committee discussed the merits of funding the projects that round out the program to best meet the midpoint of the modal

targets originally approved by TAB versus using the original “one-per-mode” approach. The vote favored the former because it was deemed to be more reflective of TAB’s overall modal distribution goal and was consistent with the methodology used to select all projects in the 2016 Regional Solicitation. However, other committee members favored the one-per-mode approach since this approach was originally shown to TAB in late 2016 in draft funding options, kept the modal split percentage the same as the percentage of the TAB approved projects, and contributed more to geographical balance.

TAB-Approved Modal Funding Ranges and TAC Recommendation:

	Roadways	Transit	Bike and Ped.
TAB-Approved Range	48-68%	22-32%	10-20%
Midpoint of TAB-Approved Range	58%	27%	15%
2016 Reg. Sol. Selected Projects	57%	29%	14%
Initial One Per Mode List of Extra Projects’ Impact on Overall 2016 Reg. Sol.			
<ul style="list-style-type: none"> • Brooklyn Park Roadway Expansion • SWMTC Transit Expansion • DNR Multiuse Trail 	57%	29%	14%
F&P Rec. List of Extra Projects’ Impact on Overall 2016 Reg. Sol.			
<ul style="list-style-type: none"> • Minnetonka Roadway Reconstruction • SWMTC Transit Expansion • DNR Multiuse Trail • St. Paul Multiuse Trail 	55%	29%	16%
TAC Rec. List of Extra Projects’ Impact on Overall 2016 Reg. Sol.			
<ul style="list-style-type: none"> • Brooklyn Park Roadway Expansion • Minnetonka Roadway Reconstruction • Washington County Roadway System Management • DNR Multiuse Trail • St. Paul Multiuse Trail 	58%	26%	16%

The process of overprogramming is consistent with the TAB’s Federal Funds Management Process. As is the case right now, the first action taken with extra money will remain to reduce/eliminate any overprogramming in a program year. Once this gap is eliminated, the Federal Funds Management Process goes into effect. Below are two examples to illustrate this point.

Example 1: A roadway project in 2018 is withdrawn providing the region with \$5M to reallocate. Since there is no overprogramming in 2018, the first priority in the Federal Funds Management process is advance construction payback to another roadway project. Once advanced construction is paid back for 2018, funds would be open for later years and distributed to projects in need of advance construction payback. Eventually, this would free up 2021 funding that would be used to pay down overprogramming.

Example 2: A multiuse trail project in 2021 has a scope reduction that provides the region with \$2M. Since 2021 would be overprogrammed, the \$2M would be used to first pay down the overprogramming.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	2-16-2017
Technical Advisory Committee	Review & Recommend	3-1-2017
Transportation Advisory Board	Review & Adopt	-

Blue = Funded projects. Gray = Projects recommended by TAC at its March 1, 2017 meeting

Roadway Expansion

Rank	Applicant	County	Project Name	Federal	Score
1	Brooklyn Center	Hennepin	Highway 252/66th Ave Interchange in Brooklyn Center	\$7,000,000	848
2	Scott Co	Scott	Highway 169 and County Road 14 Hybrid Interchange in Louisville Township	\$4,702,433	539
3	Dayton	Hennepin	Brockton Lane Interchange in Dayton	\$7,000,000	525
4	Roseville	Ramsey	Snelling Ave Expansion in Roseville	\$2,718,292	503
5	Washington Co	Wash	Highway 36/Manning Ave Interchange in Multiple Townships	\$7,000,000	488
6	Richfield	Hennepin	77th St Underpass of Highway 77 in Richfield	\$7,000,000	484
7	Brooklyn Park	Hennepin	Highway 169/101st Ave Interchange	\$7,000,000	476
8	St. Paul	Ramsey	Pierce Butler Rt New Extension in St Paul	\$7,000,000	471
9	Maple Grove	Hennepin	I-94/County Road 610 Interchange in Maple Grove	\$7,000,000	455
10	Anoka Co	Anoka	Interstate 35/Highway 97 Interchange Expansion in Columbus	\$7,000,000	430
11	St. Paul	Ramsey	Vandalia St and Ellis Rd Expansion in St. Paul	\$4,470,000	414
12	Carver Co	Carver	Highway 41 Expansion in Chaska and Chanhassen	\$7,000,000	412
13	Chanhassen	Carver	Highway 101 Expansion in Chanhassen	\$7,000,000	403
14	Dakota Co	Dakota	70th St Expansion in Inver Grove Heights	\$7,000,000	397
15	Washington Co	Wash	Woodbury Dr Expansion in Woodbury	\$3,997,456	390
16	Scott Co	Scott	Texas Ave Expansion in Savage	\$7,000,000	352
17	Anoka Co	Anoka	Bunker Lake Blvd Expansion in Ham Lake	\$3,360,000	348
18	Dakota Co	Dakota	Dodd Blvd and Kenwood Tr Roundabout in Lakeville	\$2,495,000	342
19	Carver Co	Carver	Engler Blvd Expansion in Chaska and Laketown Township	\$7,000,000	294
20	Anoka Co	Anoka	Bunker Lake Blvd Expansion in Ramsey	\$3,918,160	253
21	St. Paul	Ramsey	Troutbrook Rd New Extension in St. Paul	\$3,754,855	251

