

ACTION TRANSMITTAL No. 2017-03

DATE: February 17, 2017

TO: Transportation Advisory Committee

FROM: TAC Funding & Programming Committee

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

SUBJECT: Overprogramming Regional Solicitation Projects

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

RECOMMENDED MOTION: That TAC recommend to TAB funding the following additional projects for the 2016 Regional Solicitation to be placed in the draft 2018-2021 Transportation Improvement Program: 1) Minnetonka I-394/Plymouth Road ramp, 2) SouthWest Transit Electric Bus Service Expansion, 3) Minnesota DNR Minnesota Valley State Trail, and 4) St. Paul Bruce Vento Bridge connection

BACKGROUND AND PURPOSE OF ACTION: This topic was referred to the Funding & Programming Committee by TAC at its January 4, 2017, meeting for further clarification on the process, schedule, and potential impacts on the 2018 Regional Solicitation.

Since the January 19, 2017, Funding & Programming meeting, staff has worked with MnDOT's Programming & Performance Management Office to determine that the maximum level of overprogramming for program years 2020 and 2021 is 8%. Overprogramming to this level would accomplish the objectives of the 2022 programming concept brought originally to the committees, but be more easily understood and implemented.

Overprogramming is an already-used strategy in the Regional Solicitation that is aimed at getting more projects ready to spend federal funds that become available because of increases in federal funds, project withdrawals, or scope changes that occur with already-programmed projects. Looking back at the 2014 Regional Solicitation, an additional seven originally unselected projects were funded following the original TAB award. These projects, funded through TAB's Federal Funds Management Process, included unfunded 2014 Regional Solicitation projects. However, because development of some projects had discontinued, many higher-scoring projects were passed up in favor of lower-scoring projects. Further, some of the funds went to increase the federal funding share of already-programmed projects (which is a low priority as shown in the Federal Funds Management Process) as opposed to funding new projects (which is a high priority for TAB).

With this overprogramming strategy, at least one project per mode be selected as an extension of the 2016 Regional Solicitation. Within a mode, a project would be selected based on where there was a small scoring gap between the last funded project and the first unfunded project or to enhance geographic balance.

The last Regional Solicitation (2014) was overprogrammed by approximately 5%. The 2016 Regional Solicitation is currently overprogrammed by 3%. By adding the four projects recommended by F&P, overprogramming would increase to 8%. Total overprogramming would be about \$7 million per year in 2020 and 2021. This is less than the funds TAB had to reallocate in the 2016 and 2017 program years (a small portion of these extra funds came from increased funding levels approved in the FAST Act).

As 2021 approaches, there is a small chance that other projects will not have dropped off and that overprogramming has not been eliminated. In this case, then one or more of these newly selected overprogrammed projects may not be reimbursed until the following program year for expenses incurred. For projects transferred to FTA, these projects may not be able to begin until the following program year due to different rules for this agency. More than likely, however, less advance construction payback will be reimbursed early than previously occurred.

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

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

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

- Roadway (Roadway Expansion): Highway 169/101st Ave. Interchange (City of Brooklyn Park)
- Transit (Transit Expansion): Expansion of Electric Bus Service in Eden Prairie, Chanhassen, Carver, and Chaska (SouthWest Transit)
- Bike/Pedestrian (Multiuse Trails and Bicycle Facilities): Minnesota Valley State Trail, Bloomington Section (DNR)

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

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

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

At its February 16, 2017, meeting, the Funding & Programming Committee voted to recommend programming of the following projects from the 2016 Regional Solicitation:

- Roadway (Roadway Reconstruction Modernization): I-394/Plymouth Road ramp intersection (City of Minnetonka)
- Transit (Transit Expansion): Expansion of Electric Bus Service in Eden Prairie, Chanhassen, Carver, and Chaska (SouthWest Transit)
- Bike/Pedestrian (Multiuse Trails and Bicycle Facilities): Minnesota Valley State Trail, Bloomington Section (DNR)
- Bike/Pedestrian (Multiuse Trails and Bicycle Facilities): Bruce Vento Bicycle & Pedestrian Bridge Connection (St. Paul)

This recommendation included two of the projects recommended by the Committee at its December meeting, replaced one roadway expansion project with a roadway reconstruction/modernization project, and added one multiuse trail project. Committee members noted that their previous recommendation treated two multiuse trail projects with the same exact total score differently by funding the less expensive of the two projects (\$1.88M) and not funding the more expensive one (\$5.5M, the third St. Paul trail project to receive at least \$5M). To fully fund both multiuse trail projects, extra funds were needed and these funds were freed up by selecting a \$4.5M roadway reconstruction project instead of the previously recommended \$7M roadway expansion project.

