

*TRANSPORTATION ADVISORY BOARD  
Of the Metropolitan Council*

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*Notice of a Meeting of the*  
**TECHNICAL ADVISORY COMMITTEE**

Wednesday, December 7, 2016  
Metropolitan Council  
9:00 A.M.

**AGENDA**

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of November 2, 2016 Minutes**
4. **TAB Report – Elaine Koutsoukos**
5. **Committee Reports**
  - **Executive Committee** (Steve Albrecht, Chair)
  - **Planning Committee** (Lisa Freese, Chair)
    - a. **2016-55 Carver County Functional Classification Change**
    - b. **2016-56 Metropolitan Airports Commission Capital Improvement Program**
  - **Funding and Programming Committee** (Tim Mayasich, Chair)
    - a. **2016-58 Regional Solicitation Inflation Factor**
6. **Special Agenda Items**
  - **Regional Solicitation Draft Funding Scenarios (Steve Peterson, MTS)**
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click here to print all agenda items at once.

Streamlined Amendments going to TAB this month. Contact Joe Barbeau with questions at 651-602-1705.  
MnDOT I-35 Maintenance and Bridge Replacement TIP Amendment (pending TAC Exec approval)

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*Transportation Advisory Board  
Of the Metropolitan Council*

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**Minutes of a Meeting of the  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, November 2, 2016  
9:00 A.M.**

**Members Present:** Doug Fischer, Lyndon Robjant, Brian Sorenson, Carla Stueve, Tim Mayasich, Lisa Freese, Jan Lucke, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Pat Bursaw, Innocent Eyoh, Bridget Rief, Dave Jacobson, Peter Dahlberg, Danny McCullough, Karl Keel, Jean Keely, Steve Albrecht, Paul Oehme, Michael Thompson, Kim Lindquist, Bruce Loney, Jim Kosluchar, Jen Hager, Jack Byers, Bill Dermody

**1. Call to Order**

The meeting was called to order by Steve Albrecht at 9:00 a.m.

**2. Approval of Agenda**

A motion to approve the agenda was moved and seconded. No discussion. Motion passed.

**3. Approval of July Minutes**

A motion to approve the minutes was moved and seconded. No discussion. Motion passed.

**4. TAB Report**

Elaine Koutsoukos reported on the October 19, 2016 TAB meeting.

**REPORTS**

**TAB Chair's Report:**

Jim Hovland reported that the TAB Executive Committee met prior to the TAB meeting. TAB Executive Committee membership selection occurs each January and members will be asked to submit interest in serving to the Chair by December. TAB Executive Committee directed staff to prepare information for Funding & Programming Committee on Regional Solicitation inflation factors for discussion prior to project selection and to develop scenarios for base mid-range, expansion emphasis, and reconstruction emphasis. There was continued discussion about funding the TBI.

**Agency Reports (MnDOT, MPCA, MAC and Metropolitan Council)**

MnDOT: Scott McBride reported that the construction season is coming to an end.

Metropolitan Airports Commission: Carl Crimmins reported that a public hearing was held on the Transportation Network Companies (TNC) ordinance, which was approved. The ordinance will go into effect January 1, 2017. Solar panels have been added to the top of the parking ramp at Terminal 1 and all lighting has been changed to LED. Solar panels will be added to Terminal 2 next.

Metropolitan Council: Katie Rodriguez reported that Nick Thompson was hired as the new director of MTS. Council Member Rodriguez attended Rail~Volution and showed a video from the conference.

### **TAC Report**

Steve Albrecht reported that TAC acted on several action items appearing before TAB. The Travel Behavior Inventory was discussed and a subcommittee of TAC Planning and TAC Funding & Programming was created to look into the scope of the project and ways the project can benefit counties and cities. TAC ran out of time to discuss the unique projects criteria.

### **ACTION ITEMS**

1. 2016-51: Approved a streamlined TIP amendment to adjust the scope of MnDOT's I-94 resurfacing project.
2. 2016-50: Approved Public Comment Report and 2017-2020 TIP amendment to change the scope of Dakota County's US 52/CSAH 42 interchange project.
3. 2016-49: Approved Transportation Public Participation Plan to send to Metropolitan Council for public comment.
4. 2016-47: Approved scope change for the City of Minneapolis's Anderson School Pedestrian Crossings and Bikeway Safe Routes to School project

### **INFORMATION ITEMS**

1. Jonathan Ehrlich, MTS staff, presented information on the Travel Behavior Inventory (TBI). A motion was made and passed at TAB directing staff to prepare Regional Solicitation funding scenarios assuming \$2.7 million off the top for the TBI.

### **5. Committee Reports**

#### **A. Executive Committee** (Steve Albrecht, Chair)

Steve Albrecht introduced Nick Thompson, the new Director of Metropolitan Transportation Services.

**2016-54 Travel Behavior Inventory.** Joe Barbeau said that the work group established to discuss the funding of the Travel Behavior Inventory (TBI) and Regional Model did not make a funding-related recommendation but did make the following recommendations:

- That a graphic representation of the TBI and Regional Model's timeline and expenditures be provided by staff.
- That local partners be included on associated consultant selection committees.
- That Council modeling staff establish a regional transportation modeling work group, inclusive of the counties and other interested agencies, to establish how to best assure that the Regional Model is of optimal use to the Council's regional partners.
- That a scope of work be provided.
- That a breakdown of funding sources be provided.

Dave Jacobson asked what sources the Metropolitan Council's contribution would come from. Jonathan Ehrlich said that the Council's sources are non-federal but the exact sources are not yet determined; they will be determined through the Council's budgeting process. Steve Peterson said that the request is for \$1,000,000, \$850,000 in 2019, and \$850 in 2021, for a total of \$2,700,000 in regional funds from the 2016 Regional Solicitation. The request will be for \$850,000 in subsequent Regional Solicitations. Karl Keel asked whether Regional Solicitation funds are used for overhead. Elaine Koutsoukos, Pat Bursaw,

and Jonathan Ehrlich replied that the funds would not be used for overhead. Adam Harrington said it makes sense to inform TAB that the TBI and Regional Model help the regional acquire regional funds.

Doug Fischer moved and Tim Mayasich seconded to recommend that if the TBI and Regional Model are funded by TAB, that the work group's recommendations be included with the decision and that TAC accept the direction from TAB to include the TBI and Regional Model in the funding scenarios. Motion passed.

#### **B. Planning Committee (Lisa Freese, Chair)**

The Planning Committee did not meet in October and will most likely meet in November.

#### **C. Funding and Programming Committee (Paul Oehme, Acting Chair)**

**2016-52 Three Rivers Park District Scope Change.** Paul Oehme introduced this item. Staff had suggested elimination of \$83,200 for the Edina portion and \$42,168 for the Brooklyn Park portion of the project. The Funding & Programming Committee recommended a reduction of only \$83,200. Doug Fischer said that past practice has been to reduce federal funding when work is reduced and asked why the Funding & Programming Committee requested the smaller reduction. Paul Oehme replied that it was a small amount of funding and that the applicant will incur added costs. Thompson added that he made the motion at the Funding & Programming Committee and felt that the Brooklyn Park portion of the project would still meet its goal.

There were no questions. Tim Mayasich moved and Doug Fischer seconded recommending the scope change be approved with a \$125,368 federal reduction. Motion passed.

**2016-53 Three Rivers Park District TIP Amendment.** Paul Oehme introduced this item. There were no questions. Paul Oehme moved and Karl Keel seconded the recommended motion, adjusted to reflect the funding recommendation in 2016-52. Motion passed.

### **6. Special Agenda Items**

**Evaluation of Unique Projects.** Steve Peterson shared the unique projects that have been applied for as part of the 2016 Regional Solicitation. Dave Jacobson asked why the unique projects category exists, to which Steve Peterson replied that some projects have been funded by TAB over the years. Innocent Eyoh added that TAB feels that there can be some beneficial projects that do not fit into the scoring criteria. Lyndon Robjent said that unique projects are risky, as they have not been through an evaluation process. He added that including them in the Roadway System Management category could be worth considering. Several members expressed the desire to not forward any recommendation on the unique projects that have been submitted. Innocent Eyoh suggested that a way to rate projects with regional benefits could be explored. Doug Fischer suggested that the vehicle charging station project could be submitted for CMAQ funds and if it cannot score well in some criteria than it would not be funded. Innocent Eyoh said that project like the diesel retrofit project, shown on the slideshow as federally ineligible, have been funded in other regions. Tim Mayasich said that the Regional Solicitation process has been around for years and should continue to be adhered to.

**Regional Solicitation Preliminary Scores.** Steve Peterson shared the 2016 Regional Solicitation scores, which are still in draft form pending applicant appeals at the November 17 Funding & Programming

Committee meeting. The Transit Scoring Committee wanted to share three concerns: due to outlier projects, proportional score assignments led to the effective nullification of some measures; the equity measure was not effective at catching negative externalities; and three arterial bus rapid transit projects in the Transit Modernization category were continuations of projects funded in the Transit Expansion category in the 2014 Regional Solicitation.

**Congestion Management Safety Plan 4.** Michael Corbett, MnDOT, and Paul Morris, SRF, presented on the fourth phase of the Congestion Management Safety Plan (CMSP). Jan Lucke asked whether there is any redundancy between the CMSP and the Council's Principal Arterial Intersection Conversion Study, to which Steve Peterson replied that there has been a great deal of coordination between the two studies. Jan Lucke asked if the results from the Principal Arterial Intersection Conversion Study would contribute to future Regional Solicitations, to which Steve Peterson replied that CMSP projects are funded by an existing MnDOT source, rendering the Study unlikely contribute to the Regional Solicitation. Steve Bot said that the "Recurring Congestion" and "Travel Time Reliability" maps indicate that data in Sherburne and Wright Counties is not included.

**MnPASS System Study Phase 3.** Brad Larsen, MnDOT, presented on the third phase of the MnPASS System Study.

#### **7. Agency Reports**

Bridget Rief said that the Airport hotel lease has been signed. Site work has started and the hotel is scheduled for completion in the summer of 2018.

Doug Fischer said that Joe McPherson is Anoka County's new Assistant County Engineer.

#### **8. Other Business and Adjournment**

There being no other business, the meeting adjourned.

**Prepared by:**

Joe Barbeau

**ACTION TRANSMITTAL 2016-55**

**DATE:** November 16, 2016  
**TO:** Technical Advisory Committee - Planning  
**FROM:** Metropolitan Transportation Services  
**PREPARED BY:** Mark Filipi, Manager 651-602-1725  
**SUBJECT:** Functional Class Change #1341 Carver County A Minor Connector  
**REQUESTED ACTION:** Carver County requests approval for the realignment of the CSAH 10 A-Minor Connector designation.

**RECOMMENDED MOTION:** That TAC approve of the request as submitted.

**BACKGROUND AND PURPOSE OF ACTION:** The request is for the designation of an A Minor Connector on a proposed new route of County State Aid Highway (CSAH) 10. The new road is generally located along Orchard Road and extended north to connect to existing CSAH 10. Once the new alignment is implemented, that section of Waconia Parkway South between TH 5 and the connection with the realigned CSAH 10 will be turned back to the City of Waconia. The county Roadway Systems Plan indicates that the A Minor Arterial designation would remain in effect for the Waconia Parkway South segment as well. As it is planned to be transferred to the City of Waconia's State Aid system.

The new road is due to the Waconia High School Site Expansion that is being constructed from 2016-2017 and the ISD 110 School District request to MnDOT to give them an access off of TH 5. MnDOT stated that an intersection with a traffic control type would be needed to make that happen. Due to Carver County having this planned roadway in their 2030 Comprehensive Plan, the school district worked with the city and county to agree on a new alignment. The proposed new route of CSAH 10 will be the beginning of the "Waconia Ring Road" outlined in the 2030 Carver County Comprehensive Plan.

**STAFF ANALYSIS:** Staff agrees with the change as submitted as a phase of the long-term implementation of the loop around the City of Waconia. MnDOT has reviewed the proposed functional class change and has no concerns. Though they further stated that once the roadway is finished, the county and MnDOT will need to update the route signing for the east and west junctions of CSAH 10.

**COMMITTEE ACTION:** TAC Planning concurred with staff recommendations and moved to recommend the request.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Planning	Review and Recommend	11/10/2016
Technical Advisory Committee	Approve	



# Carver County Public Works

11360 Highway 212  
Suite 1  
Cologne, MN 55322-8016  
Phone (952) 466-5200 Fax (952) 466-5223

Administration  
Operations  
Program Delivery  
Parks

October 28, 2016

Rachel Wiken  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

SUBJECT: CSAH 10/ Waconia Parkway North, Metropolitan Council Regional Functional Classification Change Request

To whom it may concern:

Carver County, the City of Waconia, and Waconia Township have agreed to a proposed new route of County State Aid Highway (CSAH) 10 that will provide access to the new expanded Waconia High School around the west side of the City of Waconia. The proposed new route of CSAH 10 will be the beginning of the "Waconia Ring Road" outlined in the 2030 Carver County Comprehensive Plan.

The new highway route alignment is proposed to be A-Minor Connector under the jurisdiction of Carver County and is planned to be added to the County State Aid Highway system. A request for preliminary approval of this internal CSAH mileage revision has been sent to our MnDOT State Aid Office. The existing Waconia Township town road, Orchard Road from Trunk Highway 5 to 94<sup>th</sup> Street, will be taken over from Waconia Township by Carver County and will be replaced with the proposed CSAH 10. The existing CSAH 10, from the curve to Waconia Parkway South to Trunk Highway 5 within Waconia Township and the City of Waconia is currently classified as an A-Minor Connector, and no change to this functional classification is requested. This section of highway will be part of a jurisdictional turnback from Carver County to the City of Waconia and is planned to be transferred to the City of Waconia's Municipal State Aid system.

A map of the proposed CSAH 10 revision is enclosed as well as letters of support from Waconia Township and the City of Waconia. If you have any questions in regards to this functional classification change request, please contact me at 952.466.5200 or [dmielke@co.carver.mn.us](mailto:dmielke@co.carver.mn.us) .

Sincerely,

CARVER COUNTY PUBLIC WORKS

Darin Mielke  
Assistant Public Works Director, Deputy County Engineer



dnm/ae

Attachment: Map of the CSAH 10 Revision, Letters of Support

cc: Lyndon Robjent, Carver County Engineer  
Craig Eldred, City of Waconia Public Services Director  
Tom Notch, Waconia Township Chairman  
Dan Erickson, MnDOT Metro District State Aid Engineer  
Kim Delarosa, MnDOT State Aid Office

# Regional Functional Classification Change Request Form

ID Number: *Internal Use Only*

Date of Request: *Internal Use Only*

## Roadway Name: CSAH 10/Waconia Pkwy N

Roadway CSAH # 10

Roadway MSA # 010-XXX-XXX

Roadway County Rd # 110

Request Type: Existing

## Functional Classification Information:

### Existing Roadway

Current Classification: A Minor Connector

Requested Classification: Local

If other:

Planned to existing **Contingent Conditions: Another road is opened**

Other / Explain: A new A-Minor Connector is proposed as CSAH 10 is being re-routed to begin the planned west ring road around the City of Waconia. The existing alignment will be a jurisdictional turnback to the City of Waconia keeping the A-Minor Connector road classification.