Roadway Reconstruction/Modernization

Rank	Applicant	County	Project Name	Federal	Score
1	Anoka (City)	Anoka	Fairoak Ave Underpass of Highway 10 in City of Anoka	\$7,000,000	731
2	Minneapolis	Hennepin	Hennepin Ave Reconstruction in Minneapolis	\$7,000,000	719
3	Hennepin Co	Hennepin	Webber Pkwy Reconstruction in Minneapolis	\$7,000,000	632
4	Brooklyn Center	Hennepin	Brooklyn Blvd Reconstruction in Brooklyn Center	\$6,616,000	612
5	Anoka Co	Anoka	Foley Blvd Overpass of the BNSF RR in Coon Rapids	\$7,000,000	583
6	Scott Co	Scott	Canterbury Rd Reconstruction in Shakopee	\$5,546,000	580
7	Scott Co	Scott	Highway 13/County Road 21 Intersection in Prior Lake	\$4,929,040	568
8	St. Paul	Ramsey	Tedesco Rd Reconstruction in St. Paul	\$2,029,600	543
9	Ramsey Co	Ramsey	I-694/Rice St Interchange Reconstruct-Multiple Cities	\$7,000,000	535
10	Dakota Co	Dakota	202nd St Reconstruction in Lakeville	\$3,200,000	534
11	Anoka Co	Anoka	Hanson Blvd Reconstruction in Coon Rapids	\$2,321,700	530
12	Minnetonka	Hennepin	I-394/Plymouth Rd Ramp Intersection in Minnetonka	\$4,504,000	525
13	Minneapolis	Hennepin	37th Avenue Reconstruction in Columbia Heights and Minneapolis	\$6,948,644	512
14	Anoka Co	Anoka	Main Street Reconstruction in Blaine	\$1,503,200	507
15	Washington Co	Wash	75th St Reconstruction in Multiple Townships	\$4,811,200	479
16	Ramsey Co	Ramsey	Lexington Ave Reconstruction in Arden Hills and Shoreview	\$3,693,080	477
17	Hennepin Co.	Hennepin	Golden Valley Road Reconstruction in Golden Valley	\$7,000,000	476
18	Hennepin Co	Hennepin	Penn Ave Reconstruction in Richfield	\$7,000,000	471
	Dakota Co	Dakota	Pilot Knob Rd and Cliff Rd Intersection in Eagan	\$3,134,000	471
20	Ramsey Co	Ramsey	Cleveland Ave Reconstruction in Falcon Heights and St. Paul	\$1,561,070	469
21	Richfield	Hennepin	Lyndale Ave Reconstruction in Richfield	\$7,000,000	456
22	South St. Paul	Dakota	Concord St Reconstruction in South St. Paul	\$7,000,000	452
23	Anoka Co	Anoka	Ramsey Blvd Underpass of the BNSF RR in the City of Ramsey	\$7,000,000	445
24	Inver Grove Heights	Dakota	117th Street Reconstruction in Inver Grove Heights	\$3,441,896	423
25	Carver Co	Carver	Lyman Blvd Reconstruction in Chaska and Chanhasseen	\$5,511,600	416
26	Carver Co	Carver	Rolling Acres Rd Reconstruction in Victoria	\$7,000,000	410
27	Anoka Co	Anoka	7th Avenue Reconstruction in the City of Anoka	\$2,448,000	405
28	Dakota Co	Dakota	280th St Reconstruction in Multiple Townships	\$4,200,000	401
29	Dakota Co	Dakota	Foliage Ave Reconstruction in Greenvale Township	\$5,488,000	381
30	St. Paul	Ramsey	University Ave Reconstruction in St. Paul	\$3,680,000	379
31	Carver Co	Carver	County Road 24 Reconstruction in Watertown	\$2,103,160	347
32	Anoka Co	Anoka	West Freeway Dr Realignment in Columbus	\$3,367,500	300
33	Carver Co	Carver	County Road 30 Reconstruction in Waconia Township	\$3,641,200	297
	Anoka Co	Anoka	Crosstown Blvd Reconstruction in Andover	\$3,838,400	297

