

*TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council*

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE

Wednesday, March 1, 2017
Metropolitan Council
9:00 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of February 1, 2017 Minutes**
4. **TAB Report – Elaine Koutsoukos**
5. **Committee Reports**
 - **Executive Committee** (Steve Albrecht, Chair)
 - **Planning Committee** (Lisa Freese, Chair)
 - **Funding and Programming Committee** (Tim Mayasich, Chair)
 - a. **2017-03 Overprogramming Regional Solicitation Projects**
 - b. **2017-08 Scott County Scope Change**
 - c. **2017-09 Scott County TIP Amendment**
6. **Special Agenda Items**
 - **Regional Highway Spending Study** (Tony Fischer, MTS)
 - **2040 Transportation Policy Plan Update** (Amy Vennewitz, MTS)
 - **MnDOT Statewide Freight Plan** (David Tomporoski, MnDOT)
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 5310 Transit Spending

*Transportation Advisory Board
Of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 1, 2017
9:00 A.M.**

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

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 by Pat Bursaw and seconded by Tim Mayasich. No discussion. Motion passed.

3. Approval of July Minutes

A motion to approve the minutes was moved by Pat Bursaw and seconded by Lisa Freese. No discussion. Motion passed.

4. TAB Report

Elaine Koutsoukos reported on the January 18, 2017 TAB meeting.

REPORTS

TAB Chair's Report: 2nd Vice-Chair Denny Laufenburger introduced new TAB members and alternates.

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

MnDOT: Scott McBride reported that MnDOT has completed two plans, a policy plan, 20-year Statewide Multimodal Transportation Plan (SMTP) and the highway investment plan, Minnesota State Highway Investment Plan (MnSHIP). I-94 between Brooklyn Center and Minneapolis will be under construction from March 2017 through summer 2018; the interstate will be reduced to two lanes from May to August.

TAC Report

Steve Albrecht reported that the TAC recommended that the project selection for additional projects for the year 2022 be referred back to Funding & Programming Committee for further discussion and recommendations.

ACTION ITEMS

1. 2017-01: TAB Executive Committee – selected members to serve in 2017
2. 2017-02: 2016 Regional Solicitation – selected projects to award federal funds
 - i. The 58 projects selected for funding include highway, bridge, transit, bicycle and pedestrian projects in all seven counties in the region; in 45 different cities and townships.
3. 2017-04: 2016 Highway Safety Improvement Plan (HSIP) Solicitation – awarded funds to 22 projects

Committee Reports

A. Executive Committee (Steve Albrecht, Chair)

Steve Albrecht welcomed Jen Lehmann from MVTA as the new representative from STA, and congratulated Bruce Loney on being awarded City Engineer of the Year for 2016.

B. Planning Committee (Lisa Freese, Chair)

2017-05 Scott County Functional Classification Request. Lisa Freese presented this item. There were no questions. Lisa Freese moved and Bruce Loney seconded the recommended motion. Motion passes.

C. Funding and Programming Committee (Tim Mayasich, Chair)

2017-06 St. Paul Parks Department Program Year Extension Request. Tim Mayasich presented this item. There were no questions. Tim Mayasich moved and Innocent Eyoh seconded the recommended motion. Motion passes.

Tim Mayasich also reported that there was good discussion regarding the 2022 Project Selection item, and it will hopefully come to the TAC at its March meeting.

6. Special Agenda Items

Principal Arterial Intersection Conversion Study. (Steve Peterson, MTS; Paul Czech, MnDOT, Doug Abere, Bolton & Menk)

Steve Peterson, Paul Czech, and Doug Abere presented the draft of the final report for this project. Karl Keel asked what components made up the “context score.” Paul Czech responded that it includes the presence of other modes (transit, bike/ped), land use, freight (truck volumes), availability of land and comprehensive plans and prior planning. Innocent Eyoh asked if this study would contribute to EPA work needed on congestion and air quality. Paul Czech said that it would. Jack Byers asked if the solutions on slide 22 would not exclude other potential solutions, such as the availability of transit. Paul Czech responded that the plan will likely be updated every four to eight years, which would integrate some of these solutions being implemented in the interim period. This report is a starting point to find solutions, not a definitive answer to a congestion problem. Doug Fischer asked if adding mainline capacity would be comparable to improving interchanges. Doug Abere responded that the red dots indicate a need for capacity solutions at grade or through an interchange. Adding capacity as a whole is an idea but this study was at a high level. Mainline capacity would be examined in the future.

The Air We Breathe. (Amanda Smith, MPCA)

Amanda Smith presented the final report from MPCA. Karl Keel asked where transportation has made the biggest gains in air quality – through vehicles or congestion. Amanda Smith responded that the biggest gains have been through vehicle and gasoline standards from the federal government, but that those gains are offset to a degree because there are more larger vehicles (as opposed to sedans or smaller cars) on the road, which use more fuel. Innocent Eyoh added that our region has effective environmental programs and coordination with state agencies and local partners. Steve Bot asked about the cost-effectiveness of better vehicle types as opposed to improving congestion. Amanda Smith responded that many studies show that retrofitting diesel vehicles is extremely cost-effective. Pat Bursaw asked what qualifies as an “old” diesel engine; Amanda Smith responded that the cut off is 2010. Pat Bursaw asked what that impact was from a 2008 diesel retrofit project that TAB funded to MnDOT. Amanda Smith was unsure but will find out.

Doug Fischer said that if the region improved the high priority interchanges in the PA Study which was just presented it would also improve air quality. Doug Fischer said that new diesel vehicles are more friendly to the environment, but do cost more. Doug Fischer asked if emissions testing could return. Amanda Smith responded that if the region became non-attainment again and the source was determined to be auto emissions, then yes. The region is currently at 93% of the ozone standard. Bruce Loney asked if “good” air quality days are mostly in the winter. Amanda Smith responded that the air quality index measures ozone as well as particulates. Bad ozone days are more common in the summer due to sun and heat. Bad particulate days have traditionally been in the winter due to clouds trapping emissions, but more recently large fires in Canada and elsewhere have created bad particulate days in the summer.

Jack Byers asked about the money from the Volkswagen settlement. Amanda Smith responded that MPCA will be receiving \$47 million to manage, and a stakeholder process will be announced soon to determine what to do with that money. There will be some kind of split between electric vehicle infrastructure and diesel retrofit projects. Brian Sorenson asked if the new federal administration will loosen air quality standards. Amanda Smith responded that some industries believe the standards are too strict, but federal regulations are very difficult to undo.

7. Agency Reports

There were no agency reports.

8. Other Business and Adjournment

Doug Fischer thanked TAC committee members, MTS staff, and the leadership of Chair Albrecht for their work on the Regional Solicitation.

Elaine Koutsoukos said that TAB sent their thanks as well.

Steve Albrecht relayed that TAB said it was clear that a lot of thought went into the Base scenario.

Steve Peterson said that over 50 people worked on the scoring committees, and of the 58 projects awarded funds, they are located in 45 cities and townships.

Elaine Koutsoukos said that surveys will be coming out soon to evaluate the process. The timeline for the next solicitation could change due to timing conflicts, including: (1) a January vote at TAB means there are many new members who are not familiar with the scoring process and prior discussions, and

(2) with application work happening over the summer it is hard for schools to gather data without school being in session.

There being no other business, the meeting adjourned at 10:17am.

Prepared by:

Katie White

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 "Stroebel", with a long, sweeping underline that extends 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
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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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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

ACTION TRANSMITTAL No. 2017-08

DATE: February 17, 2017
TO: Transportation Advisory Committee
FROM: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for Scott County's TH 169/MN 41/CSAH 78 Intersection Improvement Project
REQUESTED ACTION: Scott county requests a scope change to its TH 169/TH 41/CSAH 78 Intersection Improvement Project (SP # 070-596-013; 7005-121) to add a frontage road and a new overpass north of CSAH 14.
RECOMMENDED MOTION: That TAC recommend to TAB approval of the scope change request to Scott County's TH 169/TH 41/CSAH 78 Intersection Improvement Project (SP # 070-596-013; 7005-121) to add a frontage road and a new overpass north of CSAH 14.

BACKGROUND AND PURPOSE OF ACTION: Scott County was awarded \$7,560,000 of Surface Transportation Program (STP) funds in the 2014 Regional Solicitation to construct an interchange on US 169 at its intersection with Chestnut Blvd (MN 41 to the west and CSAH 78 to the East) along with extension and modification of the adjacent frontage road.

The County has since received \$17.7 million from the Transportation Investments Generating Economic Recovery (TIGER) program to extend the project's limits 2.4 miles south to incorporate the following elements:

1. Extension of the 1-mile project length to approximately 3.4 miles.
2. Construction of an east side frontage road, extending Emery Way north of CSAH 78, extension to Ventura Court, and connection to CSAH 14.
3. Extension of Dem-Con drive to the south to provide a direct roadway connection to the north side of the Anchor Block property.
4. West Side CSAH 14 frontage road to accommodate closing access at 145th Street.

This scope change also interacts with the recently-awarded CSAH 14 overpass project, a new overpass of US 169 just north of CSAH 14. This will enable closure of the median at CSAH 14, allowing right-in-right-out-only movement at CSAH 14 (east of US 169) and Smith Drive (west of US 169). The County is aware that in order to receive federal funds awarded in the 2016 Solicitation, it must adhere to the scope change policy and will therefore work with MnDOT Metro District State Aid to assure that this award and the scope change application are not contradictory.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project

cost changes substantially. The scope change policy and process allow project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment request accompanies this request.

STAFF ANALYSIS: Working with the scorers from the Regional Solicitation, Metropolitan Council staff reviewed the original project and scoring. The project originally scored 690 points, 180 points higher than the top-scoring un-funded project. The total score moves to 632, which is still a 122-point margin. All point reductions were connected to the increased project costs (which reduced cost effectiveness) and a reduction in housing score (which for this project was pro-rated based on the rest of the project score).

Because the original project being expanded upon remains intact, there is no need to consider a federal funds reduction, should this application be approved.