### Planned Roadway

Current Classification: N/A

Requested Classification: A Minor Connector

If other:

## Request Information:

Change Start Location: From Junction of TH 5/Orchard Rd to 0.37 Miles south of Junction CSAH 32/CSAH 10-Waconia Pkwy N

Change End Location: From 0.37 Miles south of Junction CSAH 32/CSAH 10-Waconia Pkwy N to Junction TH 5/CSAH 10-Waconia Pkwy S

Length of Requested Change (Miles): 1.01 Miles (Proposed A-Minor Connector), 1.11 Miles (Existing A-Minor Connector to change jurisdiction)

Dependent on other Requested Changes: No

Road name(s) or ID Number(s) of dependent requests:

Involves other jurisdictions (Yes) If "yes" please attach letter(s) of support

**Purpose of Change:** Please explain rationale for requested Change

Carver County, the City of Waconia, and Waconia Township have agreed to a proposed new route of County State Aid Highway (CSAH) 10 that will provide access to the newly expanded Waconia High School around the western side of the City of Waconia. The proposed new route of CSAH 10 will be the beginning of the "Waconia Ring Road" outlined in the 2030 Carver County Comprehensive Plan.

The existing section of CSAH 10 from the curve to Waconia Parkway South to Trunk Highway 5 is planned to be part of a jurisdictional turnback from Carver County to the City of Waconia and placed on Waconia's Municipal State Aid System. The new CSAH 10 alignment is proposed to be an A-Minor Connector, the same classification as the existing CSAH 10.

# Regional Functional Classification Change Request Form

ID Number: *Internal Use Only*

Date of Request: *Internal Use Only*

## Following Section Required for All Principal and Minor Arterial Requests

**Criteria:** Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections: Provides a connection to an expanding major traffic generator of the Waconia High School and Middle School campus. It connects to another minor arterial of TH 5 that provides routes to and from Watertown, Waconia, Victoria, and Norwood Young America.

Spacing: Spacing improves from the existing CSAH 10 route. All spacing with the new route follows the rule of regional job concentrations of 1/4-3/4 mile intersection spacing.

Management: Provides Land Access Management Control as this new roadway will essentially become the western border of the City Limits.

System Connections & Access Spacing: The proposed CSAH 10 will continue to connect to the minor arterial of TH 5 and initiates the ultimate plan of creating the "Ring Road" around the City of Waconia.

Trip Making Services: Medium-to-short trips at moderate speeds are anticipated due to the traffic calming of the 3 roundabouts.

Mobility vs. Land Access: This new alignment will delineate the proposed western city limits of Waconia. It will fulfill a designated route around the city but will also supply connections into the city.

### **IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:**

(from Table D-4 in TPP, [http://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx](http://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx) )

**Use:**

**Location:**

**Trip Length:**

**Problem Addressed:**

**(Optional) Typical Characteristics:** Providing the following to support the request

# Regional Functional Classification Change Request Form

ID Number: *Internal Use Only*

Date of Request: *Internal Use Only*

Intersection Treatments: Roundabouts, one at Waconia Pkwy S/CSAH 10, one at Community Dr/CSAH 10, and one at TH 5/CSAH 10

Present AADT: 7,400 (On the existing CSAH 10 alignment before heading into the City of Waconia)

Estimated Future AADT/Year: 5,200 (2037 without full ring road expansion), 10,500 (2037 with full ring road expansion)

Source of Estimated AADT/Date: Bolton and Menk Traffic Memo (May 26, 2016)

Posted Speed: 55 mph

----- **Required for All Requests** -----

**MAP:** Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

**Contact Information:**

Agency/City/County: Carver County

Contact Person: Lyndon Robjent

Phone: (952) 466-5200

Fax: (952)466-5214

Email: lrobjent@co.carver.mn.us

Address: 11360 Hwy 212, Suite 1

City: Cologne

State: MN

Zip: 55322

----- **Committee Staff ONLY** -----

**Staff Recommendation:**

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

**Change Tracking:**

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

# Regional Functional Classification Change Request Form

ID Number: *Internal Use Only*

Date of Request: *Internal Use Only*

*Geography Recorded: -----*

*Previous Action ID:*

*Date:*

*Date:*



# City of Waconia

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October 24, 2016

Rachel Wiken  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

RE: CSAH 10/Waconia Pkwy S  
Metropolitan Council Regional Functional Classification - Change Request

Dear Ms. Wiken:


It is my pleasure to write a letter in support of the Metropolitan Council Regional Classification Change Request in regards to the CSAH 10 Ring Road Project.

We have an agreement between Carver County and the City of Waconia in regards a proposed new roadway that will provide access to the new expanded Waconia High School around the west side of the City of Waconia. This project will build a segment of the planned "ring road" per the 2030 Carver County Comprehensive Plan.

The new roadway will become an A-Minor Connector under the jurisdiction of Carver County and is planned to be under the County State Aid system. The existing Waconia township road of Orchard Rd from 94<sup>th</sup> St to TH 5 will be become vacated and replaced with the proposed CSAH 10. Existing CSAH 10, from Waconia Pkwy N heading east to TH 5 within the Waconia Township and the City of Waconia, has a current classification of A-Minor Connector. This section will be part of a jurisdictional turnback from Carver County to the City of Waconia and is planned to be placed within the Municipal State Aid system.

A map showing the location of these proposed changes is included in the resolutions. The City of Waconia supports this turnback to the local public roadway system and all agreements with Carver County include the City taking over jurisdictional ownership of the portion of CSAH 10 from TH 5 to the realigned new roadway as shown in the attached.

Sincerely,

  
Susan MH Arntz  
City Administrator

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City Hall  
201 South Vine Street  
Waconia, MN 55387  
952-442-2184

Public Services  
310 10<sup>th</sup> Street East  
Waconia, MN 55387  
952-442-2615

Fire Station  
26 Maple Street South  
Waconia, MN 55387  
952-442-2316

Safari Island Community Center  
1600 Community Drive  
Waconia, MN 55387  
952-442-0695

Ice Arena  
1250 Oak Avenue  
Waconia, MN 55387  
952-442-RINK (7465)

[www.waconia.org](http://www.waconia.org)

**CITY OF WACONIA  
RESOLUTION NO. 2016-201**

**RESOLUTION AUTHORIZING APPROVAL OF CITY ADMINISTRATOR TO SIGN LETTER  
OF SUPPORT FOR METROPOLITAN COUNCIL REGIONAL CLASSIFICATION CHANGES  
TO CSAH 10 RING ROAD PROJECT**

**WHEREAS**, one of the City's Key Outcomes is to "Maintain Multi-Modal Transportation Infrastructure System"; and

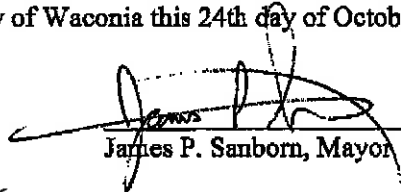
**WHEREAS**, the City of Waconia and Carver County have a formal Joint Powers Agreement guiding the turnback of CSAH 10; and

**WHEREAS**, Regional Classification changes are necessary for Establishing the assumption of CSAH 10 by the City of Waconia; and

**WHEREAS**, this resolution and resolutions for Designation and Establishment will be concluded with the letter of support for the transfer of ownership of CSAH 10 from Trunk Highway Five to the new proposed intersection of CSAH 110 and CSAH 10.

**NOW, THEREFORE, BE IT RESOLVED** That the City Council of the City of Waconia hereby authorizes approval of City Administrator to sign letter of support for Metropolitan Council Regional Classification changes to CSAH 10 Ring Road Project.

Adopted by the City Council of the City of Waconia this 24th day of October, 2016.

  
James P. Sanborn, Mayor

Attest:   
Susan MH Artz, City Administrator

M/	<u>Bloudek</u>	Erickson	<u>Aye</u>
		Bloudek	<u>Aye</u>
S/	<u>Carrier</u>	Carrier	<u>Aye</u>
		Ayers	<u>Aye</u>
		Sanborn	<u>Aye</u>

October 31, 2016

Rachel Wiken  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

RE: CSAH 10/Waconia Pkwy N  
Metropolitan Council  
Regional Functional Classification  
Change Request

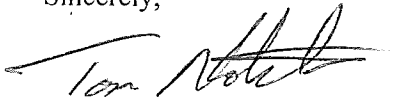
To whom it may concern:

It is my pleasure to write a letter in support of the Metropolitan Council Regional Classification Change Request in regards to the CSAH 10 Ring Road Project.

We have been informed and have been in cooperative discussions in regards to a proposed new roadway of CSAH 10 that will provide access to the new expanded Waconia High School around the west side of the City of Waconia. This project will become the start of the planned "ring road" per the 2030 Carver County Comprehensive Plan.

The new roadway will become an A-Minor Connector under the jurisdiction of Carver County and is planned to be under the County State Aid system. The existing Waconia Township road of Orchard Rd from 94<sup>th</sup> St to TH 5 will become vacated and replaced with the proposed CSAH 10. We are aware of this planned County Road and the need to turn the existing Orchard Road right of way over to Carver County for jurisdictional management of the corridor. Waconia Township will support this system change including turning Orchard Road right of way over to Carver County for management of the new corridor.

Sincerely,

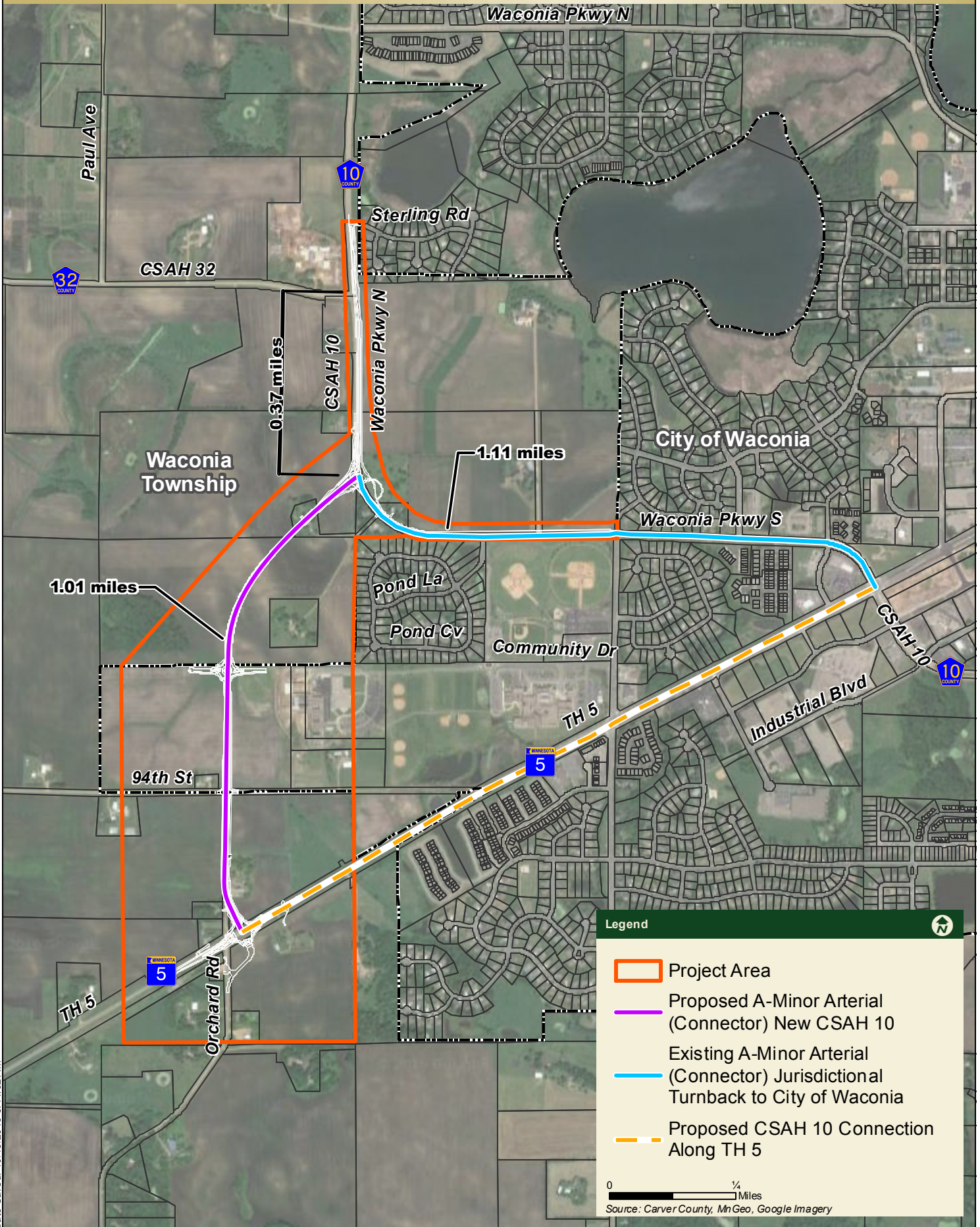


*Chairperson*

*10/31/16*

**WACONIA TOWNSHIP**  
Tom Notch, Township Board Chair





Map Document: \\metrosouth\1\gs\CA\COC\15\10187\ESR\IMaps\110187\_FunctionalClassTransfer\_85x11P.mxd  
 Date Saved: 10/13/2016 8:14:02 AM

**Legend**

- Project Area
- Proposed A-Minor Arterial (Connector) New CSAH 10
- Existing A-Minor Arterial (Connector) Jurisdictional Turnback to City of Waconia
- Proposed CSAH 10 Connection Along TH 5

0  1/4 Miles

Source: Carver County, MnGeo, Google Imagery

## **ACTION TRANSMITTAL 2016-56**

**DATE:** December 7, 2016  
**TO:** Technical Advisory Committee  
**FROM:** Metropolitan Transit Services  
**PREPARED BY:** Russell Owen (651) 602-1724  
**SUBJECT:** Review of Metropolitan Airports Commission 2017-2023 CIP  
Capital Improvement Program (CIP)  
**REQUESTED ACTION:** MAC requests that the Metropolitan Council review the 2017-2023  
MAC CIP as required by MN Statutes 473.181 and 473.621  
**RECOMMENDED MOTION:** Recommend acceptance of the staff analysis of the MAC 2017-  
2023 Capital Improvement Program (CIP) and forward these  
comments to the Metropolitan Council for its consideration.