Roadway System Management

Rank	Applicant	County	Project Name	Federal	Score
1	Hennepin Co	Hennepin	ITS Upgrades on 4 Corridors	\$1,760,000	839
2	MnDOT	Hennepin	Signal Retiming in Eden Prairie	\$1,440,000	794
3	St. Paul	Ramsey	Snelling and Lexington Avenue ITS technologies in St. Paul	\$2,001,320	598
4	Washington Co	Wash	Highway 96 Traffic Signal Timing and Intersection Upgrades	\$654,880	424

Bridges

Rank	Applicant	County	Project Name	Federal	Score
1	Hennepin Co	Hennepin	West Broadway Ave Bridge in Robbinsdale and Minneapolis	\$7,000,000	943
2	St. Paul	Ramsey	Kellogg Blvd Bridge in St. Paul	\$7,000,000	754
3	Hennepin Co	Hennepin	Shoreline Drive Bridge in Orono	\$2,000,000	667
4	Ramsey Co	Ramsey	County Road C Bridge in Roseville	\$4,471,200	643
5	Hennepin Co	Hennepin	Shadywood Rd Bridge in Orono and Tonka Bay	\$1,520,000	592
6	Washington Co	Wash	Stonebridge Tr Bridge in Stillwater	\$940,240	583
7	Minneapolis	Hennepin	Nicollet Ave Bridge in Minneapolis	\$7,000,000	517
8	St. Paul	Ramsey	Lafayette Rd Bridge in St. Paul	\$5,064,000	508

Transit Expansion

Rank	Applicant	County	Project Name	Federal	Score
1	Metro Transit	Hennepin	Hennepin Ave Bus and Technology Improvements in Minneapolis	\$7,000,000	843
2	Metro Transit	Hennepin Ramsey	Lake St/Marshall Ave Bus and Technology Improvements in Minneapolis and St. Paul	\$7,000,000	756
3	Metro Transit	Ramsey	Route 63 Service Improvement in St. Paul	\$6,122,444	568
4	SW Transit	Hennepin	SouthWest Transit Fixed Route Service to Mall of America	\$5,603,505	513
5	Eden Prairie	Hennepin	Town Center LRT Station Construction in Eden Prairie	\$6,141,560	501
6	SW Transit	Carver/Hennepin	Expansion of Electric Bus Service in Eden Prairie, Chanhassen, Carver, and Chaska	\$5,280,000	438
7	SW Transit	Hennepin	Service Between Plymouth and Eden Prairie	\$6,021,212	392
8	MVTA	Dakota	Local Service Expansion in Rosemount	\$1,776,000	371
9	Metro Transit	Ramsey/Wash	Route 363 Between St. Paul and Cottage Grove	\$5,906,267	363
10	Metro Transit	Dakota	35W Service Extension in Lakeville	\$6,556,000	299