COMMITTEE COMMENTS AND ACTION: At its February 16, 2017 meeting, the Funding & Programming Committee voted unanimously to recommend that TAB approve the scope change.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	2-17-2017
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Approve	-



SCOTT COUNTY TRANSPORTATION SERVICES DIVISION

HIGHWAY / MOBILITY MANAGEMENT / FLEET
600 COUNTRY TRAIL EAST · JORDAN, MN 55352-9339
(952) 496-8346 · Fax: (952) 496-8365 · www.scottcountymn.gov

LISA J. FREESE
Transportation Services Director

ANTHONY J. WINIECKI
County Engineer

TROY BEAM
Mobility Services & Fleet Manager

January 20, 2017

Mr. Tim Mayasich
Chair, TAC Funding and Programming Committee
Metropolitan Council
Mears Park Center
230 E 5th Street
St. Paul, MN 55101

Re: Scope Change Request
S.P. 070-596-013
TH 169/TH 41/CSAH 78/CSAH 14 Intersection Improvement Project
Jackson Township and Louisville Township, Scott County, Minnesota

Dear Mr. Mayasich:

Scott County respectfully requests that the Metropolitan Council TAC Funding and Programming Committee consider the attached Scope Change Request for the above referenced project at its February 16, 2017 meeting.

The Scope request is to add \$17.7 million in Transportation Investments Generating Economic Recovery (TIGER) Program funding and to extend project limits 2.4 miles further south to incorporate the additional elements of the project included in the TIGER grant. The program year is to remain as 2018.

Scott County initially applied in the 2014 Regional Solicitation and received Surface Transportation Program (STP) funding for improvements at the intersection of TH 169 and TH 41/CSAH 78 in Scott County, along with extension and modification of the adjacent frontage road network. Several alternatives for intersection improvements were developed and analyzed, and a Diverging Diamond Interchange was selected as a preferred alternative. The original project includes construction of frontage roads needed to support access removals on TH 169. The original project limits went to just south of 133rd Street and includes stormwater ponding for the interchange and frontage roads, a noise wall, and trails on TH141 and CH 78.

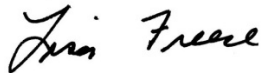
In May 2016, Scott County applied for federal discretionary funding from the TIGER Program. The USDOT notified Scott County on July 29, 2016 of the funding award for the project. The grant application and its concept plan included the improvements previously identified to the north and extended access modifications (an overpass, conversion to right-in/right-out and closures), frontage roads, and non-motorized facilities along and across TH 169 between 133rd Street and just south of CSAH 14. The expanded project includes additional stormwater ponding, drainage repairs, and regional trail accommodations to provide access to the Louisville Swamp area of the Minnesota Valley National Wildlife Refuge, which is owned and operated by the US Fish and Wildlife Service. The freeway design

elements to the north and the non-freeway design elements for the area between 133rd Street and CSAH 14 are consistent with current regional plans and studies.

Project partners including FHWA, MnDOT, Jackson Township, and Louisville Township have been involved in the expanded project scope development.

The enclosed information provides details on our request. If you have any questions or require any additional information please contact me at 952-496-8363 or lfreese@co.scott.mn.us.

Sincerely,

A handwritten signature in black ink that reads "Lisa Freese". The signature is written in a cursive, flowing style.

Lisa Freese
Scott County
Director, Transportation Services Division

SCOPE CHANGE REQUEST
TH 169/TH 41/CSAH 78/CSAH 14 Intersection Improvements Project
S.P. 070-596-013
Jackson Township and Louisville Township, Scott County, Minnesota

SCOPE CHANGE REQUEST

Location Map

A map showing the location of the project within the area and region is attached as **Exhibit 1**. A map delineating the original project area and the additional project area is attached as **Exhibit 2**.

Project Length

The original project length in the approved 2017-2020 STIP is 1.0 miles. The expanded total project length is approximately 3.4 miles. The project extends from 0.6 miles north of the TH 169 and TH 41/CSAH 78 intersections to approximately 0.5 miles south of the TH 169 and CSAH 14 intersection.

Revised Project Description

Following the announcement of TIGER funding for the project, improvements were identified for areas to the south of the original project area, including an extension of the frontage road network, access modifications, at-grade separation over TH 169 near CSAH 14, drainage features, and non-motorized facilities.

The following is the proposed scope change project description:

The proposed project includes the following components: a diverging diamond interchange at TH 169 and TH 41/CSAH 78 along with geometric improvements on TH 41 and CSAH 78; a frontage road extension in the northwest quadrant of the interchange; an extension of Emery Way in the northeast quadrant of the interchange; an extension of Dem Con Drive in the southwest quadrant of the interchange; a frontage road in the southeast quadrant of the interchange connecting to CSAH 14 and an extended Ventura Court; a frontage road in the southwest project area including realignment of Smith Drive; and a new overpass to the north of CSAH 14 over TH 169, closure of all remaining median openings between CSAH 69 through the CSAH 14 intersection and acceleration lanes at CSAH 14 in both directions along TH 169. Along with these elements, there will be associated ponding, new driveway connections to the frontage roads, modifications to utilities, and non-motorized traffic enhancements.

The project is located within Jackson and Louisville Townships in Scott County. The project area is approximately 1.25 miles southwest of Shakopee and 1.5 miles southeast of Chaska.

Key elements of the project are described in more detail below.

Diverging Diamond Interchange at TH 169 and TH 41/CSAH 78

The diverging diamond interchange brings TH 169 over TH 41 and CSAH 78. Traffic on TH 169 will become free flowing. Traffic on TH 41/CSAH 78 will travel east-west through the interchange and will be controlled by traffic signals. The diverging diamond design, which shifts heavy left-turn movements over to the left side of the roadway, will reduce conflicts with through traffic and will allow greater progression for left turns which are heavy at this intersection.

Frontage Road Extension in the Northwest Quadrant of the Interchange (Holiday Lane)

The existing frontage road on the northwest side of the proposed interchange (Holiday Lane) will be extended further to the north to serve properties located on the west side of TH 169 from the intersection of TH 41 to a landscaping business located approximately 0.6 miles north.

East Side Frontage Road

The east side frontage road in the original project includes an extension of Emery Way to the north of CSAH 78 and construction of a new roadway south of CSAH 78 to 133rd Street. It also includes a connection to the existing businesses located along Ventura Court, which will be disconnected from CSAH 78 as part of the project. Six private accesses on the east side of TH 169 will be closed as will the public street entrance at 133rd Street. Properties along TH 169 and 133rd Street will be served off of the new frontage road.

Dem Con Drive Extension

The project will extend Dem Con Drive roadway slightly beyond the existing cul-de-sac at its southern end to provide a direct roadway connection to the north side of the Anchor Block property. It will also include providing a driveway connection to the Die Mold Tool located adjacent to Anchor Block. Existing driveways and public streets located along the west side of TH 169 between TH 41 and Die Mold Tool will be closed.

The expanded scope includes the following new elements in the expanded project termini as bulleted below.

East Side Frontage Road

- Extend the frontage road from 133th street to CSAH 14. This frontage road alignment was developed by Louisville Township as part of its long-range plans for the area. The alignment as proposed with this project has been slightly modified from the Township's original concept to reduce property impacts and to accommodate the preferred alignment for the overpass near the CSAH 14 intersection.
- The frontage road is proposed as a two-lane roadway with both urban and rural design elements to meet State Aid standards. Stormwater runoff will be transported and treated through new storm sewer, ditches, culverts, and ponds.

West Side CSAH 14 Frontage Road

- The public street entrance at 145th Street and TH 169 will be closed and 145th Street will be shortened with a cul-de-sac.
- A frontage road will be constructed from 145th Street to the south until it connects to the current junction of Smith Drive, which ultimately connects to TH 169. At TH 169/Smith Drive the existing median opening will be closed and right-in/right-out access to TH 169 will be provided. Smith Drive will be realigned slightly. This frontage road provides a connection to the CSAH 14 overpass.
- The frontage road is proposed to be a two-lane facility with both rural and urban elements. Stormwater runoff will be transported and treated through new storm sewer, ditches, culverts, pond, and existing basins.

New Overpass north of TH 169 and CSAH 14

- The proposed overpass will provide an additional grade-separation across TH 169 in the vicinity of CSAH 14 that will eliminate existing left-turning movements onto and off of TH 169 and allows for non-motorized and snowmobile travel across TH 169. The overpass is proposed as a two-lane facility with multipurpose trail accommodations on one side for bike and pedestrian accommodations.
- The overpass provides a separated grade access to regional trail accommodations and the Louisville Swamp area of the Minnesota Valley National Wildlife Refuge, which is owned and operated by the US Fish and Wildlife Service.

- The overpass and connecting road system will direct northbound traffic exiting TH 169 at the intersection with CSAH 14 to do so by taking a right onto CSAH 14. Southbound traffic exiting TH 169 at CSAH 14 will take a right onto the west frontage road and utilize the overpass and eastern frontage to get onto CSAH 14. Motorists going northbound on TH 169 from CSAH 14 will turn right onto TH 169 at the existing intersection. Motorists turning south onto TH 169 from CSAH 14 will turn right onto the east frontage road, utilize the overpass and western frontage road, and turn right onto TH 169.
- The CSAH 14/Smith Drive intersection will have a dedicated right-turn lane and an acceleration lane on TH 169 in both directions to allow turning traffic to safely decelerate or accelerate when exiting or entering TH 169.
- Existing driveway and public road accesses onto TH 169 will be closed and directed to the frontage roads.
- Stormwater runoff will be transported and treated through culverts and a new pond (southwest of the overpass).

Work to be completed

Preliminary plans for the revised project are underway and layouts have been submitted to MnDOT. Additionally, preliminary construction limits and construction cost estimates have been developed for the revised scope. Preliminary environmental reviews have also been completed (including wetland delineations and reports, Phase I site assessments, noise modeling, etc.), with an EAW and Categorical Exclusion expected for review by MnDOT and FHWA yet this winter. With approval of the scope change request, Scott County will complete the project in the schedule outlined in **Table 1**.