### **BACKGROUND AND PURPOSE OF ACTION:**

The MAC annually prepares a CIP for projects at MSP International Airport and their six General Aviation reliever airports. Under state statutes 473.181 and 473.621 the Council must:

- Determine adequacy of public participation in the CIP process,
- Approve CIP projects meeting certain dollar thresholds, \$5 Million at MSP and \$2 Million at all reliever airports and “significant effects” criteria (referenced in Table 4, A-H),
- Review and comment on all projects for consistency with the Transportation Policy Plan (TPP), including planning and environmental concerns.

In order to allow letting of projects early enough for construction to start in the spring, the Council has agreed to utilize the draft CIP document released in September to expedite the review. The MAC will take action on December 19th to adopt the final 2017-2023 CIP; any changes from the draft will be incorporated into the 2017 CIP review report that goes forward to the Met Council in January. Any changes identified after the MAC Commission action will be reported to TAB. Any comments provided by TAC/TAB will be included for consideration with the final review report submitted by staff for Council action. MAC staff has reported that there will be a few projects that will be moving in the final draft between 2017 and the out years. Once those project shifts are known, they will be reported to TAC/TAB.

### **RELATIONSHIP TO REGIONAL POLICY:**

The Metropolitan Council is required by state law to annually review the MAC CIP to ensure consistency of proposed projects with regional plans. Although state law doesn't

require TAC/TAB to review the MAC CIP, staff traditionally has sought TAC/TAB comments in the review process.

### **STAFF ANALYSIS:**

Analysis confirms that an Assessment of Environmental Effects (AOEE) has been prepared for 2017 projects with potential environmental effects, and MAC has in place an adequate public participation process for development and review of its AOEE and CIP. MAC held a public hearing on the AOEE on November 7th, at 10:30 AM at the Planning, Development and Environment Committee meeting at the MSP Conference Room.

The following 2017 projects meet the dollar threshold levels but do not meet the other “significant effects” criteria to trigger project approval:

- MSP – Terminal 1, Passenger Boarding Bridge Replacements – \$ 8.0M
- MSP – Terminal 1, Baggage Handling System - \$ 5.0M
- MSP – Terminal 1, Vertical Circulation Improvements - \$41.2M
- MSP – Terminal 1, East Curbside Check-In - \$5.0M
- MSP – Terminal 1, Concourse G Rehabilitation - \$ 6.5M
- MSP - Terminal 1, Parking Ramp - Parking Structure and RAC Facility - \$293.0M
- Flying Cloud, Equipment Storage Building - \$5.0M

Federal, state and MAC funding has been identified by the MAC for most projects in the 2017 CIP.

All projects in the 2017 CIP appear consistent with the Transportation Policy Plan (TPP). All of the 2017 MSP projects were evaluated in the 2020 EA for MSP that received a Finding of No Significant Impact (FONSI) in March of 2013 from the Federal Aviation Administration. Initial analysis of the future years (2018-2023) of the CIP shows that many projects will meet the dollar threshold of review but do not appear to meet the significant effects criteria. These projects will be re-evaluated on an annual basis.

The Terminal 1 parking ramp project is multi-year project that is in the planning and development phase. The current number of parking spaces available at MSP (both Terminal 1 and 2) is 25,400. The new parking ramp project will add approximately 5,000 public parking spaces (19.6% increase), while the significance criteria to trigger project approval is 25%. This ramp project will include a new transit center, rental car ready return areas and rental car customer service building. Although the blue line provides significant transit ridership to the airport, it should be noted that additional parking spaces are needed because MSP attracts the flying public from throughout the state and surrounding states, since it is the only large-hub airport in the upper Midwest.

**COMMITTEE COMMENTS AND ACTION:**

There were a few comments regarding the parking ramp project, the project timeline and associated impacts. TAC-Planning Chair Freese noted that the time and location of the public hearing for the MAC CIP is not conducive to accommodate a broader audience, and suggested to stagger times and locations in the future. The City of Minneapolis comments will be included in this packet.

Member Czech moved the item and Byers seconded, for TAC-Planning to accept the staff analysis of the MAC 2017-2023 CIP and forward them onto the Metropolitan Council for its consideration. The item passed.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC - Planning	Review and Recommend	November 10, 2016
Technical Advisory Committee	Review and Recommend	
Transportation Advisory Board	Review and Recommend	
Metropolitan Council	Review and Approve	

## MAC 2017 – 2023 CAPITAL IMPROVEMENT PROGRAM

The MAC 2017 – 2023 Capital Improvement Program material included in this memorandum reflects the actions of the Commission's PD&E Committee on Sep. 6, 2016. Final action by the Commission is expected at their December 19, 2016 meeting. Any changes made on December 5<sup>th</sup> PDE Committee Meeting that may affect the CIP review would be reported at the December 21<sup>st</sup> Transportation Advisory Board.

The overall review schedule for the CIP is listed below. Materials for the TAC - Planning review are included in the following summaries:

- **MAC 2017 CIP Public Review Schedule**  
(See Attachment 1)
- **2017 Projects Requiring an Assessment of Environmental Effects (AOEE)**  
(See Attachment 2)  
No projects meet criteria for environmental review.
- **Projects Meeting \$5M and \$2M Thresholds 2017-2023**  
(See Attachment 3)  
A number of projects potentially meet the threshold dollar levels.
- **Projects Meeting Statutory Review Criteria & Requiring Approval**  
(See Attachment 4)  
A few projects in 2017 meet the dollar threshold levels, but do not meet the criteria requiring project "approval".

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**1) MAC PUBLIC PARTICIPATION PROCESS:**

**MAC - 2017 CAPITAL IMPROVEMENT PROGRAM IMPLEMENTATION SCHEDULE**

<b>CAPITAL IMPROVEMENT PROGRAM</b>	<b>RESPONSIBILITY</b>	<b>SCHEDULE</b>
<b>PROJECTS DEFINITION</b>		January 2016
Initial CIP Discussions -----	MAC Airport Development	January 1 <sup>st</sup> - June 1 <sup>st</sup>
Requests for CIP Projects to Airport Development -----	MAC Departments	January 1 <sup>st</sup> – May 1 <sup>st</sup>
Develop Projects Scopes, Costs, and Prioritization -----	MAC Dept’s & Airport Dev.	Feb. 1 <sup>st</sup> - July 31 <sup>st</sup>
Develop Draft Preliminary CIP -----	Airport Development	Feb. 1 <sup>st</sup> - July 31 <sup>st</sup>
<b>PROJECTS ENVIRONMENTAL REVIEW</b>		
Prepare AOEEs and EAWs as required-----	Environment	July 31 – Oct. 7 <sup>th</sup>
Notice of September PD&E Meeting mailed to Affected Municipalities -----	Airport Development	August 31 <sup>st</sup>
Recommendation by PD&E Committee to Commission of Preliminary CIP for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs -----	Airport Development	September 6 <sup>th</sup>
Minutes of September PD&E Committee Meeting and Notice of September Commission Meeting mailed to Affected Communities -----	Airport Development	September 15 <sup>th</sup>
Approval of Preliminary CIP by Commission for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs -----	Airport Development	September 19 <sup>th</sup>
Preliminary CIP Mailed to Affected Communities -----	Airport Development	September 23 <sup>rd</sup>
AOEEs and EAWs to EQB -----	Environment	October 3 <sup>rd</sup>
Public Hearing Notice Published in EQB Monitor, starting the 30-Day Comment Period-----	Environment	October 10 <sup>th</sup>
Minutes of September Commission Meeting mailed to Affected Communities -----	Airport Development	November 2 <sup>nd</sup>
Public Hearing on AOEEs and EAWs at November FD&E Committee Meeting -----	Environment	November 7 <sup>th</sup>
Thirty-Day Comment Period on AOEEs and EAWs ends -----	Environment	November 9 <sup>th</sup>
Final Date for Affected Municipalities Comments on Preliminary CIP to MAC -----	Affected Communities	November 16 <sup>th</sup>
Metro Council TAC Planning Review	TAC-Planning	November 10 <sup>th</sup>
Metro Council – TAC -----	TAC	December 7 <sup>th</sup>
Notice of December PD&E Committee Meeting mailed to Affected Communities -----	Airport Development	November 30 <sup>th</sup>
Recommendation by PD&E Committee to Commission of Final CIP -----	Airport Development	December 5 <sup>th</sup>
Minutes of December PD&E Committee Meeting and Notice of December Commission Meeting mailed to Affected Communities -----	Airport Development	December 14 <sup>th</sup>
Metro Council – TAB Policy Committee & TAB-----	TAB	December 21 <sup>st</sup>

PROJECTS PLANNING and FINANCIAL REVIEW		
Approval of Final CIP by Commission-----	Airport Development	December 19 <sup>th</sup>
Notification of Commission action to EQB-----	Airport Development	December 21 <sup>st</sup>
CIP Distributed to MAC Departments, Met Council, State Historical Society and Affected Municipalities -----	Airport Development	December 21 <sup>st</sup>
Metro Council – Committee Action-----	Transportation Committee	January 9 <sup>th</sup>
Metro Council – Council Action-----	Metro Council	January 11 <sup>th</sup>
Minutes of December Commission Meeting mailed to Affected Communities -----	Airport Development	January 23 <sup>rd</sup> , 2017

**Note:** 1) All dates are tentative and subject to change. 2) Shaded items represent actions/dates which pertain to the Affected Communities as defined in Minnesota Statutes § 473.621, Subd. 6, as amended. 3) MAC = Metropolitan Airports Commission 4) PD&E = MAC Planning, Development and Environment Committee 5) AOEE = Assessment Of Environmental Effects 6) EAW = Environmental Assessment Work Sheet 7) EQB = [MN] Environmental Quality Board

**2) PROJECTS REQUIRING AN ASSESSMENT OF ENVIRONMENTAL EFFECTS (AOEE's):**

Project Description	Are the Effects of the project Addressed in an Approved EAW, EA or EIS?	Environmental Categories Affected by the Project													
		Air Quality	Compatible Land Use	Fish Wild-life and Plants	Flood-plains and Flood-ways	Hazardous Materials, Pollution Prevention and Solid Waste	Historical, Architectural, Archaeological and Cultural Resources	Light Emissions and Visual Effects	Parks & Rec. Areas and Trails	Noise	Water Quality (Storm, Waste and Ground Water)	Wet lands	Infra-structure and Public Services	Farm land	Erosion and Sedimentation
<b>MSP AIRPORT PROJECTS</b>															
No EA or EIS Required for 2017 projects	MSP 2020 Environmental Assessment findings.	No Effects													
<b>RELIEVER PROJECTS</b>															
No Projects	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A				



**3) MAC PROJECTS ANTICIPATED TO MEET THE \$5M AND \$2M THRESHOLDS FROM 2017 – 2023:**

Airport	2017	2018	2019	2020	2021	2022	2023
<b>MSP Environmental</b>	Noise Mitigation	Noise Mitigation	Noise Mitigation				
<b>MSP Terminal 1 Lindbergh</b>	-Passenger Boarding Bridge Replacements - \$ 8.0 M  -Baggage Handling System - \$ 5.0 M  -Vertical Circulation Improvements - \$41.2 M  -East Curbside Check-In - \$ 5.0 M  -Terminal 1, Parking Ramp, Parking Structure and RAC Facility - \$293 M  -Concourse G Rehabilitation - \$6.5 M	-Restroom Upgrade Program - \$7.5 M  -Mezzanine HVAC/AHU Replacements - \$15.3 M  -Taxiway S Reconstruction - \$9.5 M  -South Security Exit and Façade Expansion - \$36.0 M  -Concourse G Moving Walks -\$5 M  -Freight Building Remodel for DHL - \$5M	-D Pod Outbound Baggage System - \$ 5.0 M  -Taxiway C1 Construction - \$6.0 M  -Baggage Handling System - \$ 21.5 M  -Baggage Claim/Ticket Lobby Operational Improvements - \$35.6 M  -Terminal 1, Parking Ramp, Modifications - \$17 M  -Taxiway B/Q Centerline Lights - \$6.4 M  -MAC Storage Facility \$9.0 M  -Concourse G Rehabilitation -\$5 M  -Consolidated Loading Dock Facility - \$ 15.8 M	-ARFF #2 Facility - \$10.5 M  -FIS Operational Improvements -\$8.4 M  -Baggage Claim/Ticket Lobby Operational Improvements - \$21.6 M  -Lower Level Curbside Check-In expansion-\$12.0 M  -Taxiway D reconstruction -\$10.0 M  -Folded Plate Repairs - \$8.9 M  -Police, Safety and Ops Center -\$35 M*  -Concourse G Rehabilitation \$5 M	-Recarpeting Program - \$7.0 M  -Baggage Claim/Ticket Lobby Operational Improvements - \$30.2 M  -Baggage Handling System - \$ 23.5 M  -Checkpoint Expansion -\$10.5 M  --Folded Plate Repairs -\$8.9 M  -Concourse G Rehabilitation \$6 M	-Recarpeting Program - \$7.0 M  -Baggage Claim/Ticket Lobby Operational Improvements - \$61.0 M  Runway 4 Glideslope Installation - \$ 5.5 M  -Folded Plate Repairs - \$8.9 M  -Concourse G Rehabilitation \$5 M	-Recarpeting Program - \$7.0 M  -Main Mall Food Court Expansion \$15.3 M  --Folded Plate Repairs - \$8.9 M  -Concourse G Rehabilitation \$5 M
<b>MSP Airfield</b>							
<b>MSP Terminal 2 Humphrey</b>							-T2 North Gate Expansion Design Fees-\$5 M
<b>Lake Elmo Airport</b>			Runway 14/32 Replacement- \$3.0 M	Runway 14/32 Replacement- \$2.0 M  Airfield Modifications - \$3.0 M	Runway 14/32 Replacement- \$2.0 M  Runway 04/22 Rehabilitation - \$ 4.0 M		

<b>Airlake Airport</b>				South Building Area Development Phase 1 - \$3.2 M		Runway 12/30 Extension \$ 8.0 M Existing Runway 12/30 Reconstruction \$ 3.5 M	
<b>Flying Cloud Airport</b>	Equipment Storage Building - \$5.0 M						
<b>Anoka County-Blaine Airport</b>							
<b>St. Paul Downtown Airport</b>			MAC Building Improvements - \$ 2.5 M	Runway 13/31 Reconstruction - \$ 2.0 M	Runway 13/31 Reconstruction - \$ 2.5 M LED Lighting Upgrades - \$1.5M		Runway 14/32 Reconstruction - \$10.0 M
<b>Crystal Airport</b>		Runway 14R/32L & Taxiway "E" Mods - \$ 2.0 M					