Transit Modernization

Rank	Applicant	County	Project Name	Federal	Score
1	Metro Transit	Regionwide	Regional Communication Improvements by Metro Transit	\$200,000	898
2	Metro Transit	Hennepin	Heywood II Bus Garage Construction in Minneapolis	\$7,000,000	513
3	Metro Transit	Hennepin	Penn Ave Bus Stop Modernization Between Brooklyn Center and Minneapolis	\$7,000,000	504
4	Metro Transit	Hennepin	Chicago Ave Corridor Bus Stop Modernization in Minneapolis	\$7,000,000	489
5	Metro Transit	Hennepin	Blue Line Enhancement in Minneapolis	\$7,000,000	466
6	Apple Valley	Dakota	Red Line 147th Street Station Skyway in Apple Valley	\$3,300,000	460
7	Metro Transit	Hennepin	Emerson and Freemont Ave Bus Stop Modernization in Minneapolis	\$7,000,000	444
8	Metro Transit	Hennepin/Ramsey	Green Line Energy Storage Recovery System in Minneapolis and St. Paul	\$3,200,000	427
9	MVTA	Scott / Dak / Henn	Route 444 Modernization in Savage, Burnsville, Eagan, Bloomington	\$5,600,000	423
10	Metro Transit	Hennepin	Hennepin Ave Customer Facility Improvements in Minneapolis	\$3,452,800	418
11	Metro Transit	Hennepin/Anoka	Purchase of five electric buses for Routes 10, 59, and 118	\$4,000,000	408
12	Metro Transit	Ramsey	5th/6th Street Customer Facility Improvements in St. Paul	\$3,009,600	367
13	Metro Transit	Hennepin	12th Street Transit-Only Ramp Construction in Minneapolis	\$7,000,000	361

Travel Demand Management

Rank	Applicant	County	Project Name	Federal	Score
1	St. Paul Smart Trips	Ramsey	St. Paul Smart Trips Colleges as Hubs for TDM Innovation Pilot Program	\$132,000	761
2	CarFreeLife	Henn / Rams	Shared Mobility, Community Outreach & Development Program Demonstration	\$200,000	715
3	Nice Ride MN	Hennepin	Nice Ride Densification and Infill Initiative in Minneapolis	\$300,000	666
4	MVTA	Scott / Dak	Transportation Management Association for Scott and Dakota Counties	\$241,600	537
5	Scott County	Scott	Multimodal Outreach and Marketing Coordinator for Scott County	\$119,200	400
6	Cycles for Change	Henn / Rams	Learn to Ride a Bicycle Program Expansion in Minneapolis and St. Paul	\$266,195	376

Multiuse Trails and Bicycle Facilities

Rank	Applicant	County	Project Name	Federal	Score
1	Hennepin Co	Hennepin	Bicycle Transportation Link on Portland Ave (CSAH 35) at the Crosstown Highway (TH 62)	\$750,176	934
2	Minneapolis	Hennepin	Queen Avenue Bicycle Boulevard	\$1,000,000	926
3	St. Paul	Ramsey	Johnson Parkway Trail (Grand Round)	\$5,500,000	897
4	Bloomington	Hennepin	France Avenue Trail	\$2,803,313	879
5	St. Paul	Ramsey	Como Ave Trail - Grand Round	\$5,058,000	868
6	West St. Paul	Dakota	West St. Paul Oakdale and Marie Trail Extension	\$1,195,360	815
7	St. Louis Park	Hennepin	Dakota-Edgewood Trail Bridge Crossing	\$2,918,400	809
8	Burnsville	Dakota	Cliff Road Improvement Trail Project	\$676,000	804
9	Dakota Co	Dakota	Dakota County Robert Street Trail Connection	\$656,000	796
10	Brooklyn Center	Hennepin	TH 252 Pedestrian Overpass at 70th Avenue North	\$1,902,640	774
11	MnDNR	Hennepin	Minnesota Valley State Trail-Bloomington Section	\$1,880,000	770
	St. Paul	Ramsey	Bruce Vento Bicycle & Pedestrian Bridge Connection	\$5,500,000	770
13	West St. Paul	Dakota	West St. Paul Wentworth Avenue Trail Gap	\$984,000	769
14	Minneapolis	Hennepin	Prospect Park Trail	\$2,140,800	763
15	Scott Co	Scott	US 169 Pedestrian/Bicycle Bridge	\$870,080	758
16	St. Paul	Ramsey	Fish Hatchery Trail Reconstruction	\$1,801,600	754
17	Dakota Co	Dakota	Dakota County CSAH 42 Trail Gap and Underpass	\$1,256,000	733
18	Dakota Co	Dakota	Dakota County Minnesota River Greenway Eagan South	\$4,016,000	732
19	Lino Lakes	Anoka	Lino Lakes CSAH 14 Trail	\$880,000	722
20	Mendota Heights	Dakota	Mendota Heights Dodd Road Trail Extension	\$1,487,712	712
21	Minneapolis	Hennepin	36th Street Bicycle and Pedestrian Connection	\$3,195,926	711
22	Dakota Co	Dakota	Dakota County River to River Greenway Dodd Road Underpass	\$672,000	696
23	Ramsey Co	Ramsey	Bruce Vento Regional Trail Extension - Buerkle Road to Highway 96	\$4,100,000	686
24	Eden Prairie	Hennepin	Flying Cloud Drive Regional Trail	\$2,836,000	675
25	Brooklyn Park	Hennepin	Rush Creek Regional Trail Grade Separations at Hennepin CSAH 103 and Future Xylon Av	\$1,539,551	664
26	Three Rivers PD	Hennepin	Lake Minnetonka LRT Regional Trail Bridge over CSAH 19	\$2,926,724	655
27	Ramsey (City)	Ramsey	Mississippi Skyway - Multiuse Bridge and Regional Transportation Systems Connector	\$3,626,160	642
28	Rosemount	Dakota	Rosemount Greenway Downtown Connection	\$1,360,000	636
29	Edina	Hennepin	Valley View Road Bicycle Lane Extension, W 64th St to W 66th St	\$1,600,000	635
	Hennepin Co	Hennepin	Hopkins to Chaska LRT Corridor Slope Restoration	\$1,420,800	635
31	Carver Co	Carver	Lake Minnetonka LRT Regional Trail - Stieger Lake boat launch to Rolling Acres Road	\$477,040	620
32	Farmington	Dakota	Farmington North Creek Greenway Gap	\$1,043,480	604
33	Oakdale	Washington	4th St Bridge Widening with Paved Trail from Hadley Ave / 4th St to Elmo Ave / 4th St	\$1,091,200	595
34	Edina	Hennepin	Replacement of Rosland Park Pedestrian & Bicycle Bridge over TH 62	\$1,993,200	549
35	Shakopee	Scott	US 169 Bicycle and Pedestrian Bridge/Quarry Lake Trail	\$2,173,628	517
36	Carver Co	Carver	Lake Waconia Regional Trail	\$754,960	514
37	Anoka Co	Anoka	Rum River Regional Trail Expansion	\$1,063,040	459
38	Anoka Co	Anoka	TH 47 Pedestrian Crossing and Associated Improvements	\$1,471,680	431
39	Washington Co	Washington	CSAH 5/Stonebridge Trail Connection to the Brown's Creek State Trail	\$1,426,800	426