Table 1. Project Schedule

Milestone	Finish Date
Right of Way Acquisition	
Title Opinions	April 2017
Right of Way Package	June 2017
Prepare Appraisals	December 2017
Acquisition	September 2017 - May 2018
Title and Possession	May 2018
Project Development and Documentation	
Draft Catex and EAW Submittal	February 2017
Final Catex and EAW Submittal (pending review time)	May 2017
Catex and EAW Approval (pending review time)	June 2017
Final Design and Construction	
Layout Submittal to MnDOT for Approval	January 2017
Final Roadway Design Preparation	
30% Roadway Plan Submittal	April 2017
60% Roadway Plan Submittal	September 2017
100% Roadway Plan Submittal	December 2017
Plans Finalized	February 2018
Final Bridge Design Preparation	
30% Bridge Plan Submittal	June 2017
60% Bridge Plan Submittal	September 2017
95% Bridge Plan Submittal	November 2017
Bridge Plan Finalized	January 2018
Permits	May 2017

Bidding	May 2018
Begin Construction	July 2018
Complete Construction	March 2021

In 2015, the County secured \$10 million in additional funding for the project through the State TED grant program. Under this grant, \$10 million was approved for the project. TED grants have more flexibility than STP funding and can be used for items beyond construction. The TED funding is reflected as its own element (S.P. 7005-121) in the 2017-2020 STIP. The remainder of the project (S.P. 070-596-013 and 070-596-013AC) reflects the remaining \$19,734,000 (\$12,174,000 & \$7,560,000).

Revised cost estimate

In 2016, the County secured additional funding, receiving a federal TIGER grant award for \$17,700,000. TIGER grants, unlike the STP funding, do not require a local match and can be used for construction costs and for construction engineering/administration.

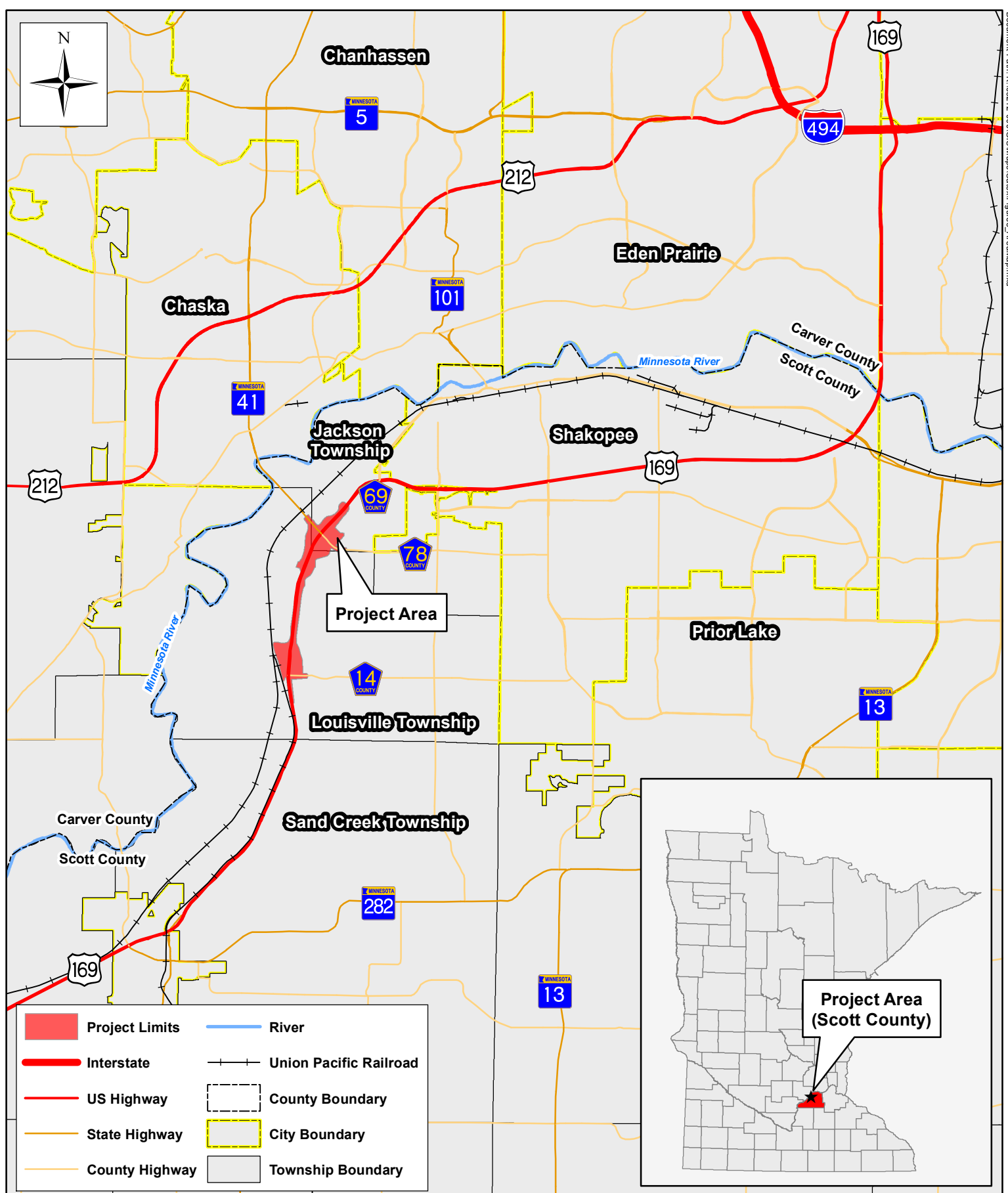
Project funding and preliminary construction costs (revised scope) are shown in **Table 2**.

Table2. Updated Project Construction Cost Estimate and Funding Revision Request

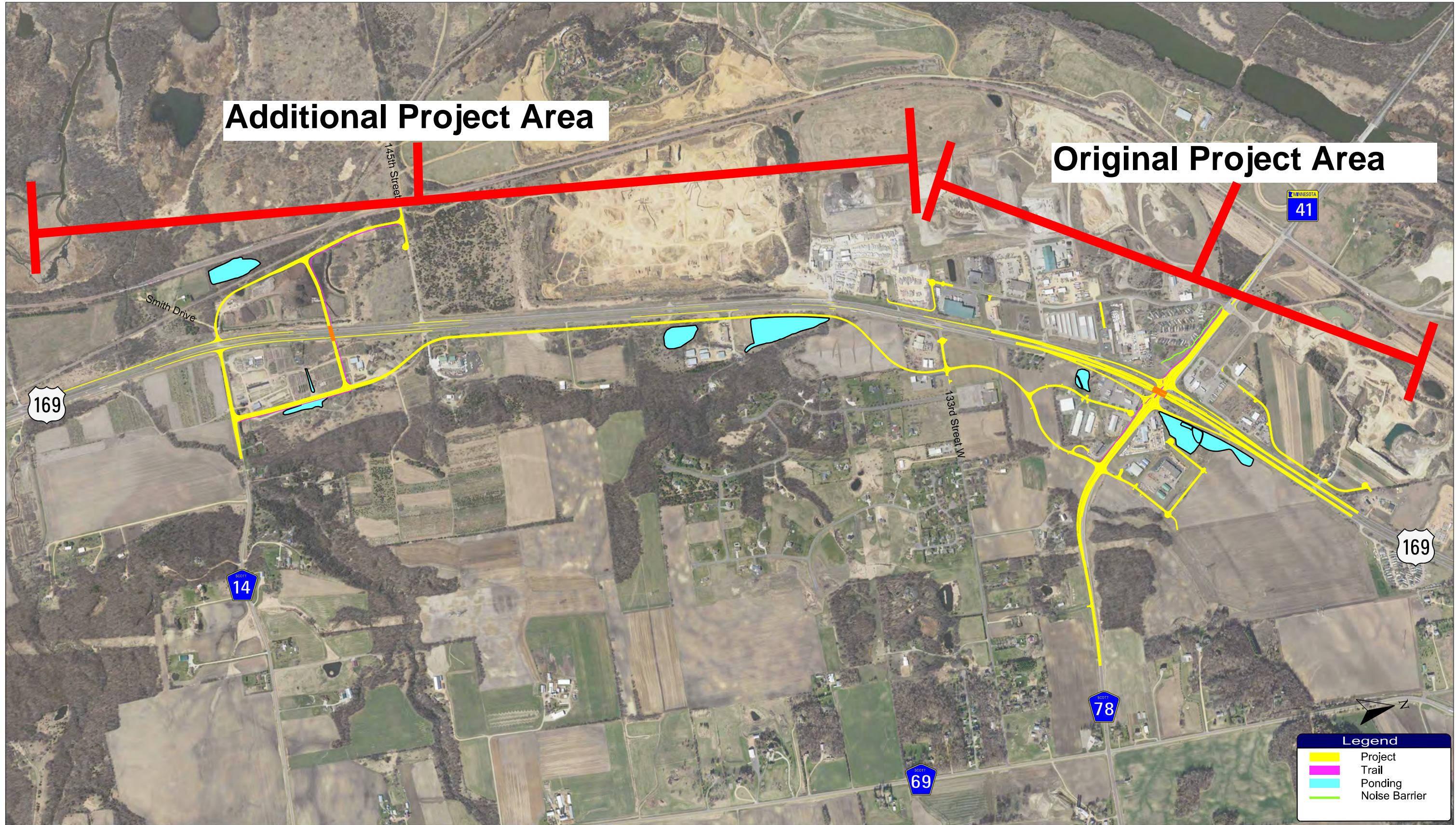
	Total	FHWA	AC (2019)	Local
Original Interchange (SP 070-596-013)	\$12,174,000	\$5,936,000		\$6,238,000
Original Interchange (SP 070-596-013AC)	\$7,560,000		\$7,560,000	
Proposed Expanded Scope (includes Construction & CE)	\$41,584,000	\$23,636,000*	\$7,560,000	\$17,948,000**

* FHWA Funds Include \$5,936,000 (STP) and \$17,700,000 (TIGER).

**The local funding will come from Scott County Transportation Sales Tax and remaining funds from the State TED funds after used for right of way acquisition and final design.