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

**4) 2017 PROJECTS MEETING STATUTORY REVIEW CRITERIA AND REQUIRING APPROVAL:**

2017 CIP PROJECTS	Prior Reviews/Actions		Capital				Review		Criteria *	
	LTCP	AOEE***	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)**
AIRPORT / PROJECT	<ul style="list-style-type: none"> <li>Review Action</li> </ul>	<ul style="list-style-type: none"> <li>EA-EAW Prepared</li> <li>EIS Reviewed</li> <li>NPDES Approved</li> <li>Legislative Requirement</li> <li>Regulatory Requirement</li> <li>Legal Requirement</li> </ul>	Project meets Dollar threshold at:  MSP = \$5M Relievers = \$2M	Loc. of a New Airport	New Runway at an Existing Airport	A Runway Extension at an Existing Airport	Runway Strengthening other than routine Maintenance.	New or Expanded Passenger Handling or Parking Facilities for 25% or more capacity Increase.	Land Acquisition associated with the other criteria, or that would cause relocation of residential or business Activities.	Project information made available by the MAC to affected cities for review.
<b>MSP International Airport 2017 Program:</b>	<ul style="list-style-type: none"> <li>2030 LTCP Update Approved in 2010</li> </ul>	.	<ul style="list-style-type: none"> <li>Passenger Boarding Bridge Replacements</li> <li>Baggage Handling System</li> <li>Vertical Circulation Improvements</li> <li>East Curbside Check-In</li> <li>Concourse G Rehabilitation</li> <li>Parking Ramp-Structure RAC Facility</li> </ul>	N/A	N/A	N/A	N/A	N/A	N/A	N/A

<i>ST. PAUL DOWNTOWN</i>	<ul style="list-style-type: none"> <li>• 2025 LTCP Approved in 2010</li> </ul>		None							
<i>FLYING CLOUD</i>	<ul style="list-style-type: none"> <li>• 2025 LTCP Approved in 2010</li> </ul>	MAC-City Agreement concluded; FAA review of Agreement & R.O.D. on FEIS completed as part of MAC/Airline Agreement. 2010 Plan being implemented.	<ul style="list-style-type: none"> <li>• Equipment Storage Building</li> </ul>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<i>CRYSTAL</i>	<ul style="list-style-type: none"> <li>• 2035 LTCP Approval expected in 2017</li> </ul>	(EA will begin in 2017).	None							
<i>ANOKA CO. -BLAINE</i>	<ul style="list-style-type: none"> <li>• 2025 LTCP Approved in 2010</li> </ul>		None							
<i>LAKE ELMO</i>	<ul style="list-style-type: none"> <li>• 2035 LTCP Approved 2016</li> </ul>	(EA will begin in 2017).	None							Y
<i>AIRLAKE</i>	<ul style="list-style-type: none"> <li>• 2025 LTCP Approved 2008</li> </ul>	(negotiations on sewer & water service).	None							Y

\* Criteria as defined under MS 473.

\*\* Requirements defined under MS 473.

\*\*\* Per AOEE 2017-2023 Summary Environmental Assessment

Bridget M. Rief, Director of Airport Development  
Metropolitan Airports Commission  
6040-28<sup>th</sup> Avenue South  
Minneapolis, MN 55450  
Via electronic-mail: [bridget.rief@mspmac.org](mailto:bridget.rief@mspmac.org)

Ms. Rief:

I'm writing today regarding the Metropolitan Airport Commission 2017-2023 Capital Improvement Program (CIP) and plans to build an additional parking ramp at Terminal 1. The fortunes of the City and the airport are deeply intertwined. Together we are key drivers of the regional economy and our partnership is key. Our fortunes are also intertwined regarding our shared environment and obligations to meet state and federal standards for air quality.

We would like to applaud the Metropolitan Airports Commission (MAC) for efforts to reduce greenhouse gas emissions including your solar energy projects and your receipt of carbon accreditation from the Airports Council International. We are also aware that MAC is working to better track the emissions reduction benefits of NextGen flight operations. In keeping with these efforts, we would like MAC to aggressively enhance available transportation alternatives for travel to the airport with the goal of helping reduce the number of cars on the road.

According to a 2015 report to the Legislature, there were 24,600 public parking spots for Minneapolis-Saint Paul International Airport. The 2017-2023 Capital Improvement Program includes a new ramp which, in our understanding, would create 5,000 additional spots. We believe that there are opportunities to encourage greater use of mass transit and to examine access to the airport by other modes, including bicycle.

Sincerely,



John Quincy

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL No. 2016-58**

**DATE:** November 17, 2016  
**TO:** Technical Advisory Committee  
**FROM:** TAC Funding and Programming Committee  
 Steve Peterson, Manager of Highway Planning and TAB/TAC Process  
**PREPARED BY:** (651-602-1819)  
 Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Regional Solicitation Inflation Adjustment  
**REQUESTED ACTION:** Recommend an inflation adjustment, if needed, for Regional Solicitation projects  
**RECOMMENDED MOTION:** That the Technical Advisory Committee recommend to TAB an 8% inflation adjustment for 2020 projects and a 10% inflation adjustment for 2021 projects programmed in the 2016 Regional Solicitation

**BACKGROUND AND PURPOSE OF ACTION:** As part of the Regional Solicitation process, TAB must determine whether an inflation adjustment should be added to project awards. When applicants apply to the Regional Solicitation, the cost estimates are prepared in current year dollars (2016). However, projects are programmed for 2018, 2019, 2020, and 2021. For the 2014 Regional Solicitation, TAB approved a 2% annual inflation factor so that projects programmed for 2017 received an additional 4%, 2018 projects received an additional 6%, and 2019 projects received an additional 8%.

For other recent TAB actions such as the 2014 CMAQ solicitation or the July, 2016 funding reallocation, no inflation was given to the projects. The following table displays the amount of funding available for distribution through the 2016 Regional Solicitation by year.

**Regional Solicitation Funds Available for 2018-2021\***

Source of Regional Solicitation Funds	2018	2019	2020	2021	Total
FAST Act Funding			\$89,387,700	\$89,387,700	
Remaining 2018/2019 Funds After July 2016 Reallocation-Mostly FAST Act Funding	\$12,743,948	\$6,871,033			
Trail Projects (Withdrawal and Scope Change)	\$446,888				
Transit Project Close Out Under Budget**	\$353,855				
Hennepin County Trail Scope Change ***	\$2,119,000				
<b>Totals</b>	<b>\$15,663,691</b>	<b>\$6,871,033</b>	<b>\$89,387,700</b>	<b>\$89,387,700</b>	<b>\$201,310,124</b>

\*There is also \$1.2M for Innovative Travel Demand Management (TDM) projects that is available in 2018/2019 that was set aside by TAB in the 2014 Regional Solicitation for this purpose.

\*\*There is some flexibility in the program year for these transit funds.

\*\*\*Funds officially available by the end of 2016.

**STAFF ANALYSIS:** Staff has analyzed two separate approaches that are described below:

**Option 1: Do not adjust project awards for inflation**

While inflation has been added to selected projects in the past, a different approach may be warranted for this Regional Solicitation. More projects were submitted for the 2016 Regional Solicitation and the average amount requested by each project increased compared to the 2014 Regional Solicitation. The combination of these two factors may result in a higher number of projects not being awarded funding. This impact will be most strongly felt in the Roadways and Transit modal areas because of an increase in the number of applications received (e.g., an increase of Roadway Modernization applications from 21 to 35 and an increase in Transit Modernization applications from 1 to 13).

An analysis of the 2014 Regional Solicitation was completed to determine the effect on the number of projects selected if no inflation adjustment had been provided and those extra funds were used to fund additional projects within that same mode. The total inflation given to projects in the 2014 Regional Solicitation was approximately \$12 million. If the inflation from each project would have remained in its same mode, five additional projects could have been funded (two highway projects, one transit project, and two bike/pedestrian projects).

For the 2016 Regional Solicitation, Option 2 (2% inflation/year) would result in a net loss of approximately \$15.5 million of additional projects compared to Option 1 (0% inflation). Based on TAB's modal ranges, Option 2 would result in a loss of approximately one to three roadway projects, one transit project, and one to four bike/pedestrian projects in the Regional Solicitation.

In addition, if the Highway Safety Improvement Program (HSIP) mirrors the Regional Solicitation decision as it did last funding cycle, then Option 2 would result in a loss of approximately \$1.5 million of HSIP funds and one to three safety projects.

**Option 2: Apply an 8% inflation adjustment for 2020 projects and a 10% inflation adjustment for 2021 projects**

MnDOT's Office of Project Management and Technical Support tracks historic and forecasted inflation rates. MnDOT suggests for 2% inflation for 2017, 7% inflation for 2018 and 2019, 6% for 2020, and 5% for 2021. Given the project applications were prepared in 2016 dollars, increases in inflation would occur from 2016 to 2021, depending on the assigned program year. Using MnDOT's forecasts, a project with a program year of 2020 would get 22% inflation, a project in 2021 program year would get 27%.

In the past, the TAB considered the forecasted levels provided by MnDOT, but usually sets the inflation levels lower for two reasons: 1) the fact that these were forecasts; and 2) use of high inflation levels reduced the number of projects that might be selected.

A more reasonable and historically consistent approach would be to use the Federal Reserve's present "target" for inflation, 2% per year. Using this rate would result in project awards being increased by 8% for 2020 and 10% by 2021. A \$7 million award would get an additional \$560,000 in 2020 with 8% inflation or an additional \$700,000 in 2021 with 10% inflation.

The large majority of the Regional Solicitation funds are for 2020 and 2021. Given the limited funding available for earlier years, no inflation would be recommended for projects in 2018 or 2019, if Option 2 were selected. It should be noted that adding inflation adjustment to projects will reduce the total number of projects selected. In addition, it is recommended that any 2022 projects selected should receive the same inflation amount as 2021 projects.

**RELATIONSHIP TO REGIONAL POLICY:** The Regional Solicitation is a key responsibility of the TAB. The Regional Solicitation 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 November 17, 2016, meeting, the Funding & Programming Committee voted 9-4 to recommend Option 2, application of an eight percent inflation adjustment for 2020 projects and a 10 percent inflation adjustment for 2021 projects. Those in favor of this decision cited that the history of including inflation likely set applicant expectations. Dissenters preferred excluding inflation so that additional projects can be funded given the high number of applications and limited federal dollars. Seven of the eight city representatives on the committee were not present at the meeting.

Members also asked what is written in Regional Solicitation application materials with regard to inflation. The application states: “The TAB may apply an inflation factor to awarded projects. If TAB includes an inflation factor, then all project elements will be inflated...”

In addition to the two inflation options proposed, members also discussed if there was a way to still give some inflation, yet at a lower level that would not have as a large of an impact on the number of projects selected. It was difficult to come with other options during the meeting and realize their impact, so staff prepared several alternatives below.

**Potential Inflation Alternatives (\$ in Millions):**

2020 Inflation	2021 Inflation	Total Inflation for Reg. Sol.	Total Inflation for HSIP	Total Inflation
0%	0%	\$0.0	\$0.0	\$0.0
0%	2%	\$1.8	\$0.2	\$2.0
2%	3%	\$4.6	\$0.5	\$5.1
4%	5%	\$8.1	\$0.8	\$8.9
6%	8%	\$12.3	\$1.2	\$13.5
8%	10%	\$15.5	\$1.5	\$17.0

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**ROUTING**

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	11-17-2016
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	

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## Information Item

**DATE:** November 30, 2016  
**TO:** Technical Advisory Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Developing Funding Alternatives for the Regional Solicitation

With final scores for the 2016 Regional Solicitation tabulated, the Funding & Programming Committee, TAC, and TAB will turn toward development of funding alternatives. In order to enable TAB to approve final funding options at its January 18, 2017, meeting, TAC will need to make funding recommendations by its January 4, 2016, meeting.

Tasks for today's meeting are as follows:

### Review Preliminary Funding Scenarios:

1. Base Scenario: Focused on the mid-points of the TAB-approved funding ranges (58% for Roadways, 27% for Transit, and 15% for Bicycle/Pedestrian) and then dividing the funding within each mode based approximately on the number of applications received in each category compared to the other categories within the same mode.
2. Expansion-Heavy Scenario: Same modal splits as the Base Scenario, but tilted toward expansion projects in the Roadway and Transit modes.
3. Modernization-Heavy Scenario: Same modal splits as the Base Scenario, but tilted toward modernization projects in the Roadway and Transit modes.
4. Transit/Bike/Ped-Heavy Scenario: Based on using the top of the funding range for the Transit (32%) and Bicycle/Pedestrian (20%) modes and the lower end of the range for Roadways (48%). The funding was divided within each mode based approximately on the number of applications received in each category compared to the other categories within the same mode.
5. Roadway-Heavy Scenario: Based on using the top of the funding range in the Roadway mode (68%) and the lower end of the ranges for Transit (22%) and Bicycle/Pedestrian (10%). The funding was divided within each mode based approximately on the number of applications received in each category compared to the other categories within the same mode.

### Review 2022 approach:

As discussed at the last two F&P meetings, a limited number of projects for 2022 (the funding is scheduled for 2021 and prior) are currently included as part of the funding scenarios. This would entail guaranteeing that a small number of projects are funded in 2022, but with the hope that funds come available in 2021 as other selected projects return money to the region.

Looking back at the 2014 Regional Solicitation, an additional seven originally unselected projects were funded since the original project selection by TAB. These projects were funded through TAB's Federal Funds Management Process as projects withdrew, scope changes lessened project awards, and other money came to the region. However, it was often difficult for sponsors of originally-un-funded projects to accept funds after not being selected and, usually, discontinuing project development. By selecting a small number of 2022 projects (one per mode) and encouraging sponsors to start working on these projects, the region will be in a better place when reallocation of funds is needed. TAB would encourage the 2022 project sponsors to advance construct their projects in 2021 (this approach would put these projects first in line when a 2021 project in the same mode withdraws, according to TAB's Federal Funds Management

Process). The intent of this approach is not to have projects claiming 2022 funds before the next Regional Solicitation is underway, but to have seamless reprogramming of extra funds that meets TAB's general philosophy of funding projects that have been through a scoring process as opposed to providing more funds to higher-cost projects with federal capacity.

In the funding scenarios developed, one 2022 project was selected per mode. Projects for 2022 were recommended primarily based on where there were small scoring gaps between the last funded project and the first unfunded project or to enhance geographic balance.

At its January meeting, TAC will make a recommendation to TAB on whether to award 2022 projects.


**Identify Other Assumptions or Observations:**

As directed by TAB, all funding scenarios assume that \$2.7 million is allocated off the top to the Travel Behavior Inventory. No other unique projects are shown as funded yet in the scenarios.