Pedestrian Facilities

Rank	Applicant	County	Project Name	Federal	Score
1	St. Louis Park	Hennepin	Beltline Blvd Pedestrian Improvements in St. Louis Park	\$560,000	922
2	St. Paul	Ramsey	Payne-Phalen Sidewalk Gap Infill Construction in St. Paul	\$780,000	852
3	Hennepin Co	Hennepin	46th Street Pedestrian Improvements in Minneapolis	\$506,480	839
4	Hennepin Co	Hennepin	Lake St/Excelsior Blvd Pedestrian Improvements in Minneapolis	\$706,160	751
5	South St. Paul	Dakota	Wentworth Avenue Sidewalk Improvements in South St. Paul	\$287,200	726
6	Dakota Co	Dakota	Southview Blvd Sidewalk Improvements in South St. Paul	\$1,000,000	699
7	Shorewood	Hennepin	Galpin Lake Road Pedestrian Walkway in Shorewood	\$1,000,000	542

Safe Routes to School Projects

Rank	Applicant	County	Project Name	Federal	Score
1	St. Paul	Ramsey	Expo Area School SRTS Improvements in St. Paul	\$498,400	958
2	St. Paul	Ramsey	Washington Tech SRTS Improvements	\$816,000	711
3	Norwood-YA	Carver	US 212 SRTS Crossing in Norwood Young America	\$1,225,360	700

Unique Projects

Applicant	Project Name	Federal
Met Council	Travel Behavior Inventory	\$2,700,000
U of M	Electric Vehicle Charging Stations	\$250,000
Ramsey Co	Jackson Street Reconstruction	\$7,000,000
MPCA	Technician Training	\$40,000
MPCA	Diesel Retrofit	\$1,166,633