**Scope Change Request
Exhibit 1: Project Location**



Additional Project Area

Original Project Area

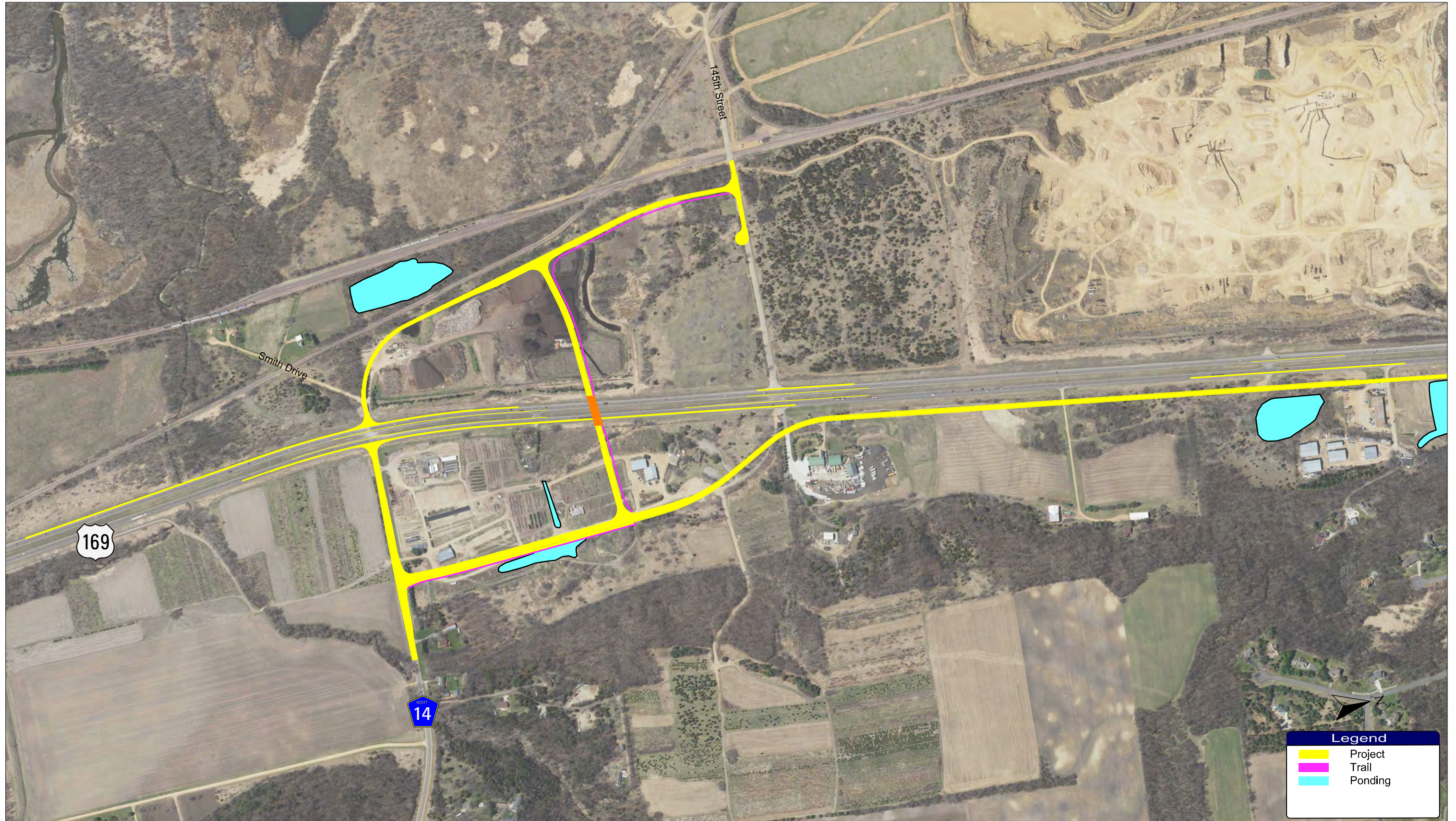
Legend	
	Project
	Trail
	Ponding
	Noise Barrier

Scope Change Request
Exhibit 2: Updated Project Layout





Scope Change Request
Exhibit 3a: North Project Area

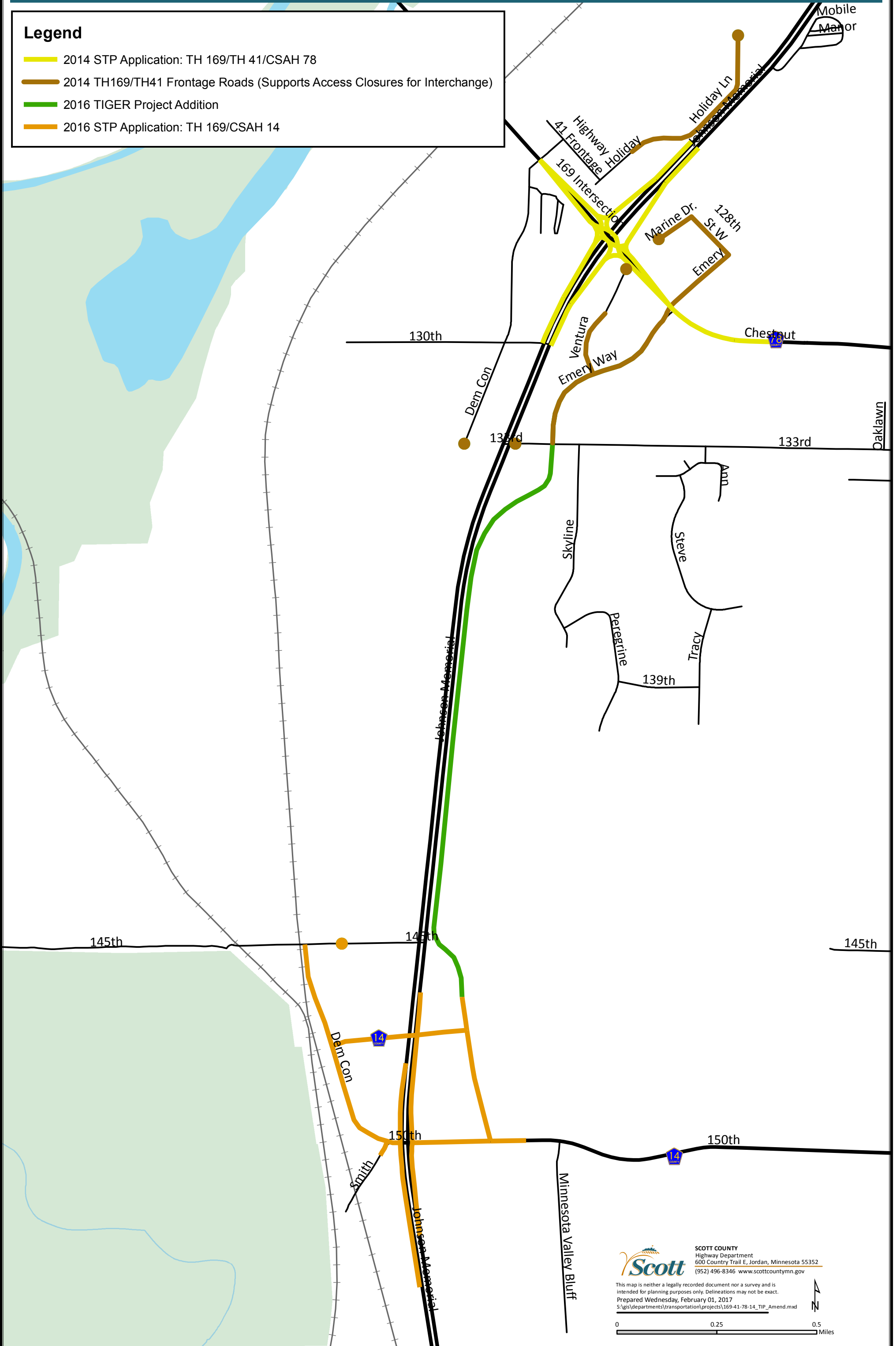


Scope Change Request
Exhibit 3b: South Project Area

US 169 Freight Mobility Project TIP Amendment

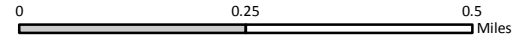
Legend

- 2014 STP Application: TH 169/TH 41/CSAH 78
- 2014 TH169/TH41 Frontage Roads (Supports Access Closures for Interchange)
- 2016 TIGER Project Addition
- 2016 STP Application: TH 169/CSAH 14



SCOTT COUNTY
Highway Department
600 Country Trail E, Jordan, Minnesota 55352
(952) 496-8346 www.scottcountymn.gov

This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Delineations may not be exact.
Prepared Wednesday, February 01, 2017
S:\gis\departments\transportation\projects\169-41-78-14_TIP_Amend.mxd



ACTION TRANSMITTAL No. 2017-09

DATE: February 17, 2017

TO: Transportation Advisory Committee

FROM: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: 2017-2020 TIP Amendment: Scott County TH 169/TH 41/CSAH 78/CSAH 14 Intersection Improvement Project

REQUESTED ACTION: Scott County requests and amendment to the 2017-2020 Transportation Improvement Program (TIP) to incorporate a scope change to its TH 169/TH 41/CSAH 78/CSAH 14 Intersection Improvement Project (SP # 070-596-013) to amend project cost, extend the termini, and add additional project elements.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to the Transportation Advisory Board approval of an amendment to the 2017-2020 TIP to adjust project cost and the description of the Scott County TH 169/TH 41/CSAH 78/CSAH 14 Intersection Improvement Project (SP # 070-596-013) for the purpose of releasing it for public comment.

BACKGROUND AND PURPOSE OF ACTION: Scott County was awarded \$7,560,000 in the 2014 Regional Solicitation to construct an interchange on US 169 at the Chestnut Blvd (MN41 and CSAH 78) intersection. The project includes construction of a diverging diamond interchange and additional frontage road and access points.