Many of the total scores are lower than in previous solicitations. This is largely the result of a clarification of scoring methodology that allocated scores proportional to the top-scoring project. When the top-scoring project was an obvious outlier in one or more measures compared to the rest of the projects, then lower scores were seen for the other projects.

**DRAFT FUNDING SCENARIO**

**ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS**

 Additional Projects with 0% Inflation Option only

**Roadway Expansion**

Rank	ID	Applicant	County	Project Name	Func Class	Base	Expansion-Heavy	Modernization-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Federal Cumulative	Total Scores
1	5072	Brooklyn Center	Hennepin	Highway 252/66th Ave Interchange in Brooklyn Center	NFPA						N	2021	\$7,000,000	\$7,000,000	848
2	5229	Scott County	Scott	Highway 169 and County Road 14 Hybrid Interchange in Louisville Township	NFPA							2020	\$4,702,433	\$11,702,433	539
3	5374	Dayton	Hennepin	Brockton Lane Interchange in Dayton	Expander						N	2020	\$7,000,000	\$18,702,433	525
4	5191	Roseville	Ramsey	Snelling Ave Expansion in Roseville	Augmentor						N	2021	\$2,718,292	\$21,420,725	503
5	5212	Washington Co	Wash	Highway 36/Manning Ave Interchange in Multiple Twsp	NFPA						N	2021	\$7,000,000	\$28,420,725	488
6	4932	Richfield	Hennepin	77th St Underpass of Highway 77 in Richfield	Reliever							2022	\$7,000,000	\$35,420,725	484
7	5149	Brooklyn Park	Hennepin	Highway 169/101st Ave Interchange	NFPA	2022					N	2020	\$7,000,000	\$42,420,725	476
8	5216	St. Paul	Ramsey	Pierce Butler Rt New Extension in St. Paul	Augmentor							2022	\$7,000,000	\$49,420,725	471
9	4883	Maple Grove	Hennepin	I-94/County Road 610 Interchange in Maple Grove	Expander							2019	\$7,000,000	\$56,420,725	455
10	5251	Anoka County	Anoka	Interstate 35/Highway 97 Interchange Expansion in Columbus	Reliever						N	2020	\$7,000,000	\$63,420,725	430
11	5404	St. Paul	Ramsey	Vandalia St and Ellis Rd Expansion in St. Paul	Augmentor						N	2021	\$4,470,000	\$67,890,725	414
12	5083	Carver County	Carver	Highway 41 Expansion in Chaska and Chanhassen	Expander						N	2020	\$7,000,000	\$74,890,725	412
13	5372	Chanhassen	Carver	Highway 101 Expansion in Chanhassen	Expander						2019	2020	\$7,000,000	\$81,890,725	403
14	5166	Dakota County	Dakota	70th St Expansion in Inver Grove Heights	Reliever						N	2021	\$7,000,000	\$88,890,725	397
15	5224	Washington Co	Wash	Woodbury Dr Expansion in Woodbury	Expander						N	2021	\$3,997,456	\$92,888,181	390
16	5228	Scott County	Scott	Texas Ave Expansion in Savage	Expander						2019	2020	\$7,000,000	\$99,888,181	352
17	5081	Anoka County	Anoka	Bunker Lake Blvd Expansion in Ham Lake	Reliever						2019	2020	\$3,360,000	\$103,248,181	348
18	5178	Dakota County	Dakota	Dodd Blvd and Kenwood Tr Roundabout in Lakeville	Expander						2019	2020	\$2,495,000	\$105,743,181	342
19	5082	Carver County	Carver	Engler Blvd Expansion in Chaska and Laketown Twsp	Expander						2019	2021	\$2,000,000	\$112,743,181	294
20	5253	Anoka County	Anoka	Bunker Lake Blvd Expansion in Ramsey	Reliever						2019	2021	\$3,918,160	\$116,661,341	253
21	5375	St. Paul	Ramsey	Troutbrook Rd New Extension in St. Paul	NFPA						2019	2020	\$3,754,855	\$120,416,196	251

**Roadway Reconstruction/Modernization**

Rank	ID	Applicant	County	Project Name	Func Class	Base	Expansion-Heavy	Modernization-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Federal Cumulative	Total Scores
1	5237	Anoka (City)	Anoka	Fairoak Ave Underpass of Highway 10 in City of Anoka	NFPA						N	2021	\$7,000,000	\$7,000,000	731
2	5262	Minneapolis	Hennepin	Hennepin Ave Reconstruction in Minneapolis	Augmentor						N	2020	\$7,000,000	\$14,000,000	719
3	5141	Hennepin Co	Hennepin	Webber Pkwy Reconstruction in Minneapolis	Augmentor						N	2020	\$7,000,000	\$21,000,000	632
4	5073	Brooklyn Center	Hennepin	Brooklyn Blvd Reconstruction in Brooklyn Center	Reliever						N	2021	\$6,616,000	\$27,616,000	612
5	5246	Anoka Co	Anoka	Foley Blvd Overpass of the BNSF RR in Coon Rapids	Expander						2019	2020	\$7,000,000	\$34,616,000	583
6	5230	Scott Co	Scott	Cantebury Rd Reconstruction in Shakopee	Expander						2019	2021	\$5,546,000	\$40,162,000	580
7	5203	Scott County	Scott	Highway 13/County Road 21 Intersection in Prior Lake	Expander						2019	2020	\$4,929,040	\$45,091,040	568
8	5162	St. Paul	Ramsey	Tedesco Rd Reconstruction in St. Paul	Reliever						2019	2020	\$2,029,600	\$47,120,640	543
9	5264	Ramsey Co	Ramsey	I-694/Rice St Interchange Reconstruct-Multiple Cities	Reliever						N	2020	\$7,000,000	\$54,120,640	535
10	5179	Dakota Co	Dakota	202nd St Reconstruction in Lakeville	Expander						2019	2020	\$3,200,000	\$57,320,640	534
11	5402	Anoka Co	Anoka	Hanson Blvd Reconstruction in Coon Rapids	Expander						2019	2020	\$2,321,700	\$59,642,340	530
12	5392	Minnetonka	Hennepin	I-394/Plymouth Rd Ramp Intersection in Minnetonka	Reliever						2018	2020	\$4,504,000	\$64,146,340	525
13	5298	Minneapolis	Hennepin	37th Avenue Reconstruction in Columbia Heights and Minneapolis	Augmentor						N	2020	\$6,948,644	\$71,094,984	512
14	5398	Anoka Co	Anoka	Main Street Reconstruction in Blaine	NFPA						2019	2020	\$1,503,200	\$72,598,184	507
15	5222	Washington County	Wash	75th St Reconstruction in Multiple Townships	Reliever						N	2020	\$4,811,200	\$77,409,384	479
16	5263	Ramsey Co	Ramsey	Lexington Ave Reconstruction in Arden Hills and Shoreview	Augmentor						N	2020	\$3,693,080	\$81,102,464	477
17	5014	Hennepin Co.	Hennepin	Golden Valley Road Reconstruction in Golden Valley	Augmentor						N	2020	\$7,000,000	\$88,102,464	476
18	5139	Hennepin Co	Hennepin	Penn Ave Reconstruction in Richfield	Reliever						N	2020	\$7,000,000	\$95,102,464	471
20	5308	Dakota Co	Dakota	Pilot Knob Rb and Cliff Rd Intersection in Eagan	Expander						2019	2020	\$3,134,000	\$98,236,464	471
20	5242	Ramsey Co	Ramsey	Cleveland Ave Reconstruction in Falcon Heights and St. Paul	Reliever						N	2020	\$1,561,070	\$99,797,534	469
21	4972	Richfield	Hennepin	Lyndale Ave Reconstruction in Richfield	Reliever						N	2020	\$7,000,000	\$106,797,534	456
22	4964	South St. Paul	Dakota	Concord St Reconstruction in South St. Paul	Reliever						N	2020	\$7,000,000	\$113,797,534	452
23	5403	Anoka Co	Anoka	Ramsey Blvd Underpass of the BNSF RR in the City of Ramsey	Expander						2019	2021	\$7,000,000	\$120,797,534	445
24	5289	Inver Grove Heights	Dakota	117th Street Reconstruction in Inver Grove Heights	Expander						2019	2020	\$3,441,896	\$124,239,430	423
25	5085	Carver Co	Carver	Lyman Blvd Reconstruction in Chaska and Chanhassen	Expander						2019	2020	\$5,511,600	\$129,751,030	416
26	5084	Carver Co	Carver	Rolling Acres Rd Reconstruction in Victoria	Expander						2019	2020	\$7,000,000	\$136,751,030	410
27	5396	Anoka Co	Anoka	7th Avenue Reconstruction in the City of Anoka	Expander						N	2021	\$2,448,000	\$139,199,030	405
28	5344	Dakota Co	Dakota	280th St Reconstruction in Multiple Townships	Connector						N	2020	\$4,200,000	\$143,399,030	401
29	5194	Dakota Co	Dakota	Foliage Ave Reconstruction in Greenvale Township	Connector						2019	2020	\$5,488,000	\$148,887,030	381
30	5339	St. Paul	St	University Ave Reconstruction in St. Paul	Reliever						2019	2020	\$3,680,000	\$152,567,030	379
31	5086	Carver Co	Carver	County Road 24 Reconstruction in Watertown	Connector						2019	2020	\$2,103,160	\$154,670,190	347
32	5352	Anoka Co	Anoka	West Freeway Dr Realignment in Columbus	Reliever						2018	2020	\$3,367,500	\$158,037,690	300
33	5087	Carver Co	Carver	County Road 30 Reconstruction in Waconia Township	Connector						2019	2020	\$3,641,200	\$161,678,890	297
33	5384	Anoka Co	Anoka	Crosstown Blvd Reconstruction in Andover	Expander						2019	2020	\$3,838,400	\$165,517,290	297

**Roadway System Management**

Rank	ID	Applicant	County	Project Name	Func Class	Base	Expansion-Heavy	Modernization-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Federal Cumulative	Total Scores
1	5218	Hennepin County	Hennepin	ITS Upgrades on 4 Corridors								2018	\$ 1,760,000	\$1,760,000	839
2	5064	MnDOT	Hennepin	Signal Retiming in Eden Prairie							N	2020	\$ 1,440,000	\$3,200,000	794
3	5200	St. Paul	Ramsey	Snelling and Lexington Avenue ITS technologies in St. Paul							N	2021	\$ 2,001,320	\$5,201,320	598
4	5397	Washington County	Wash	Highway 96 Traffic Signal Timing and Intersection Upgrades							2018	2020	\$ 654,880	\$5,856,200	424

**Bridges**

Rank	ID	Applicant	County	Project Name	Func Class	Base	Expansion-Heavy	Modernization-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Federal Cumulative	Total Scores
1	4849	Hennepin County	Hennepin	West Broadway Ave Bridge in Robbinsdale and Minneapolis							N	2021	\$7,000,000	\$7,000,000	943
2	5300	St. Paul	Ramsey	Kellogg Blvd Bridge in St. Paul							N	2021	\$7,000,000	\$14,000,000	754
3	4868	Hennepin County	Hennepin	Shoreline Drive Bridge in Orono							N	2020	\$2,000,000	\$16,000,000	667
4	4884	Ramsey County	Ramsey	County Road C Bridge in Roseville							N	2020	\$4,471,200	\$20,471,200	643
5	4867	Hennepin County	Hennepin	Shadywood Rd Bridge in Orono and Tonka Bay							N	2021	\$1,520,000	\$21,991,200	592
6	5407	Washington County	Wash	Stonebridge Tr Bridge in Stillwater							N	2020	\$940,240	\$22,931,440	583
7	5276	Minneapolis	Hennepin	Nicollet Ave Bridge in Minneapolis							N	2020	\$7,000,000	\$29,931,440	517
8	5379	St. Paul	Ramsey	Lafayette Rd Bridge in St. Paul							2019	2020	\$5,064,000	\$34,995,440	508

**DRAFT FUNDING SCENARIO: ROADWAY EXPANSION AND RECONSTRUCTION/MODERNIZATION SORTED BY FUNCTIONAL CLASSIFICATION**

**ROADWAY EXPANSION**

 Additional Projects with 0% Inflation Option only

**Roadway Expansion: Non-Freeway Principal Arterials**

Rank	ID	Applicant	Project Name	Funct Class	Base	Expansion-Heavy	Modernizati on-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Total Scores
1	5072	Brooklyn Center	Highway 252/66th Ave Interchange in Brooklyn Center	NFPA						N	2021	\$7,000,000	848
2	5229	Scott County	Highway 169 and County Road 14 Hybrid Interchange in Louisville Township	NFPA						2019	2020	\$4,702,433	539
5	5212	Washington Co	Highway 36/Manning Ave Interchange in Multiple Twsp	NFPA						N	2021	\$7,000,000	488
7	5149	Brooklyn Park	Highway 169/101st Ave Interchange	NFPA	2022					N	2020	\$7,000,000	476
21	5375	St. Paul	Troutbrook Rd New Extension in St. Paul	NFPA						2019	2020	\$3,754,855	251

**Roadway Expansion: Expanders**

Rank	ID	Applicant	Project Name	Funct Class	Base	Expansion-Heavy	Modernizati on-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Total Scores
3	5374	Dayton	Brockton Lane Interchange in Dayton	Expander						N	2020	\$7,000,000	525
9	4883	Maple Grove	I-94/County Road 610 Interchange in Maple Grove	Expander						2019	2020	\$7,000,000	455
12	5083	Carver County	Highway 41 Expansion in Chaska and Chanhassen	Expander						N	2020	\$7,000,000	412
13	5372	Chanhassen	Highway 101 Expansion in Chanhassen	Expander						2019	2020	\$7,000,000	403
15	5224	Washington Co	Woodbury Dr Expansion in Woodbury	Expander						N	2021	\$3,997,456	390
16	5228	Scott County	Texas Ave Expansion in Savage	Expander						2019	2020	\$7,000,000	352
18	5178	Dakota County	Dodd Blvd and Kenwood Tr Roundabout in Lakeville	Expander						2019	2020	\$2,495,000	342
19	5082	Carver County	Engler Blvd Expansion in Chaska and Laketown Twsp	Expander						2019	2021	\$7,000,000	294

**Roadway Expansion: Relievers**

Rank	ID	Applicant	Project Name	Funct Class	Base	Expansion-Heavy	Modernizati on-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Total Scores
6	4932	Richfield	77th St Underpass of Highway 77 in Richfield	Reliever			2022	2022		2018	2020	\$7,000,000	484
10	5251	Anoka County	Interstate 35/Highway 97 Interchange Expansion in Columbus	Reliever		2022				N	2020	\$7,000,000	430
14	5166	Dakota County	70th St Expansion in Inver Grove Heights	Reliever						N	2021	\$7,000,000	397
17	5081	Anoka County	Bunker Lake Blvd Expansion in Ham Lake	Reliever						2019	2020	\$3,360,000	348
20	5253	Anoka County	Bunker Lake Blvd Expansion in Ramsey	Reliever						2019	2021	\$3,918,160	253