COUNTY DISTRIBUTION (BASE SCENARIO) Approved Projects

County	Applicatio	Population	%	Roadway	Transit/ TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	14.50	344,151	11.4%	3	0	0	0	3	5.2%	\$16,321,700	8.1%
Carver	10.50	98,741	3.3%	0	0	1	0	1	1.7%	\$1,225,360	0.6%
Dakota	23.83	414,686	13.8%	2	0.5	5	0	7.5	12.9%	\$11,335,360	5.6%
Hennepin	52.33	1,223,149	40.6%	9	8.5	8	0	25.5	44.0%	\$106,741,332	53.0%
Ramsey	27.50	538,133	17.9%	5	3.5	5	0	13.5	23.3%	\$43,389,153	21.5%
Scott	7.83	141,660	4.7%	3	1.5	0	0	4.5	7.8%	\$15,417,473	7.7%
Washington	7.50	251,597	8.4%	1	0	0	0	1	1.7%	\$7,000,000	3.5%
Region-wide*	2.00			0	1	0	1	2		\$2,900,000	
TMO				0	1	0	1	2		\$5,741,005	
TOTAL	146	3,012,117	100.0%	23	16	19	2	60	96.6%	\$210,071,383	100.0%

OVERPROGRAMMING OPTIONS

Option 1 Distribution (Staff Recommendation based on 3 projects, one per mode)

County	Applicatio	Population	%	Roadway	Transit/ TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	14.50	344,151	11.4%	3	0	0	0	3	4.9%	\$16,321,700	7.6%
Carver	10.50	98,741	3.3%	0	1	1	0	2	3.3%	\$6,505,360	3.0%
Dakota	23.83	414,686	13.8%	2	0.5	5	0	7.5	12.3%	\$11,335,360	5.3%
Hennepin	52.33	1,223,149	40.6%	10	8.5	9	0	27.5	45.1%	\$115,621,332	53.6%
Ramsey	27.50	538,133	17.9%	5	3.5	5	0	13.5	22.1%	\$43,389,153	20.1%
Scott	7.83	141,660	4.7%	3	1.5	0	0	4.5	7.4%	\$15,417,473	7.2%
Washington	7.50	251,597	8.4%	1	0	0	0	1	1.6%	\$7,000,000	3.2%
Region-wide*	2.00			0	1	0	1	2		\$2,900,000	
TMO/TDM				0	1	0	1	2		\$5,741,005	
TOTAL	146	3,012,117	100.0%	24	17	20	2	63	96.7%	\$224,231,383	100.0%

Option 2 Distribution (Funding & Programming Recommendation)

County	Applicatio	Population	%	Roadway	Transit/ TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	14.50	344,151	11.4%	3	0	0	0	3	4.8%	\$16,321,700	7.5%
Carver	10.50	98,741	3.3%	0	1	1	0	2	3.2%	\$6,505,360	3.0%
Dakota	23.83	414,686	13.8%	2	0.5	5	0	7.5	12.1%	\$11,335,360	5.2%
Hennepin	52.33	1,223,149	40.6%	10	8.5	9	0	27.5	44.4%	\$113,125,332	51.8%
Ramsey	27.50	538,133	17.9%	5	3.5	6	0	14.5	23.4%	\$48,889,153	22.4%
Scott	7.83	141,660	4.7%	3	1.5	0	0	4.5	7.3%	\$15,417,473	7.1%
Washington	7.50	251,597	8.4%	1	0	0	0	1	1.6%	\$7,000,000	3.2%
Region-wide*	2.00			0	1	0	1	2		\$2,900,000	
TMO/TDM				0	1	0	1	2		\$5,741,005	
TOTAL	146	3,012,117	100.0%	24	17	21	2	64	96.8%	\$227,235,383	100.0%

Option 3 Distribution (TAC Recommendation, mid-point of ranges)

County	Applicatio	Population	%	Roadway	Transit/ TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	14.50	344,151	11.4%	3	0	0	0	3	4.8%	\$16,321,700	7.4%
Carver	10.50	98,741	3.3%	0	0	1	0	1	1.6%	\$1,225,360	0.6%
Dakota	23.83	414,686	13.8%	2	0.5	5	0	7.5	11.9%	\$11,335,360	5.1%
Hennepin	52.33	1,223,149	40.6%	11	8.5	9	0	28.5	45.2%	\$120,125,332	54.4%
Ramsey	27.50	538,133	17.9%	5	3.5	6	0	14.5	23.0%	\$48,889,153	22.1%
Scott	7.83	141,660	4.7%	3	1.5	0	0	4.5	7.1%	\$15,417,473	7.0%
Washington	7.50	251,597	8.4%	2	0	0	0	2	3.2%	\$7,654,880	3.5%
Region-wide*	2.00			0	1	0	1	2		\$2,900,000	
TMO/TDM				0	1	0	1	2		\$5,741,005	
TOTAL	146	3,012,117	100.0%	26	16	21	2	65	96.8%	\$229,610,263	100.0%