The County is requesting a scope change that necessitates this accompanying TIP amendment. The request is to change the termini and add construction of five bridges, frontage road, signals, and construction engineering and to reflect increases in both local and federal funding. The increase in federal funding comes from a \$17,700,000 Transportation Investments Generating Economic Recovery (TIGER) grant obtained for the purpose of adding frontage roads to the project. The scope change also adds an overpass just north of CSAH 14.

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

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20

regionally significant project as part of its conformity analysis for the 2017-2020 TIP. The analysis has resulted in a conformity determination that the projects included in the 2017-2020 TIP meet all relevant regional emissions analysis and budget tests. The 2017-2020 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings along with a 21-day public comment period for this amendment due to the project's regional significance in adding capacity.

COMMITTEE COMMENTS AND ACTION: At its February 16, 2017 meeting, the Funding & Programming Committee voted unanimously to recommended approval of the TIP amendment request for the purpose of release for a public comment period.

Since this approval, MnDOT has made staff aware that the reference to two bridges should have been to five bridges. This change is reflected in the attached description.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	2-16-2017
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Release for public Comment	-
Transportation Advisory Board	Review & Adopt	-
Metropolitan Council Transportation Committee	Concur	-
Metropolitan Council	Concur	-

Please amend the 2017-2020 Transportation Improvement Program (TIP) to include this project in program year 2018. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
1576	2018	M	M	US 169	070-596-013	Scott County	<p>**AC**US169, at MN41 (Chestnut Blvd)/CSAH 78 in Jackson Twp Construct interchange (AC project payback in FY19) (Tied to 7005-121)</p> <p>*AC* US169, .6 mi north of MN 41(Chestnut Blvd)/CSAH 78 to .5 mi south of CSAH 14, construct interchange, construct 5 bridges, Bridge # 70045, Bridge # 70046, signals, CE (AC project payback in FY19) (Tied to 7005-121)</p>	<p>1.0</p> <p>3.4</p>

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
		STP	19,734,000	5,936,000				6,238,000
MC	GRADE AND SURFACE	STP FFM	41,584,000	*23,636,000	7,560,000			17,948,000

*FHWA Funds Include \$5,936,000 (STBG/STP) and \$17,700,000 (FFM/TIGER).

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to change the termini and add construction of five bridges, frontage road, signals, and construction engineering. The amendment will also increase both local and federal funding. The increase in federal funding comes from a \$17,700,000 Transportation Investments Generating Economic Recovery (TIGER) grant.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
- New Money
 - Anticipated Advance Construction
 - ATP or MPO or MnDOT Adjustment by deferral of other projects
 - Earmark or HPP not affecting fiscal constraint
 - Other X

Additional costs are covered locally and through a \$17,700,000 TIGER award.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

- Subject to conformity determination X*
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area)

*The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2017-2020 TIP, which is attached. The analysis in the attachment has resulted in a conformity determination that the projects included in the 2017-2020 TIP will meet all relevant regional emissions analysis and budget tests. The 2017-2020 TIP will conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Appendix B.
**Conformity Documentation Of the 2017-2020 Transportation Improvement
Program to the 1990 Clean Air Act Amendments February 9, 2017**

Air Quality Conformity

Clean Air Act Conformity Determination

The Minneapolis-Saint Paul region is within an EPA-designated limited maintenance area for carbon monoxide. A map of this area, which for air quality conformity analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is shown below. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the National Ambient Air Quality Standards (NAAQS) were introduced, but were subsequently brought under control. A second 10-year maintenance plan was approved by EPA on November 8, 2010, as a "limited maintenance plan." Every Transportation Policy Plan (TPP) or Transportation Improvement Program (TIP) approved by the Council must be analyzed using specific criteria and procedures defined in the Conformity Rule to verify that it does not result in emissions exceeding this current regional CO budget. A conforming TIP and TPP must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval.

The analysis described in the appendix has resulted in a Conformity Determination that the the 2016-19 TIP meets all relevant regional emissions analysis and budget tests as described herein and conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Public Involvement & Interagency Consultation Process

The Council remains committed to a proactive public involvement process used in the development and adoption of the TIP as required by the Council's [Public Participation Plan for Transportation Planning](#). An interagency consultation process was used to develop the TIP. Consultation continues throughout the public comment period to respond to comments and concerns raised by the public and agencies prior to final adoption by the Council. The Council, MPCA, and MnDOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the TIP. An interagency conformity work group provides a forum for interagency consultation on technical conformity issues, and has met in person and electronically over the course of the development of the 2040 TIP.

Emissions Test

In 2010, the EPA approved a Limited Maintenance Plan for the maintenance area. A limited maintenance plan is available to former non-attainment areas which demonstrate that monitored concentrations of CO remain below 85% of the eight-hour NAAQS for eight consecutive quarters. MPCA CO monitoring data shows that eight-hour concentrations have been below 70% of the NAAQS since 1998 and below 30% of the NAAQS since 2004.

Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that “an emissions budget may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the CO NAAQS would result.” No regional modeling analysis is required; however, federally funded projects are still subject to “hot spot” analysis requirements.

The limited maintenance plan adopted in 2010 determines that the level of CO emissions and resulting ambient concentrations continue to demonstrate attainment of the CO NAAQS. The following additional programs will also have a beneficial impact on CO emissions and ambient concentrations: ongoing implementation of an oxygenated gasoline program as reflected in the modeling assumptions used in the State Implementation Plan; a regional commitment to continue capital investments to maintain and improve the operational efficiencies of highway and transit systems; adoption of *Thrive MSP 2040*, which supports land use patterns that efficiently connect housing, jobs, retail centers, and transit-oriented development along transit corridors; and the continued involvement of local government units in the regional 3C transportation planning process, which allows the region to address local congestion, effectively manage available capacities in the transportation system, and promote transit supportive land uses as part of a coordinated regional growth management strategy. For all of these reasons, the Twin Cities CO maintenance areas will continue to attain the CO standard for the next 10 years.

Transportation Control Measures

Pursuant to the Conformity Rule, the Council reviewed the 2017-2020 TIP and certifies that it conforms to the State Improvement Plan and does not conflict with its implementation. All transportation system management strategies which were the adopted transportation control measures for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCMs nor fully funded non-regulatory TCMs that will be implemented during the programming period of the TIP. There are no prior TCMs that were adopted since November 15, 1990, nor any prior TCMs that have been amended since that date. A list of officially adopted transportation control measures for the region may be found in the Nov. 27, 1979, Federal Register notice for EPA approval of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan. Details on the status

of adopted Transportation Control Measures can be found in the 2040 Transportation Policy Plan, in [Appendix E](#).

Federal Requirements

The 2017-2010 TIP meets the following Conformity Rule requirements:

Inter-agency consultation: The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (MnDOT), Environmental Protection Agency (EPA), and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.

Regionally significant and exempt projects: The analysis includes all known federal and nonfederal regionally significant projects. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified.

Donut areas: No regionally significant projects are planned or programmed for the City of New Prague. Regionally significant projects were identified for Wright County to be built within the analyses period of the Plan and incorporated into the conformity analysis.

Latest planning assumptions: The published source of socioeconomic data for this region is the Metropolitan Council's *Thrive MSP 2040*. The latest update to these forecasts was published in May 2014.

Public Participation: The TIP was prepared in accordance with the Public Participation Plan for Transportation Planning, adopted by the Council on Feb. 14, 2007. This process satisfies federal requirements for public involvement and public consultation.

Fiscal Constraint: The TIP addresses the fiscal constraint requirements of the Conformity Rule.

The Council certifies that the TIP does not conflict with the implementation of the State Implementation Plan, and conforms to the requirement to implement the Transportation System Management Strategies, which are the adopted Transportation Control Measures (TCMs) for the region. All of the adopted TCMs have been implemented.

Any TIP projects that are not specifically listed in the plan are consistent with the goals, objectives, and strategies of the plan and will not interfere with other projects specifically included in the plan.

There are no projects which have received NEPA approval and have not progressed within three years.

Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM-10, the designation is due to non-transportation sources, and therefore is not analyzed herein.

List of Regionally Significant Projects

Pursuant to the Conformity Rule, the projects listed in the TIP and Transportation Policy Plan (see Appendix C) were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process involving the MPCA, EPA, FHWA, the Council and MnDOT. Regionally significant projects were selected according to the definition in Section 93.101 of the Conformity Rules:

"Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel."

Junction improvements and upgraded segments less than one mile in length are not normally coded into the Regional Travel Demand Forecast Model, and therefore are not considered to be regionally significant, although they are otherwise not exempt. The exempt air quality classification codes used in the "AQ" column of project tables of the Transportation Improvement Program are listed at the end of this appendix. Projects which are classified as exempt must meet the following requirements:

- The project does not interfere with the implementation of transportation control measures.
- The project is exempt if it falls within one of the categories listed in Section 93.126 in the Conformity Rule. Projects identified as exempt by their nature do not affect the outcome of the regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the conformity rule.

The inter-agency consultation group, including representatives from MnDOT, FHWA, MPCA, EPA, and the Council, reviewed list of projects to be completed by 2040 including the following:

- Existing regionally significant highway or transit facilities, services, and activities;
- Regionally significant projects (regardless of funding sources) which are currently:
 - under construction or undergoing right-of-way acquisition, or;
 - come from the first year of a previously conforming Transportation Improvement Program, or;

- have completed the NEPA process, or;
- listed in the 2017-2020 Transportation Improvement Program, or;
- listed in the Transportation Policy Plan (Appendix C), or;
- identified for Wright County.

Each project was assigned to a horizon year (open by January of 2020, 2030 or 2040) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this appendix. The resulting list of regionally significant projects is shown below.