**Roadway Expansion: Augmentors**

Rank	ID	Applicant	Project Name	Funct Class	Base	Expansion-Heavy	Modernizati on-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Total Scores
4	5191	Roseville	Snelling Ave Expansion in Roseville	Augmentor						N	2021	\$2,718,292	503
8	5216	St. Paul	Pierce Butler Rt New Extension in St Paul	Augmentor					2022	N	2021	\$7,000,000	471
11	5404	St. Paul	Vandalia St and Eliis Rd Expansion in St. Paul	Augmentor						N	2021	\$4,470,000	414

**ROADWAY RECONSTRUCTION/MODERNIZATION**

**Roadway Reconstruction/Modernization: Non-Freeway Principal Arterials**

Rank	ID	Applicant	Project Name	Funct Class	Base	Expansion-Heavy	Modernizati on-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Total Scores
1	5237	Anoka (City)	Fairoak Ave Underpass of Highway 10 in City of Anoka	NFPA						N	2021	\$7,000,000	731
14	5398	Anoka Co	Main Street Reconstruction in Blaine	NFPA						2019	2020	\$1,503,200	507

**Roadway Reconstruction/Modernization: Expanders**

Rank	ID	Applicant	Project Name	Funct Class	Base	Expansion-Heavy	Modernizati on-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Total Scores
5	5246	Anoka Co	Foley Blvd Overpass of the BNSF RR in Coon Rapids	Expander						2019	2020	\$7,000,000	583
6	5230	Scott Co	Cantebury Rd Reconstruction in Shakopee	Expander						2019	2021	\$5,546,000	580
7	5203	Scott County	Highway 13/County Road 21 Intersection in Prior Lake	Expander						2019	2020	\$4,929,040	568
10	5179	Dakota Co	202nd St Reconstruction in Lakeville	Expander						2019	2020	\$3,200,000	534
11	5402	Anoka Co	Hanson Blvd Reconstruction in Coon Rapids	Expander						2019	2020	\$2,321,700	530
19	5308	Dakota Co	Pillot Knob Rb and Cliff Rd Intersection in Eagan	Expander						2019	2020	\$3,134,000	471
23	5403	Anoka Co	Ramsey Blvd Underpass of the BNSF RR in the City of Ramsey	Expander						2019	2021	\$7,000,000	445
24	5289	Inver Grove Heights	117th Street Reconstruction in Inver Grove Heights	Expander						2019	2020	\$3,441,896	423
25	5085	Carver Co	Lyman Blvd Reconstruction in Chaska and Chanhassen	Expander						2019	2020	\$5,511,600	416
26	5084	Carver Co	Rolling Acres Rd Reconstruction in Victoria	Expander						2019	2020	\$7,000,000	410
27	5396	Anoka Co	7th Avenue Reconstruction in the City of Anoka	Expander						N	2021	\$2,448,000	405
34	5384	Anoka Co	Crosstown Blvd Reconstruction in Andover	Expander						2019	2020	\$3,838,400	297

**Roadway Reconstruction/Modernization: Relievers**

Rank	ID	Applicant	Project Name	Funct Class	Base	Expansion-Heavy	Modernizati on-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Total Scores
4	5073	Brooklyn Center	Brooklyn Blvd Reconstruction in Brooklyn Center	Reliever						N	2021	\$6,616,000	612
8	5162	St. Paul	Tedesco Rd Reconstruction in St. Paul	Reliever						2019	2020	\$2,029,600	543
9	5264	Ramsey Co	I-694/Rice St Interchange Reconstruct-Multiple Cities	Reliever						N	2020	\$7,000,000	535
12	5392	Minnetonka	I-394/Plymouth Rd Ramp Intersection In Minnetonka	Reliever						2018	2020	\$4,504,000	525
15	5222	Washington County	75th St Reconstruction in Multiple Townships	Reliever						N	2020	\$4,811,200	479
18	5139	Hennepin Co	Penn Ave Reconstruction in Richfield	Reliever						N	2020	\$7,000,000	471
20	5242	Ramsey Co	Cleveland Ave Reconstruction in Falcon Heights and St. Paul	Reliever						N	2020	\$1,561,070	469
21	4972	Richfield	Lyndale Ave Reconstruction in Richfield	Reliever						N	2020	\$7,000,000	456
22	4964	South St. Paul	Concord St Reconstruction in South St. Paul	Reliever						N	2020	\$7,000,000	452
30	5339	St. Paul	University Ave Reconstruction in St. Paul	Reliever						2019	2020	\$3,680,000	379
32	5352	Anoka Co	West Freeway Dr Realignment in Columbus	Reliever						2018	2020	\$3,367,500	300

**Roadway Reconstruction/Modernization: Connectors**


Rank	ID	Applicant	Project Name	Funct Class	Base	Expansion-Heavy	Modernizati on-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Total Scores
28	5344	Dakota Co	280th St Reconstruction in Multiple Townships	Connector						N	2020	\$4,200,000	401
29	5194	Dakota Co	Foliage Ave Reconstruction in Greenvale Township	Connector						2019	2020	\$5,488,000	381
31	5086	Carver Co	County Road 24 Reconstruction in Watertown	Connector						2019	2020	\$2,103,160	347
33	5087	Carver Co	County Road 30 Reconstruction in Waconia Township	Connector						2019	2020	\$3,641,200	297

**Roadway Reconstruction/Modernization: Augmentors**

Rank	ID	Applicant	Project Name	Funct Class	Base	Expansion-Heavy	Modernizati on-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Total Scores
2	5262	Minneapolis	Hennepin Ave Reconstruction in Minneapolis	Augmentor						N	2020	\$7,000,000	719
3	5141	Hennepin Co	Webber Pkwy Reconstruction in Minneapolis	Augmentor						N	2020	\$7,000,000	632
13	5298	Minneapolis	37th Avenue Reconstruction in Columbia Heights and Minnapolis	Augmentor						N	2020	\$6,948,644	512
16	5263	Ramsey Co	Lexington Ave Reconstruction in Arden Hills and Shoreview	Augmentor						N	2020	\$3,693,080	477
17	5014	Hennepin Co.	Golden Valley Road Reconstruction in Golden Valley	Augmentor						N	2020	\$7,000,000	476

**DRAFT FUNDING SCENARIO**

**TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS**

 Additional Projects with 0% Inflation Option only

**Transit Expansion**

Rank	ID	Applicant	County	Project Name	Base	Expansion-Heavy	Modernization-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Federal Cumulative	Total Scores
1	5390	Metro Transit	Hennepin	Hennepin Ave Bus and Technology Improvements in Minneapolis						N	2020	\$7,000,000	\$7,000,000	843
2	5391	Metro Transit	Hennepin Ramsey	Lake St/Marshall Ave Bus and Technology Improvements in Minneapolis and St. Paul							2019 2020	\$7,000,000	\$14,000,000	756
3	5190	Metro Transit	Ramsey	Route 63 Service Improvement in St. Paul						N	2020	\$6,122,444	\$20,122,444	568
4	5324	SouthWest Transit	Hennepin	SouthWest Transit Fixed Route Service to Mall of America					2022		2018 2020	\$5,603,505	\$25,725,949	513
5	4847	Eden Prairie	Hennepin	Town Center LRT Station Construction in Eden Prairie							2018 2020	\$6,141,560	\$31,867,509	501
6	5338	SouthWest Transit	Carver/Hennepin	Expansion of Electric Bus Service in Eden Prairie, Chanhassen, Carver, and Chaska	2022						2018 2020	\$5,280,000	\$37,147,509	438
7	5322	SouthWest Transit	Hennepin	Service Between Plymouth and Eden Prairie		2022					2018 2020	\$6,021,212	\$43,168,721	392
8	5209	MVTA	Dakota	Local Service Expansion in Rosemount							2018 2020	\$1,776,000	\$50,850,988	371
9	5333	Metro Transit	Ramsey/Wash	Route 363 Between St. Paul and Cottage Grove						N	2020	\$5,906,267	\$49,074,988	363
10	5421	Metro Transit	Dakota	35W Service Extension in Lakeville						N	2020	\$6,556,000	\$57,406,988	299

**Transit Modernization**

Rank	ID	Applicant	County	Project Name	Base	Expansion-Heavy	Modernization-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Federal Cumulative	Total Scores
1	4842	Metro Transit	Regionwide	Regional Communication Improvements by Metro Transit							2018 2020	\$200,000	\$200,000	898
2	5323	Metro Transit	Hennepin	Heywood II Bus Garage Construction in Minneapolis							2018 2020	\$7,000,000	\$7,200,000	513
3	5389	Metro Transit	Hennepin	Penn Ave Bus Stop Modernization Between Brooklyn Center and Minneapolis							2018 2020	\$7,000,000	\$14,200,000	504
4	5387	Metro Transit	Hennepin	Chicago Ave Corridor Bus Stop Modernization in Minneapolis							2019 2020	\$7,000,000	\$21,200,000	489
5	5442	Metro Transit	Hennepin	Blue Line Enhancement in Minneapolis							2018 2020	\$7,000,000	\$28,200,000	466
6	5399	Apple Valley	Dakota	Red Line 147th Street Station Skyway in Apple Valley			2022	2022			2018 2020	\$3,300,000	\$31,500,000	460
7	5388	Metro Transit	Hennepin	Emerson and Freemont Ave Bus Stop Modernization in Minneapolis							2019 2020	\$7,000,000	\$38,500,000	444
8	5326	Metro Transit	Hennepin/Ramsey	Green Line Energy Storage Recovery System in Minneapolis and St. Paul							2018 2020	\$3,200,000	\$41,700,000	427
9	4971	MVTA	Scott/Dakota/Hennepin	Route 444 Modernization in Savage, Burnsville, Eagan, Bloomington						N	2020	\$5,600,000	\$47,300,000	423
10	5342	Metro Transit	Hennepin	Hennepin Ave Customer Facility Improvements in Minneapolis							2018 2020	\$3,452,800	\$50,752,800	418
11	5291	Metro Transit	Hennepin/Anoka	Purchase of five electric buses for Routes 10, 59, and 118						N	2020	\$4,000,000	\$54,752,800	408
12	5343	Metro Transit	Ramsey	5th/6th Street Customer Facility Improvements in St. Paul							2018 2020	\$3,009,600	\$57,762,400	367
13	5426	Metro Transit	Hennepin	12th Street Transit-Only Ramp Construction in Minneapolis							2018 2020	\$7,000,000	\$64,762,400	361


**TMO/TDM**

Rank	ID	Applicant	County	Project Name	Base	Expansion-Heavy	Modernization-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Federal Cumulative	Total Scores
0	-	-	-	TMO Setaside for 2021-2022*						-	Both	\$5,800,000	-	-
0	-	-	-	TDM Setaside for 2021-2022*						-	Both	\$1,200,000	-	-
1	5312	St. Paul Smart Trips	Ramsey	St. Paul Smart Trips Colleges as Hubs for TDM Innovation Pilot Program						N/A	2018	\$132,000	\$132,000	761
2	4886	CarFreeLife	Hennepin/Ramsey	Shared Mobility, Community Outreach and Development Program Demonstration in Minneapolis and St. Paul						N/A	2018	\$200,000	\$332,000	715
3	5015	Nice Ride MN	Hennepin	Nice Ride Densification and Infill Initiative in Minneapolis						N/A	2018	\$300,000	\$632,000	666
4	5370	MVTA	Scott/Dakota	Transportation Management Association for Scott and Dakota Counties						N/A	2018	\$241,600	\$873,600	537
5	5430	Scott County	Scott	Multimodal Outreach and Marketing Coordinator for Scott County						N/A	2018	\$119,200	\$992,800	400
6	5310	Cycles for Change	Hennepin/Ramsey	Learn to Ride a Bicycle Program Expansion in Minneapolis and St. Paul						N/A	2018	\$266,195	\$1,258,995	376

\*\$5.8 million for base-level travel demand management (TDM) funding for Metro Transit and the Transportation Management Organizations (TMOs); \$1.2 Million for competitive TDM selection in 2020/2021 to be distributed as part of 2018 Regional Solicitation.