Committee members asked which projects would have been funded had the new funding target been established prior to original project programming. Projects were recommended in the 2016 Regional Solicitation within a mode (e.g., roadways) based on the number of applications submitted in an application category (e.g., roadway reconstruction) relative to other applications categories (e.g., roadway expansion, system management, bridges). Based on this methodology, the mid-point of the modal funding ranges, and the extra funding available through overprogramming, it is likely that the Brooklyn Park roadway expansion project, the Minnetonka roadway reconstruction project, and the Washington County roadway system management project would have been funded. Within the transit mode, no additional projects would likely have been funded because transit was already above the mid-point of the TAB-approved modal range. The original inclusion of the transit project resulted from the one-per-mode philosophy that was used when this topic focused on programming projects for 2022. Within the bicycle and pedestrian mode, both the DNR project and the St. Paul project would likely have been funded. This combination of five projects brings the entire 2016 Regional Solicitation closest to the mid-point of the TAB-approved modal ranges (58% for roadways, 27% for transit, and 15% for bike and pedestrian), as shown in the last row of the following table.

TAB-Approved Modal Funding Ranges*:

	Roadways	Transit	Bike and Ped.
TAB-Approved Range	48-68%	22-32%	10-20%
Midpoint of TAB-Approved Range	58%	27%	15%
Overall 2016 Reg. Sol.	57%	29%	14%
Dec F&P Rec. List of Extra Projects' Impact on Overall 2016 Reg. Sol.	57%	29%	14%
Feb F&P Rec. List of Extra Projects' Impact on Overall 2016 Reg. Sol.	55%	29%	16%
Project Selection of Extra Projects that Continues the Methodology of Overall 2016 Reg. Sol.	58%	26%	16%

**Percentages rounded*

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

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

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

ROUTING

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

Blue = Funded projects. Gray = Projects recommended by F&P at its February 16, 2017 meeting

Roadway Expansion

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

Roadway Reconstruction/Modernization

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

Roadway System Management

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

Bridges

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

Transit Expansion

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

Transit Modernization

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

Multiuse Trails and Bicycle Facilities

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

Pedestrian Facilities

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

Unique Projects

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



City of Brooklyn Park
City Hall
5200 85th Ave. N.
Brooklyn Park, MN 55443
763-424-8000
www.brooklynpark.org

JAY STROEBEL
City Manager
763-493-8002

February 22, 2017

Mr. Steve Albrecht
Transportation Advisory Committee Chair
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

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

Dear TAC Chairman Albrecht and TAC Members,

We are reaching out to the Transportation Advisory Committee (TAC) regarding the recommendation (on February 16, 2017) made by the TAC Funding and Programming Committee, which includes the removal of the Highway 169/101st Avenue Interchange from the “Base Scenario” for overprogramming years 2020 and 2021. We understand this recommendation will be voted on by the TAC on March 1, 2017.

We respect the scoring and selection process and request TAC to consider staying consistent with the “Base Scenario” and overprogramming recommendation originally agreed upon and submitted by the TAC Funding and Programming Committee to the TAC in early January. This recommendation included the Highway 169/101st Avenue Interchange. If there are other concerns on funding allocations, it seems reasonable to make these changes for the 2018 Regional Solicitation rather than at the end of the 2016 process.

We recognize the challenge in balancing preservation needs with mobility (expansion) needs across the region and we appreciate the work that the TAC has done throughout this process. This interchange project is linked to creating over 14,000 jobs with significant regional economic development, including LRT (transit) and trail improvements and strong regional support from the public and private sector.

Again, we respectfully request the TAC recommendation stays consistent with the recommendation that was originally recommended by the Funding and Programming Committee and considered by the TAC in January, which includes the Highway 169/101st Avenue Interchange.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jay Stroebel". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

Jay Stroebel
City Manager
City of Brooklyn Park



City of Brooklyn Park
City Hall
5200 85th Ave. N.
Brooklyn Park, MN 55443
763-424-8000
www.brooklynpark.org

JAY STROEBEL
City Manager
763-493-8002

February 22, 2017

Mr. Steve Albrecht
Transportation Advisory Committee Chair
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

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