Horizon Year 2020

Rebuild and Replace Highway Assets

- I-35W: from MN36/MN280 in Roseville to just N I694 in Arden Hills/new Brighton- Auxiliary lanes
- I-35W MnPASS Southbound from downtown Minneapolis to 46th St.
- TH 100: from 36th St to Cedar Lake Rd in St. Louis Park - reconstruct interchanges including constructing auxiliary lanes
- TH 169: Bridge replacement over nine mile creek in Hopkins

Strategic Capacity Enhancements

- I-94: EB from 7th St Exit to Mounds Blvd in St Paul- add auxiliary lane
- TH 55: from N Jct MN149 to S Jct MN149 in Eagan- widen from 4-lane to 6-lane
- I-494 SB from I-94/I-694 to Bass Lake Road: add auxiliary lane
- I-494 from CSAH 6 to I-94/I-694: Construct one additional lane in each direction
- I-494 from TH 55 to CSAH 6, construct one auxiliary lane
- I-494 NB from I-394 to Carlson Pkwy, construct auxiliary lane
- I-694 from Lexington Ave to east of Rice St: Construct one additional lane in each direction
- I-94 from TH 241 in St. Michael to TH 101 in Rogers: Extend westbound ramp, add westbound lane through TH 101 interchange, and add eastbound lane between the interchanges
- I-35E MnPASS Extension from Little Canada Road to County Road J
- TH 610 from I-94 to Hennepin County 81: Complete 4-lane freeway
- TH 5 from 94th St to Birch St in Waconia: Widen to 4-lanes
- TH 62 from France Ave to Xerxes: Construct EB auxiliary lane
- TH 55 from Plymouth Blvd to Vicksburg Ln in Plymouth, Construct WB auxiliary lane.
- I-94: SB I-694 to I-94 EB and I-694 NB to I-94 EB ramps: modify the CD road and convert to individual exists.
- US 169 at Scott County 3 in Belle Plaine, construct new overpass
- MN 41 between US 212 and CSAH 14: Reconstruction and expansion

- US 52 at CSAH 42 in Rosemount: Reconstruct to 4-lane divided, bridges and access ramps
- I-35W in Burnsville: Add Auxilliary lanes between Black Dog Rd and 106th Street
- I-494 in South St Paul and Inver Grove Heights: Add Auxillary lanes between Hardman Ave and Bovey Ave.
- I-35W from CR C in Roseville to Lexington Ave in Lino Lakes: Construct MNPASS LaneI-694 in Arden Hills: Construct 2 lane entrance ramp from US 10 to EB694
- US 10 from SB I-35W to CSAH 96 in Arden Hills: Construct two lane exit from I-35W, construct auxillary lane on US 10.
- US 169 from MN 41 to Scott County Road 69 in Jackson Twp: Construct Frontage road

Regional Highway Access | Horizon Year 2020

- US 10 at Armstrong Blvd in Ramsey: New interchange and rail grade separation
- US 52 at Dakota CSAH 86 in Randolph Township – grade separated crossing
- I-94 at 5th/7th Street in Minneapolis- reconstruct interchange to close 5th street ramp and replace it with one at 7th street.
- I-494 at CSAH 28 in Bloomington: Construct ramp to WB I-494 including new bridge.
- US 169 at MN 41 in Jackson Twp: Construct interchange
- MN 36 at Hadley Ave in Oakdale: Construct interchange

Transitway System

- METRO Orange Line
- METRO Green Line extension
- Arterial BRT along Snelling Ave in Saint Paul from 46th St. Station on METRO Blue Line to Roseville
- Arterial BRT along Penn Ave in Brooklyn Center and Minneapolis
- Cedar Grove Transit Station in Eagan

Other Regionally Significant Transit Expansion

- Stillwater Park and Ride at TH 36

2011 Regional Solicitation Selected Projects

- St. Paul East 7th Street: Limited stop transit service demonstration
- St. Paul Pierce Butler Rte: from Grotto St to Arundel St at Minnehaha Ave- extension on a new alignment as a 4-lane roadway
- 105th Ave: extension to 101st Ave W of I-94 in Maple Grove
- Lake Street and I-35W – Minneapolis purchases ROW, begin engineering and construction
- TH 149: from TH 55 to just N of I-494 in Eagan-reconstruct from 4-lane to 5-lane

- Anoka CSAH 11: from N of Egret Blvd to N of Northdale Blvd - reconstruction of CSAH 11 (Foley Blvd) as a 4-lane divided roadway
- Hennepin CSAH 34: from W 94th St to 8500 Block in Bloomington - reconstruction of CSAH 34 (Normandale Blvd) as a 4-lane divided roadway
- *Hennepin CSAH 53: from just W of Washburn Ave to 16th Ave in Richfield- reconstruct to a 3-lane section center turn lane, raised concrete median, signal replacement, sidewalks, on-road bikeways
- Hennepin CSAH 81: from N of 63rd Ave N to N of CSAH 8 in Brooklyn Park - reconstruct to a multi-lane divided roadway
- Hennepin CSAH 35: from 67th St to 77th St in Richfield-reconstruct including transit, bicycle, and pedestrian facilities
- Scott CSAH 17: from S of CSAH 78 to N of CSAH 42 - reconstruct as a 4-lane divided roadway
- Anoka CSAH 116 from east of Crane St through Jefferson St – reconstruct to 4-lane divided roadway

2014 Regional Solicitation Selected Projects

- Scott County: US169, .6 mi north of MN 41(Chestnut Blvd)/CSAH 78 to .5 mi south of CSAH 14, construct interchange, construct 2 bridges, Bridge # 70045, Bridge # 70046, signals, CD (AC project payback in FY19) (Tied to 7005-121)
- Eagan: Reconstruction of CSAH 31 from I-35E to Northwood/Central Parkway
- Washington County: TH 36/Hadley interchange
- Dakota County: CSAH 42/TH 52 interchange
- Washington County: CSAH 13 expansion
- Hennepin County: CSAH 81 expansion
- Bloomington: E Bush Lake Road I-494 WB entrance ramp
- Anoka County: CSAH 78 expansion from 139th Ln to CSAH 18
- Carver County: TH 41 expansion
- St. Louis Park: Beltline Park and Ride
- Metro Transit: Route 62 service expansion
- MVTA: 169 connector service
- Metro Transit: Route 2 service expansion
- Metro Transit: Emerson-Fremont Ave corridor bus and technology improvements
- Metro Transit: Chicago Ave corridor bus and technology Improvements

Projects Outside of Metropolitan Planning Area, Inside Maintenance Area

- I-94: from MN 25 to CSAH 18 – reconstruction including addition of auxiliary lanes
- CSAH 19 in Alberville: Extend Multilane Roadway from Lamplight Dr to N of 70th St

Horizon Year 2030

MnPASS Investments | Horizon Year 2030

- I-35W from MN 36 to US 10 – construct MnPASS Lane
- I-94 from Cedar Avenue to Marion Street – construct MnPASS Lane

Transitway System | Horizon Year 2030

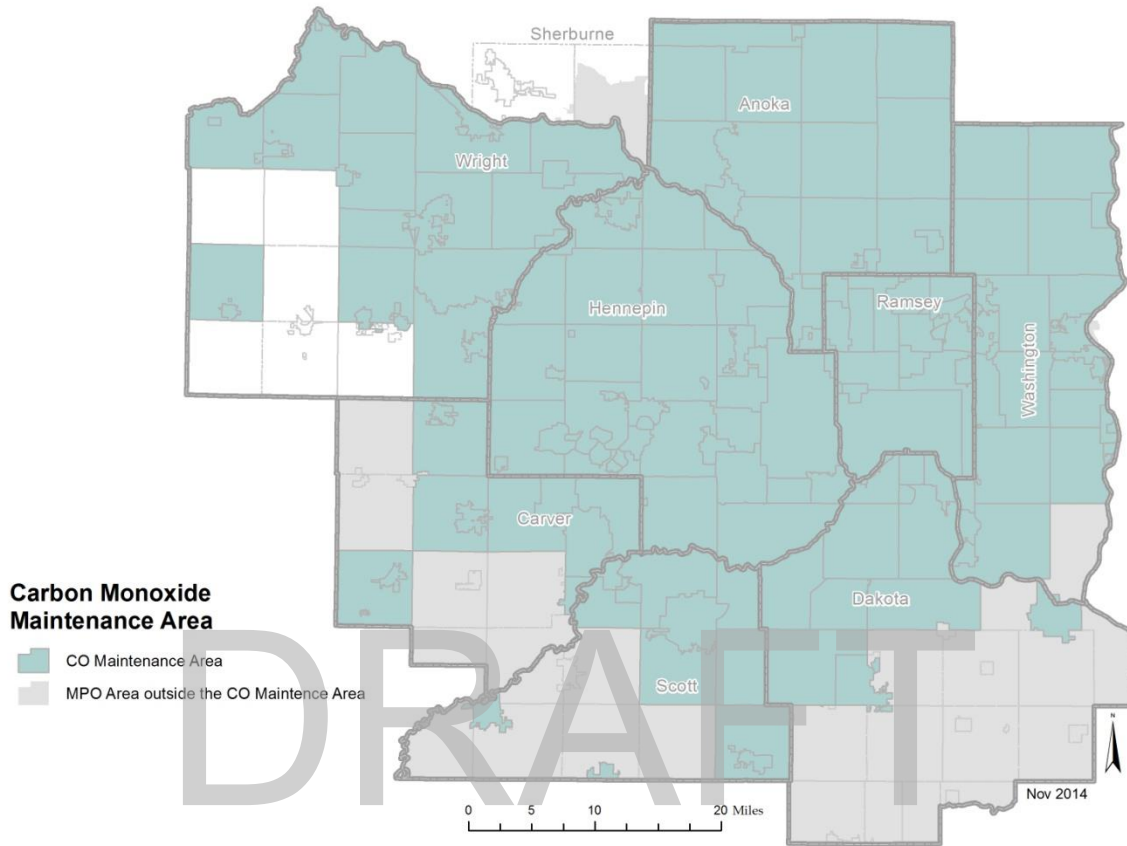
- METRO Blue Line extension
- METRO Gold Line dedicated BRT
- Arterial BRT along Chicago Avenue and Emerson and Fremont avenues in Brooklyn Center, Minneapolis, Richfield, and Bloomington
- METRO Red Line Stage 2 improvements including extension of BRT service to 181st Street in Lakeville

Horizon Year 2040

- No projects identified

DRAFT

Figure E-1: Carbon Monoxide Maintenance Area



Letter from MPCA

In production

DRAFT

Exempt Projects

Certain transportation projects eligible for funding under Title 23 U.S.C. have no impact on regional emissions. These are "exempt" projects that, because of their nature, will not affect the outcome of any regional emissions analyses and add no substance to those analyses. These projects (as listed in Section 93.126 of the Conformity Rules) are excluded from the regional emissions analyses required in order to determine conformity of the Transportation Policy Plan and the TIP.