**DRAFT FUNDING SCENARIO**

**BICYCLE AND PEDESTRIAN FACILITIES**

 Additional Projects with 0% Inflation Option only

**Multiuse Trails and Bicycle Facilities**

Rank	ID	Applicant	County	Project Name	Base	Expansion-Heavy	Modernization-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Federal Cumulative	Total Scores
1	5217	Hennepin County	Hennepin	Creating Critical Bicycle Transportation Link on Portland Avenue (CSAH 35) at the Crosstown Highway (TH 62)						N	2020	\$750,176	\$750,176	934
2	5394	Minneapolis	Hennepin	Queen Avenue Bicycle Boulevard						N	2021	\$1,000,000	\$1,750,176	926
3	5238	St. Paul	Ramsey	Johnson Parkway Trail (Grand Round)						N	2020	\$5,500,000	\$7,250,176	897
4	5202	Bloomington	Hennepin	France Avenue Trail						2019	2020	\$2,803,313	\$10,053,489	879
5	5156	St. Paul	Ramsey	Como Ave Trail - Grand Round						N	2020	\$5,058,000	\$15,111,489	868
6	5419	West St. Paul	Dakota	West St. Paul Oakdale and Marie Trail Extension						2019	2020	\$1,195,360	\$16,306,849	815
7	5079	St. Louis Park	Hennepin	Dakota-Edgewood Trail Bridge Crossing					2022	2019	2020	\$2,918,400	\$19,225,249	809
8	5184	Burnsville	Dakota	Cliff Road Improvement Trail Project						N	2021	\$676,000	\$19,901,249	804
9	5313	Dakota County	Dakota	Dakota County Robert Street Trail Connection						2018	2020	\$656,000	\$20,557,249	796
10	5071	Brooklyn Center	Hennepin	TH 252 Pedestrian Overpass at 70th Avenue North						N	2021	\$1,902,640	\$22,459,889	774
11	5275	MnDNR	Hennepin	Minnesota Valley State Trail-Bloomington Section	2022	2022	2022			2018	2020	\$1,880,000	\$24,339,889	770
	5284	St. Paul	Ramsey	Bruce Vento Bicycle & Pedestrian Bridge Connection						2019	2021	\$5,500,000	\$29,839,889	770
13	5420	West St. Paul	Dakota	West St. Paul Wentworth Avenue Trail Gap						2019	2020	\$984,000	\$30,823,889	769
14	5285	Minneapolis	Hennepin	Prospect Park Trail						2018	2020	\$2,140,800	\$32,964,689	763
15	5231	Scott County	Scott	US 169 Pedestrian/Bicycle Bridge						2018	2021	\$870,080	\$33,834,769	758
16	5260	St. Paul	Ramsey	Fish Hatchery Trail Reconstruction				2022		N	2020	\$1,801,600	\$35,636,369	754
17	5314	Dakota County	Dakota	Dakota County CSAH 42 Trail Gap and Underpass						2018	2020	\$1,256,000	\$36,892,369	733
18	5168	Dakota County	Dakota	Dakota County Minnesota River Greenway Eagan South						2019	2020	\$4,016,000	\$40,908,369	732
19	5018	Lino Lakes	Anoka	Lino Lakes CSAH 14 Trail						N	2020	\$880,000	\$41,788,369	722
20	5432	Mendota Heights	Dakota	Mendota Heights Dodd Road Trail Extension						2018	2020	\$1,487,712	\$43,276,081	712
21	5294	Minneapolis	Hennepin	36th Street Bicycle and Pedestrian Connection						N	2020	\$3,195,926	\$46,472,007	711
22	4933	Dakota County	Dakota	Dakota County River to River Greenway Dodd Road Underpass						2018	2020	\$672,000	\$47,144,007	696
23	5172	Ramsey County	Ramsey	Bruce Vento Regional Trail Extension - Buerkle Road to Highway 96						2019	2020	\$4,100,000	\$51,244,007	686
24	4848	Eden Prairie	Hennepin	Flying Cloud Drive Regional Trail						N	2020	\$2,836,000	\$54,080,007	675
25	5155	Brooklyn Park	Hennepin	Rush Creek Regional Trail Grade Separations at Hennepin CSAH 103						N	2020	\$1,539,551	\$55,619,558	664
26	4874	Three Rivers Park	Hennepin	Lake Minnetonka LRT Regional Trail Bridge over CSAH 19						2018	2020	\$2,926,724	\$58,546,282	655
27	5233	Ramsey (City)	Ramsey	Mississippi Skyway - Multiuse Bridge and Regional Transportation						N	2021	\$3,626,160	\$62,172,442	642
28	5408	Rosemount	Dakota	Rosemount Greenway Downtown Connection						N	2021	\$1,360,000	\$63,532,442	636
29	5145	Edina	Hennepin	Valley View Road Bicycle Lane Extension, W 64th St to W 66th St						2019	2021	\$1,600,000	\$65,132,442	635
	5348	Hennepin County	Hennepin	Hopkins to Chaska LRT Corridor Slope Restoration						2018	2020	\$1,420,800	\$66,553,242	635
31	5089	Carver County	County	Lake Minnetonka LRT Regional Trail - Stieger Lake boat launch to						N	2021	\$477,040	\$67,030,282	620
32	5413	Farmington	Dakota	Farmington North Creek Greenway Gap						N	2021	\$1,043,480	\$68,073,762	604
33	5177	Oakdale	Washington	4th Street Bridge Widening With Paved Trail From Hadley Ave No. and						2018	2020	\$1,091,200	\$69,164,962	595
34	5273	Edina	Hennepin	Replacement of Rosland Park Pedestrian & Bicycle Bridge over TH 62						2019	2020	\$1,993,200	\$71,158,162	549
35	5186	Shakopee	Scott	US 169 Bicycle and Pedestrian Bridge/Quarry Lake Trail						N	2020	\$2,173,628	\$73,331,790	517
36	5088	Carver County	Carver	Lake Waconia Regional Trail						N	2020	\$754,960	\$74,086,750	514
37	5405	Anoka County	Anoka	Rum River Regional Trail Expansion						2019	2020	\$1,063,040	\$75,149,790	459
38	5254	Anoka County	Anoka	TH 47 Pedestrian Crossing and Associated Improvements						2019	2020	\$1,471,680	\$76,621,470	431
39	5269	Washington County	Washington	CSAH 5/Stonebridge Trail Connection to the Brown's Creek State Trail						2019	2020	\$1,426,800	\$78,048,270	426

**Pedestrian Facilities**

Rank	ID	Applicant	County	Project Name	Base	Expansion-Heavy	Modernization-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Federal Cumulative	Total Scores
1	5080	St. Louis Park	Hennepin	Beltline Blvd Pedestrian Improvements in St. Louis Park						N	2020	\$560,000	\$560,000	922
2	5090	St. Paul	Ramsey	Payne-Phalen Sidewalk Gap Infill Construction in St. Paul						2019	2021	\$780,000	\$1,340,000	852
3	5438	Hennepin County	Hennepin	46th Street Pedestrian Improvements in Minneapolis						2018	2020	\$506,480	\$1,846,480	839
4	5436	Hennepin County	Hennepin	Lake St/Excelsior Blvd Pedestrian Improvements in Minneapolis						2018	2020	\$706,160	\$2,552,640	751
5	5331	South St. Paul	Dakota	Wentworth Avenue Sidewalk Improvements in South St. Paul						2019	2020	\$287,200	\$2,839,840	726
6	5412	Dakota County	Dakota	Southview Blvd Sidewalk Improvements in South St. Paul						2018	2020	\$1,000,000	\$3,839,840	699
7	5199	Shorewood	Hennepin	Galpin Lake Road Pedestrian Walkway in Shorewood						N	2020	\$1,000,000	\$4,839,840	542

**Safe Routes to School**

Rank	ID	Applicant	County	Project Name	Base	Expansion-Heavy	Modernization-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Federal Cumulative	Total Scores
1	5429	St. Paul	Ramsey	Expo Area School SRTS Improvements in St. Paul						2018	2020	\$498,400	\$498,400	958
2	5431	St. Paul	Ramsey	Washington Tech SRTS Improvements						2018	2020	\$816,000	\$1,314,400	711
3	5195	Carver County	Carver	US 212 SRTS Crossing in Norwood Young America						N	2020	\$1,225,360	\$2,539,760	700

**DRAFT FUNDING SCENARIO**

**Unique Projects**

<b>Applicant</b>	<b>Project Name</b>	<b>Base</b>	<b>Expansion-Heavy</b>	<b>Modernization-Heavy</b>	<b>Transit / Bike / Ped-Heavy</b>	<b>Highway-Heavy</b>	<b>Year</b>	<b>Federal Requested</b>
Met Council	Travel Behavior Inventory						Various	\$2,700,000
U of M	Electric Vehicle Charging Stations						Any	\$250,000
Ramsey Co	Jackson Street Reconstruction						Any	\$7,000,000
MPCA	Technician Training						Any	\$40,000
MPCA	Diesel Retrofit						Any	\$1,166,633

## COUNTY DISTRIBUTION (BASE SCENARIO WITH INFLATION)

County	Population	%	Roadway	Transit/TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	330,844	11.6%	3	0	0	0	3	5.7%	\$16,321,700	8.8%
Carver	91,042	3.2%	0	0	1	0	1	1.9%	\$1,225,360	0.7%
Dakota	398,552	14.0%	2	0.5	5	0	7.5	14.2%	\$11,335,360	6.1%
Hennepin	1,152,425	40.4%	8	7.5	7	0	22.5	42.5%	\$91,697,132	49.2%
Ramsey	508,640	17.8%	5	3.5	5	0	13.5	25.5%	\$43,389,153	23.3%
Scott	129,928	4.6%	3	1.5	0	0	4.5	8.5%	\$15,417,473	8.3%
Washington	238,136	8.4%	1	0	0	0	1	1.9%	\$7,000,000	3.8%
Region-wide			0	1	0	1	2		\$2,900,000	
<b>TOTAL</b>	<b>2,849,567</b>	<b>100.0%</b>	<b>22</b>	<b>14</b>	<b>18</b>	<b>1</b>	<b>55</b>		<b>\$189,286,178</b>	



# Locations of 2016 Regional Solicitation Projects: Base Funding Scenario

**DRAFT**



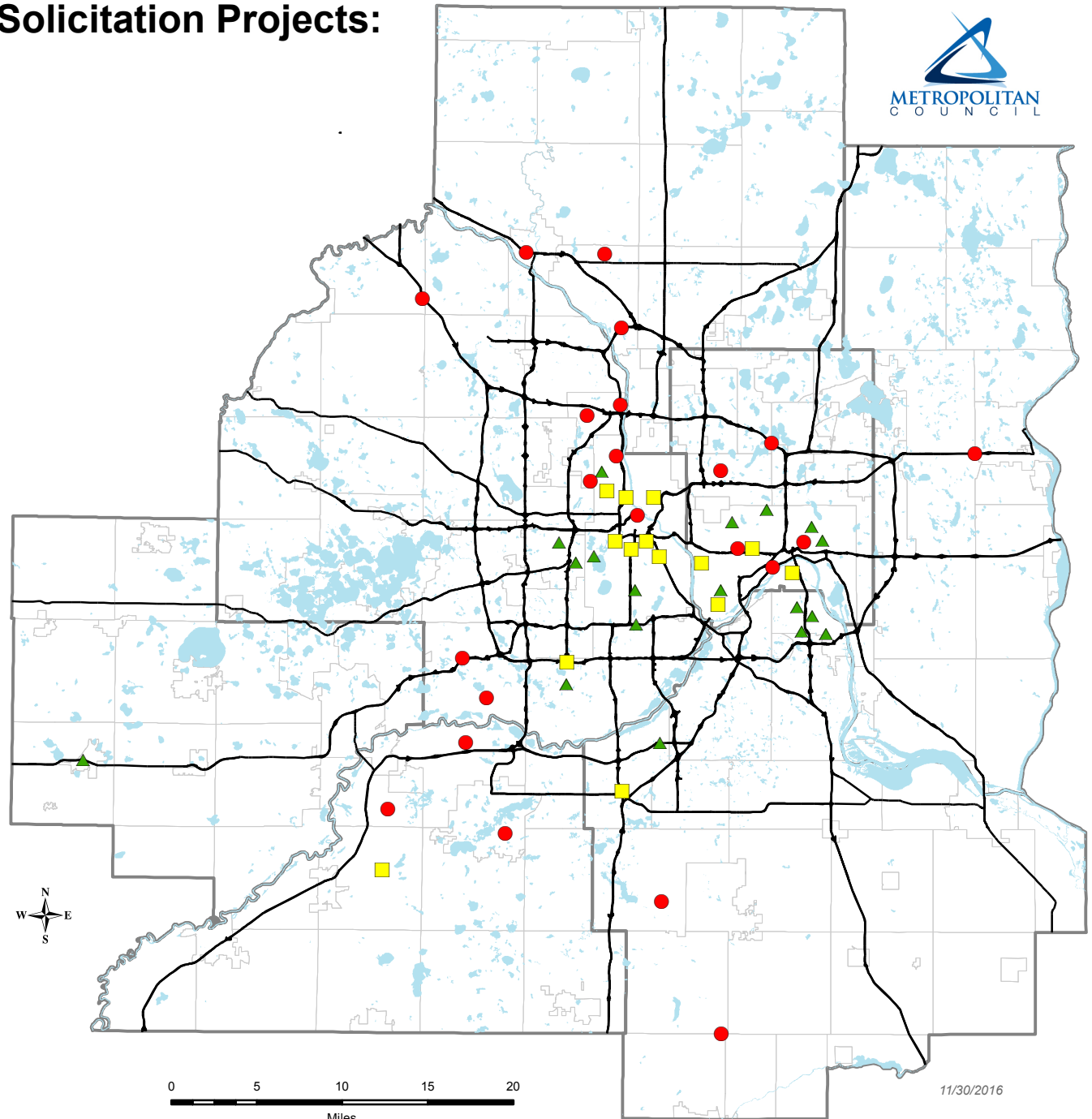
## Modal Funding Category

- Roadways (22)
- Transit/TDM (14)
- ▲ Bike/Ped (18)

Total Projects: 54

## Reference Items

- Principal Arterial
- Lakes and Rivers
- County Boundary
- City Boundary



## COUNTY DISTRIBUTION (EXPANSION-HEAVY SCENARIO WITH INFLATION)

County	Population	%	Roadway	Transit/TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	330844	11.6%	2	0	0	0	2	3.8%	\$14,000,000	7.4%
Carver	91042	3.2%	0	0	1	0	1	1.9%	\$1,225,360	0.6%
Dakota	398552	14.0%	1	0.5	4	0	5.5	10.6%	\$7,135,360	3.8%
Hennepin	1152425	40.4%	10	7.5	8	0	25.5	49.0%	\$106,741,332	56.5%
Ramsey	508640	17.8%	3	3.5	5	0	11.5	22.1%	\$39,358,233	20.8%
Scott	129928	4.6%	2	1.5	0	0	3.5	6.7%	\$10,488,433	5.6%
Washington	238136	8.4%	1	0	0	0	1	1.9%	\$7,000,000	3.7%
Region-wide			0	1	0	1	2	3.8%	\$2,900,000	1.5%
<b>TOTAL</b>	<b>2849567</b>	<b>100.0%</b>	<b>19</b>	<b>14</b>	<b>18</b>	<b>1</b>	<b>52</b>	<b>100.0%</b>	<b>\$188,848,718</b>	<b>100.0%</b>