Over-Programming Calculations

	RS Available Jan 2017	RS Plus New Available \$638,765	Program Year Ext in 2022	RS Plus PY Ext Funds Available	2019-2021 TIP	2019-2021 TIP plus Program Year Ext (2022)
Funding Available	\$201,332,985	\$201,971,750	-\$6,154,624	\$208,126,374	\$265,494,952	\$265,494,952

Regional Solicitation Approved

Programmed	\$210,071,383	\$210,071,383		\$210,071,383	\$267,052,806	\$273,207,430
Amount overprogrammed	\$8,738,398	\$8,099,633	-\$6,154,624	\$1,945,009	\$1,557,854	\$7,712,478
Percent Overprogrammed	4.34%	4.01%		0.93%	0.59%	2.90%

Option 1 Over-programming (Staff Recommendation based on 3 projects, one per mode)

Programmed Option	\$224,231,383	\$224,231,383			\$281,212,806	\$287,367,430
Amount overprogrammed	\$22,898,398	\$22,259,633	-\$6,154,624	\$16,105,009	\$15,717,854	\$21,872,478
Percent Overprogrammed	11.37%	11.02%		7.74%	5.92%	8.24%

Option 2 Distribution (Funding & Programming Recommendation)

Programmed Option	\$227,235,383	\$227,235,383			\$284,216,806	\$290,371,430
Amount overprogrammed	\$25,902,398	\$25,263,633	-\$6,154,624	\$19,109,009	\$18,721,854	\$24,876,478
Percent Overprogrammed	12.87%	12.51%		9.18%	7.05%	9.37%

Option 3 Over-Programming (TAC Recommendation, mid-point of ranges)

Programmed Option	\$229,610,263	\$229,610,263			\$286,591,686	\$292,746,310
Amount overprogrammed	\$28,277,278	\$27,638,513	-\$6,154,624	\$21,483,889	\$21,096,734	\$27,251,358
Percent Overprogrammed	14.05%	13.68%		10.32%	7.95%	10.26%

March 6, 2017

Mr. James Hovland
Transportation Advisory Board Chair
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

RE: 2016 Regional Solicitation – Highway 169/101st Avenue Interchange

Dear TAB Chairman Hovland and TAB Members,

We are reaching out to the Transportation Advisory Board (TAB) regarding recommendations made by the Technical Advisory Committee (TAC) from their meeting on March 1, 2017 for regional solicitation overprogramming. We understand the recommendation will be voted on by the TAB on March 15, 2017.

We support the TAC recommendation for overprogramming and project selection of extra projects that continues the methodology of overall 2016 Regional Solicitation. This approach follows the TAB direction to balance projects in each mode in their approved range and includes the following projects:

- TH 169/101st Ave Interchange Project
- 1-394/Plymouth Road in Minnetonka
- Washington County Roadway Management along TH96
- Bruce Vento Trail
- MN Valley State Trail

We recognize the challenge in balancing the needs across modes and across the region and we appreciate the work that the TAB has done throughout this process. The Highway 169/101st Ave interchange project is linked to creating over 14,000 jobs with significant regional economic development, including LRT (transit) and trail improvements and strong regional support from the public and private sector. Please see the attached flyer for more information.

Again, we respectfully request the TAB to support the latest recommendation by the TAC, which includes the Highway 169/101st Avenue Interchange and is consistent with the technical scoring components in the regional solicitation process and keeps a balance of projects in each category and in the region.

Sincerely,



Jeffrey Lunde
Mayor
City of Brooklyn Park

U.S. Hwy. 169/101st Ave. N.

Interchange Project, City of Brooklyn Park

Serving a growing Brooklyn Park

As northwest Brooklyn Park grows, a safe and efficient road system is needed to serve the residents and businesses of this area of Hennepin County.

Several studies indicate an interchange along Highway 169 between Highway 610 and 109th Avenue would be the catalyst to a safe and efficient road system.

Why do we need a 101st Avenue interchange at Highway 169?

- To support the city's economic development goals and allow for significant job growth (14,400) in this area of Brooklyn Park
- To prevent severe congestion and safety problems at Highway 169/109th Avenue and Highway 610/West Broadway Avenue.
- To support the future METRO Blue Line light rail transit in Brooklyn Park and provide multimodal access for all users

Who's working on the interchange?