The following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the TIP. Except for projects given an "A" code, the categories listed under Air Quality should be viewed as advisory in nature, and relate to project specific requirements rather than to the air quality conformity requirements. Ultimate responsibility for determining the need for a hot-spot analysis for a project rests with the U.S. Department of Transportation. The Council has provided the categorization as a guide to possible conformity requirements.

Projects that Do Not Impact Regional Emissions

Safety

- S-1: Railroad/highway crossing
- S-2: Hazard elimination program
- S-3: Safer non-federal-aid system roads
- S-4: Shoulder improvements
- S-5: Increasing sight distance
- S-6: Safety improvement program
- S-7: Traffic control devices and operating assistance other than signalization projects
- S-8: Railroad/highway crossing warning devices
- S-9: Guardrails, median barriers, crash cushions
- S-10: Pavement resurfacing and/or rehabilitation
- S-11: Pavement marking demonstration
- S-12: Emergency relief (23 U.S.C. 125)
- S-13: Fencing
- S-14: Skid treatments
- S-15: Safety roadside rest areas
- S-16: Adding medians
- S-17: Truck climbing lanes outside the urbanized area
- S-18: Lighting improvements
- S-19: Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- S-20: Emergency truck pullovers

Transit

- T-1: Operating assistance to transit agencies
- T-2: Purchase of support vehicles
- T-3: Rehabilitation of transit vehicles
- T-4: Purchase of office, shop, and operating equipment for existing facilities
- T-5: Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
- T-6: Construction or renovation of power, signal and communications systems
- T-7: Construction of small passenger shelters and information kiosks
- T-8: Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures)
- T-9: Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way
- T-10: Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- T-11: Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

Air Quality

- AQ-1: Continuation of ridesharing and vanpooling promotion activities at current levels
- AQ-2: Bicycle and pedestrian facilities

Other

- O-1: Specific activities that do not involve or lead directly to construction, such as planning and technical studies, grants for training and research programs, planning activities conducted pursuant to titles 23 and 49 U.S.C., and Federal-aid systems revisions
- O-2: Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action
- O-3: Noise attenuation
- O-4: Advance land acquisitions (23 CFR 712 or 23 CFR 771)
- O-5: Acquisition of scenic easements
- O-6: Plantings, landscaping, etc.
- O-7: Sign removal
- O-8: Directional and informational signs
- O-9: Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures or facilities)
- O-10: Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

Projects Exempt from Regional Emissions Analyses that May Require Further Air Quality Analysis

The local effects of these projects with respect to carbon monoxide concentrations must be considered to determine if a "hot-spot" type of an analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and Transportation Improvement Program. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with the MPCA, MnDOT, EPA, and FHWA (in the case of a highway project) or FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

Channelization projects include left and right turn lanes and continuous left turn lanes as well as those turn movements that are physically separated. Signalization projects include reconstruction of existing signals as well as installation of new signals. Signal preemption projects are exempt from hot-spot analysis. A final determination of the intersections that require an analysis by the project applicant rests with the U.S. DOT as part of its conformity determination for an individual project.

Projects Exempt from Regional Emissions Analyses

- E-1: Intersection channelization projects
- E-2: Intersection signalization projects at individual intersections
- E-3: Interchange reconfiguration projects
- E-4: Changes in vertical and horizontal alignment
- E-5: Truck size and weight inspection stations
- E-6: Bus terminals and transfer points

Non-Classifiable Projects

Certain unique projects cannot be classified, as denoted by "NC." These projects were evaluated through an interagency consultation process and determined not to fit into any exempt or intersection-level analysis category, but they are clearly not of a nature that would require inclusion in a regional air quality analysis.

Traffic Signal Synchronization

Traffic signal synchronization projects (Sec. 83.128 of the Conformity Rules) may be approved, funded and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analysis required by subparts 93.118 and 93.119 for transportation plans, Transportation Improvement Programs, or projects not from a conforming plan and Transportation Improvement Program, must include such regionally significant traffic signal synchronization projects.

Regionally Significant Projects

The following codes identify the projects included in the "action" scenarios of the air quality analysis:

- A-20: Action Year 2020
- A-30: Action Year 2030
- A-40: Action Year 2040

DRAFT

Please amend the 2017-2020 Transportation Improvement Program (TIP) to include this project in program year 2018. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
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 - Anticipated Advance Construction
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 - Earmark or HPP not affecting fiscal constraint
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Additional costs are covered locally and through a \$17,700,000 TIGER award.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

- Subject to conformity determination X*
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area)

*The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2017-2020 TIP, which is attached. The analysis in the attachment has resulted in a conformity determination that the projects included in the 2017-2020 TIP will meet all relevant regional emissions analysis and budget tests. The 2017-2020 TIP will conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

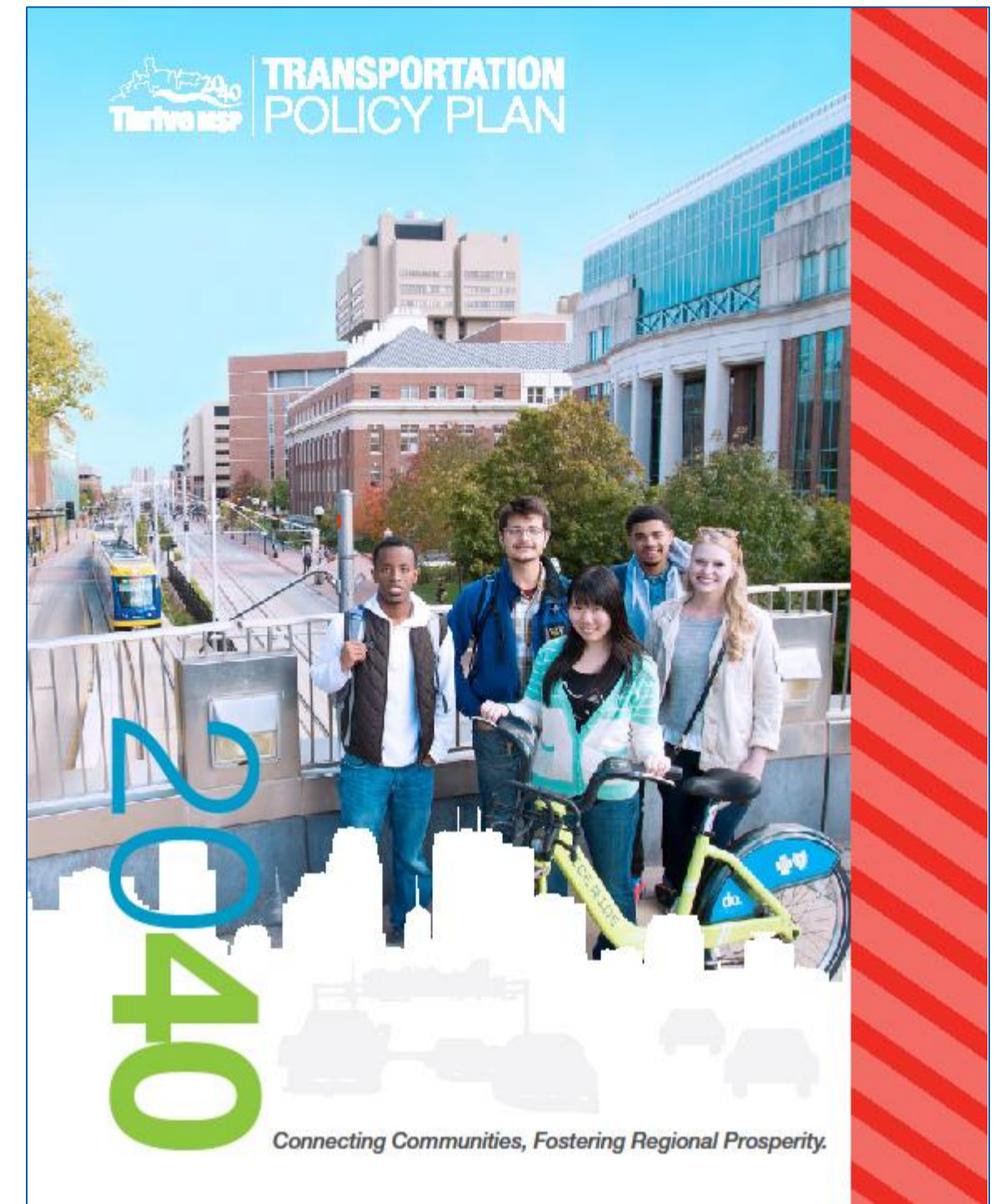
Regional Highway Spending & Investment Needs Study

TAB Technical Advisory Committee
March 1, 2017



Major Work Tasks

- Update 2040 TPP Finance Chapter
 - Improve Information on A-Minor System
 - Draft in September
- Estimate Needs
 - Pavement & Bridge Preservation (No Mobility or Safety)
 - Infrastructure & Operations
 - Forecast Needs
- Estimate Available Revenues
 - Measure Recent Spending
 - Forecast Spending
- Measure Gap



Background

- Feedback provided by FHWA and local agencies on the 2040 TPP
 - Need to better understand the preservation and funding needs for the A-Minor Arterial System
- Identified in the TPP's Work Plan
- Complies with the FAST ACT