# Locations of 2016 Regional Solicitation Projects: Expansion-Heavy Funding Scenario

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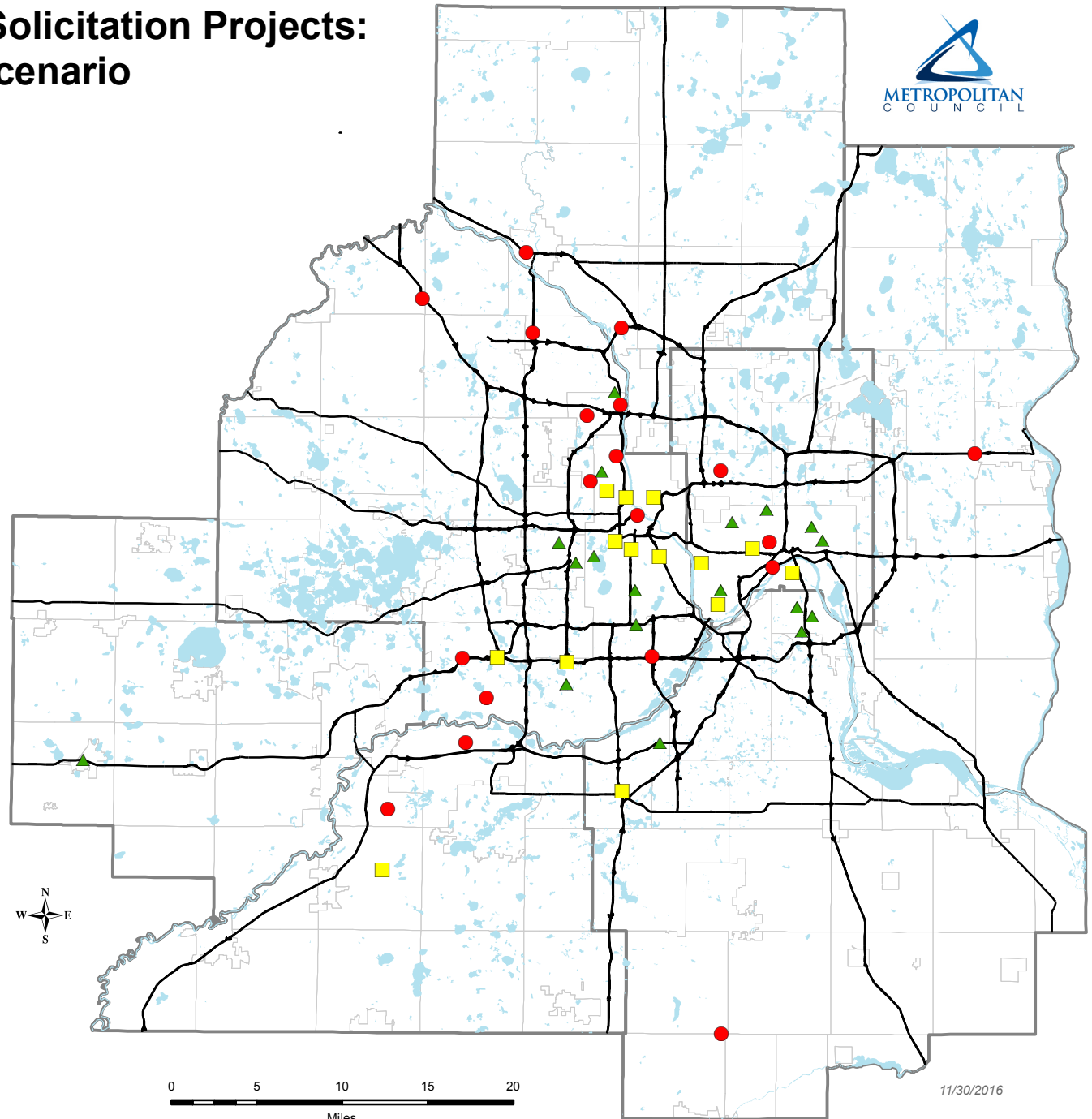
## Modal Funding Category

- Roadways (19)
- Transit/TDM(14)
- ▲ Bike/Ped (18)

Total Projects: 51

## Reference Items

- Principal Arterial
- Lakes and Rivers
- County Boundary
- City Boundary



## COUNTY DISTRIBUTION (MODERNIZATION-HEAVY SCENARIO WITH INFLATION)

County	Population	%	Roadway	Transit/TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	330,844	11.6%	3	0	0	0	3	5.8%	\$16,321,700	8.8%
Carver	91,042	3.2%	0	0	1	0	1	1.9%	\$1,225,360	0.7%
Dakota	398,552	14.0%	2	0.5	5	0	7.5	14.4%	\$11,335,360	6.1%
Hennepin	1,152,425	40.4%	8	7.5	7	0	22.5	43.3%	\$93,093,627	50.1%
Ramsey	508,640	17.8%	4	3.5	5	0	12.5	24.0%	\$41,387,833	22.3%
Scott	129,928	4.6%	3	1.5	0	0	4.5	8.7%	\$15,417,473	8.3%
Washington	238,136	8.4%	1	0	0	0	1	1.9%	\$7,000,000	3.8%
Region-wide			0	1	0	1	2		\$2,900,000	
<b>TOTAL</b>	<b>2,849,567</b>	<b>100.0%</b>	<b>21</b>	<b>14</b>	<b>18</b>	<b>1</b>	<b>54</b>		<b>\$188,681,353</b>	

# Locations of 2016 Regional Solicitation Projects: Modernization-Heavy Funding Scenario

**DRAFT**



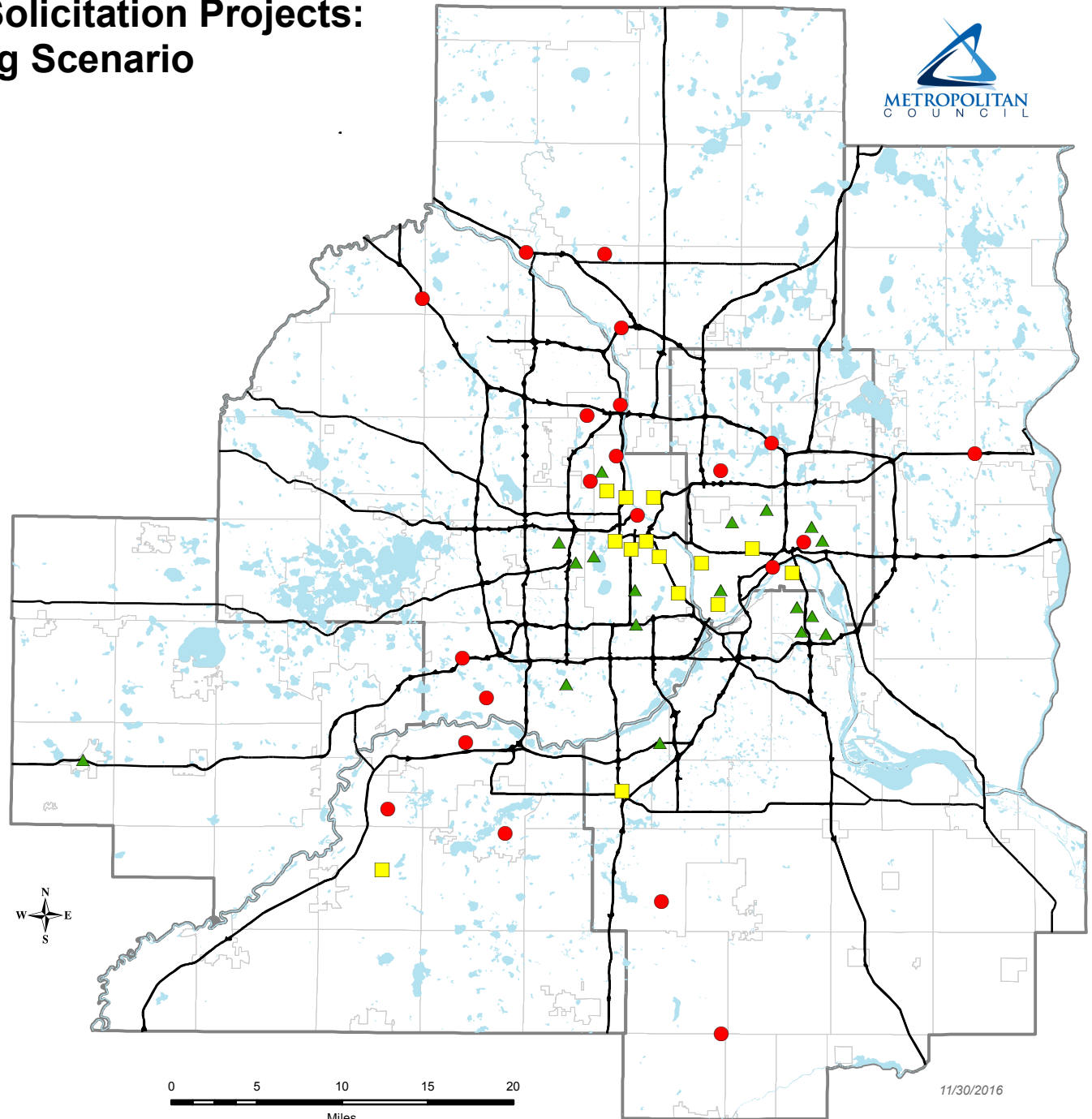
## Modal Funding Category

- Roadways (21)
- Transit/TDM (14)
- ▲ Bike/Ped (18)

Total Projects: 53

## Reference Items

- Principal Arterial
- Lakes and Rivers
- County Boundary
- City Boundary



## COUNTY DISTRIBUTION (TRANSIT/BIKE/PED-HEAVY SCENARIO WITH INFLATION)

County	Population	%	Roadway	Transit/TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	330,844	11.6%	2	0	0	0	2	3.8%	\$14,000,000	7.6%
Carver	91,042	3.2%	0	0	1	0	1	1.9%	\$1,225,360	0.7%
Dakota	398,552	14.0%	1	0.5	5	0	6.5	12.3%	\$8,135,360	4.4%
Hennepin	1,152,425	40.4%	8	8.5	10	0	26.5	50.0%	\$102,621,332	56.0%
Ramsey	508,640	17.8%	3	3.5	6	0	12.5	23.6%	\$39,859,553	21.7%
Scott	129,928	4.6%	2	1.5	0	0	3.5	6.6%	\$10,488,433	5.7%
Washington	238,136	8.4%	1	0	0	0	1	1.9%	\$7,000,000	3.8%
Region-wide			0	1	0	1	2		\$2,900,000	
<b>TOTAL</b>	<b>2,849,567</b>	<b>100.0%</b>	<b>17</b>	<b>15</b>	<b>22</b>	<b>1</b>	<b>55</b>		<b>\$186,230,038</b>	

# Locations of 2016 Regional Solicitation Projects: Transit/Bike/Ped-Heavy Funding Scenario

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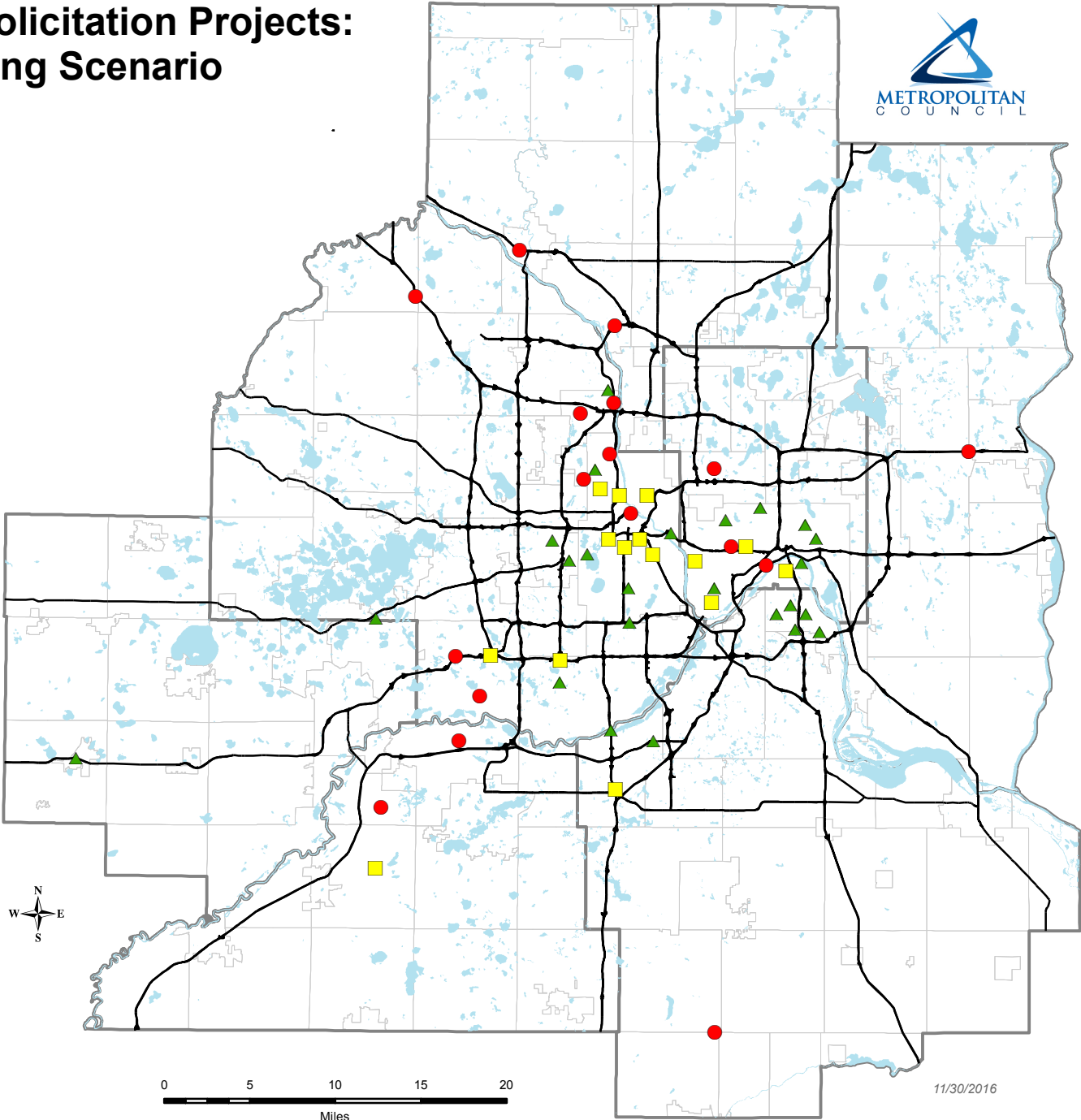
### Modal Funding Category

- Roadways (17)
- Transit/TDM (15)
- ▲ Bike/Ped (24)

Total Projects: 56

### Reference Items

- Principal Arterial
- Lakes and Rivers
- County Boundary
- City Boundary



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\*\*Project list includes inflation levels recommended by TAC F&P and does not include 2022 projects.

## COUNTY DISTRIBUTION (HIGHWAY-HEAVY SCENARIO WITH INFLATION)

County	Population	%	Roadway	Transit/TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	330,844	11.6%	3	0	0	0	3	6.3%	\$16,321,700	9.8%
Carver	91,042	3.2%	0	0	0	0	0	0.0%	\$0	0.0%
Dakota	398,552	14.0%	2	0	1	0	3	6.3%	\$8,595,360	5.2%
Hennepin	1,152,425	40.4%	10	6.5	6	0	22.5	46.9%	\$87,679,227	52.7%
Ramsey	508,640	17.8%	5	3.5	5	0	13.5	28.1%	\$30,736,753	18.5%
Scott	129,928	4.6%	3	1	0	0	4	8.3%	\$15,296,673	9.2%
Washington	238,136	8.4%	2	0	0	0	2	4.2%	\$7,654,880	4.6%
Region-wide			0	1	0	1	2		\$2,900,000	
<b>TOTAL</b>	<b>2,849,567</b>	<b>100.0%</b>	<b>25</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>50</b>		<b>\$169,184,593</b>	



# Locations of 2016 Regional Solicitation Projects: Highway-Heavy Funding Scenario

**DRAFT**



## Modal Funding Category

- Roadways (26)
- Transit/TDM (12)
- ▲ Bike/Ped (12)

Total Projects: 50

## Reference Items

- Principal Arterial
- Lakes and Rivers
- County Boundary
- City Boundary