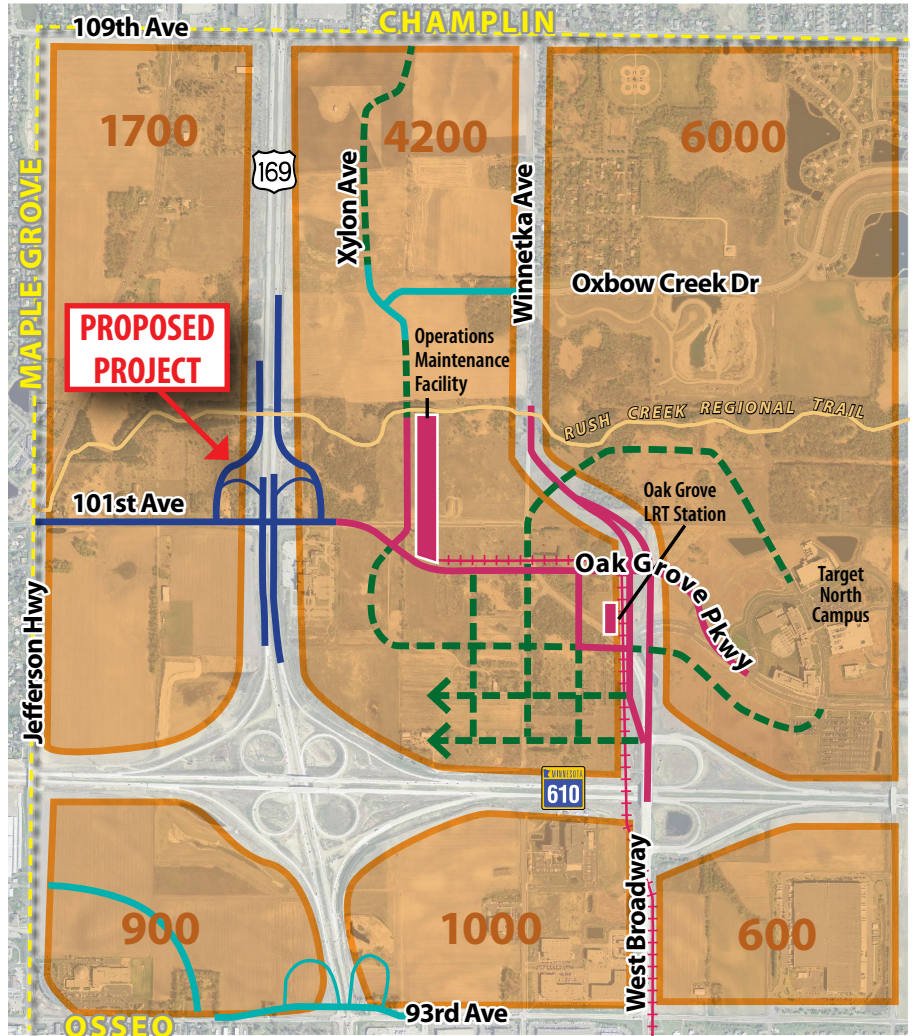
Brooklyn Park is working with:

- Maple Grove
- Osseo
- Champlin
- Minnesota Department of Transportation
- Metropolitan Council
- Hennepin County
- Metro Transit
- Three Rivers Park District
- Area residents, businesses and land owners

Plan for the interchange

The map shows the plan for the new interchange and how it changes other streets in the area. This plan was selected compared to others looked at by Brooklyn Park because it:

- Keeps a steady and safe flow of traffic
- Fits with the trail system
- Promotes multimodal traffic
- Protects the environment
- Keeps cost low



Legend

- Proposed Interchange Project
- Blue Line Extension LRT Project
- Future Roadways by Others

- XXXX Expected Job Growth (2015–2040)
Based on Met Council Forecasts
- New Existing



Steps to build the interchange

- Complete alternatives analysis (done)
- Study impacts to the environment (done)
- Preliminary design (done)
- Determine land needed (done)
- Identify funding
- Acquire necessary properties
- Final design
- Construction

Cost

The interchange is expected to cost \$31 million in 2016 money. This project estimate includes the cost of building the interchange and the cost of buying land needed for the project.

Jeff Holstein
Transportation Engineer, City of Brooklyn Park
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