Background

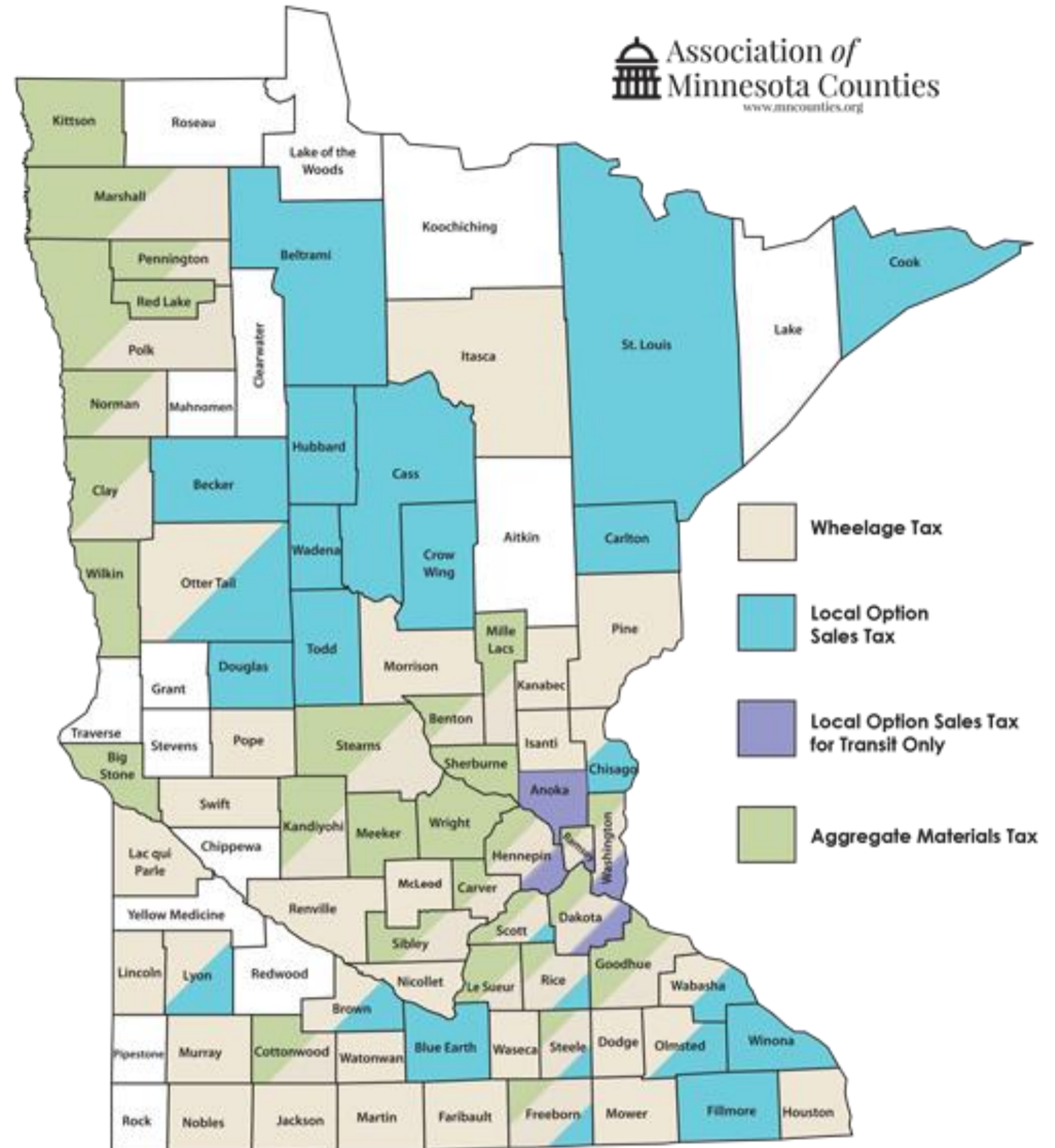
Outcomes

- Help demonstrate the need for transportation funding (county, state and federal)
- Inform future allocation of regional solicitation funds
- Inform Elected Leaders and the Public
- Update of the TPP Finance Chapter

Local Option Taxes for Transportation

September 2016

Association of
Minnesota Counties
www.mncounties.org



Precedent Examples

- St. Cloud APO Pavement Preservation Study
- Mankato APO
- Grand Forks/East Grand Forks MPO
- LRRB Statewide System Preservation Guide
 - Anoka County
 - Dakota County
 - Freeborn County
 - Stearns County
 - Otter Tail County

Otter Tail County
Annual Roadway Need - \$15.2 million/yr.

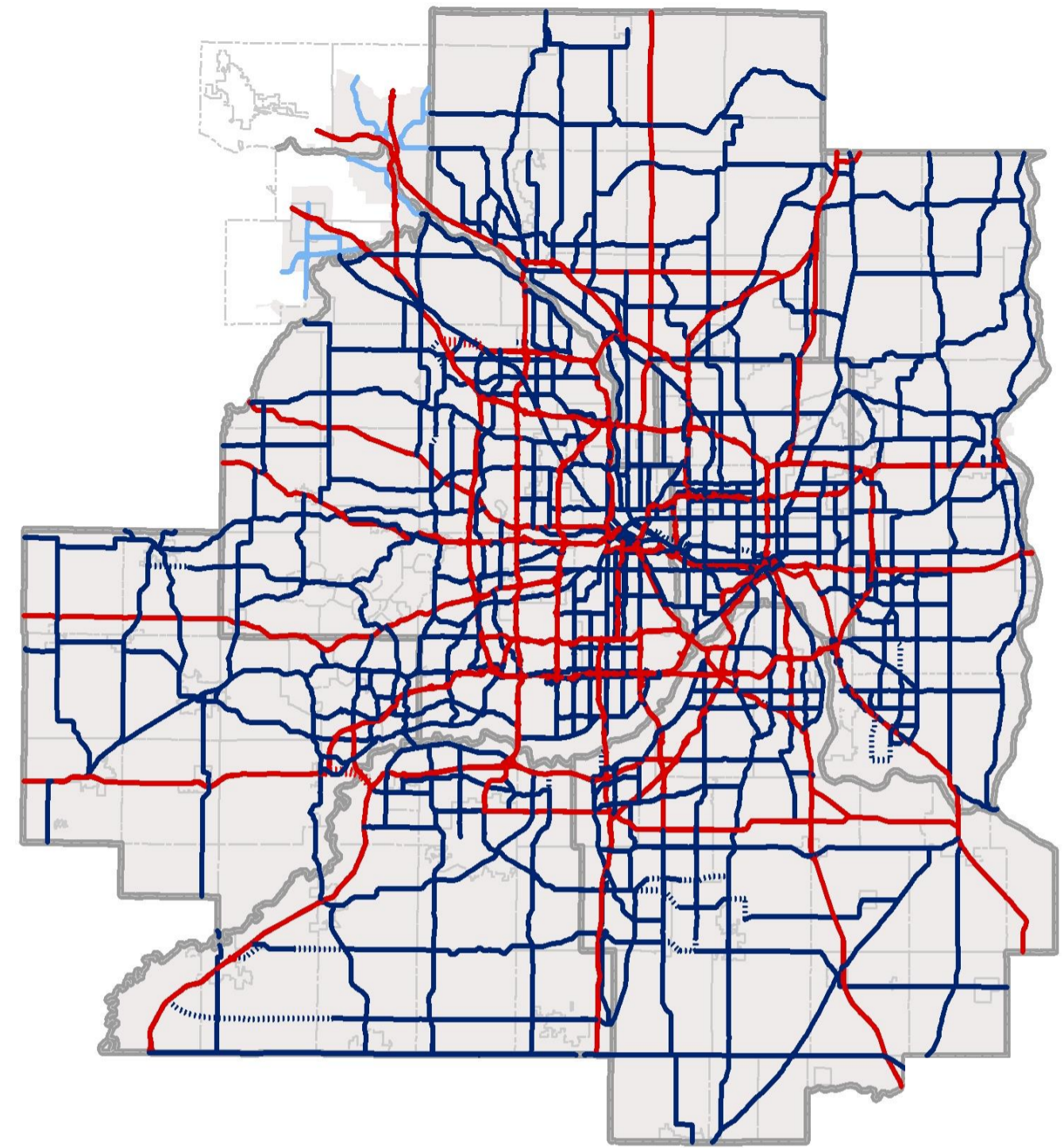
Current Expenditure (2011)
\$3.4 million/yr.

Year 1 Funding Gap
\$11.8 million/yr.

Collaborative Process



Questions



Tony Fischer, Metropolitan Council Co-Project Manager
651-602-1703 or tony.fischer@metc.state.mn.us

Steve Peterson, Metropolitan Council Co-Project Manager
651-602-1819 or steven.peterson@metc.state.mn.us



2040 Update

Technical Advisory Committee

March 1, 2017

What is the TPP?

- Long-range transportation plan for the Twin Cities region
- Part of the federal 3C planning process – cooperative, continuous, comprehensive
- Required under state and federal law
- Prepared by Council in coordination with
 - Transportation Advisory Board
 - Minnesota Department of Transportation
 - Metropolitan Airports Commission
 - Local governments
 - Public input
- Includes multiple modes – highways, transit, bikes, pedestrians, freight, aviation

Why Update the TPP Now?

- Federal law requires MPOs to update their long range surface transportation plans every four years (in air quality maintenance areas)
- Current 2040 plan was adopted January 2015, approved by FHWA / FTA March 2015
- State law only requires an update for transportation and other regional system plans, including Aviation not being updated
- A currently approved long range plan is required to receive federal transportation funds

Why adopt the plan in 2018 rather than 2019?

- Federal law would require a March 2019 adoption
- New administration and Council incoming winter 2019
- 2018 adoption gives greatest flexibility to new Governor/Council to adopt a new plan upon chosen schedule (if desired)
- Refine Thrive and related transportation policy direction with current Council
- Avoids potential federal noncompliance and risk to funding

Proposed Timeline

Date	Activity
January - December 2017	Staff TPP development; consult with external stakeholders
January – December 2017	Bring draft changes and recommendations through committees
January 11, 2018	Draft to TAC-Planning
February 7 and 21, 2018	Draft to TAC and TAB
March 12 and 28, 2018	Draft to Transportation Committee and Council to release for public comment
April 23, 2018	Public hearing at Transportation Committee
May 14, 2018	Public comment period closes
June 20, 2018	Info item at TAB: public comment
June TBD, 2018	Committee of the Whole: public comment
July 9 and 25, 2018	Final <i>2040 TPP Update</i> to TC and Council for adoption

Changes will be focused and limited

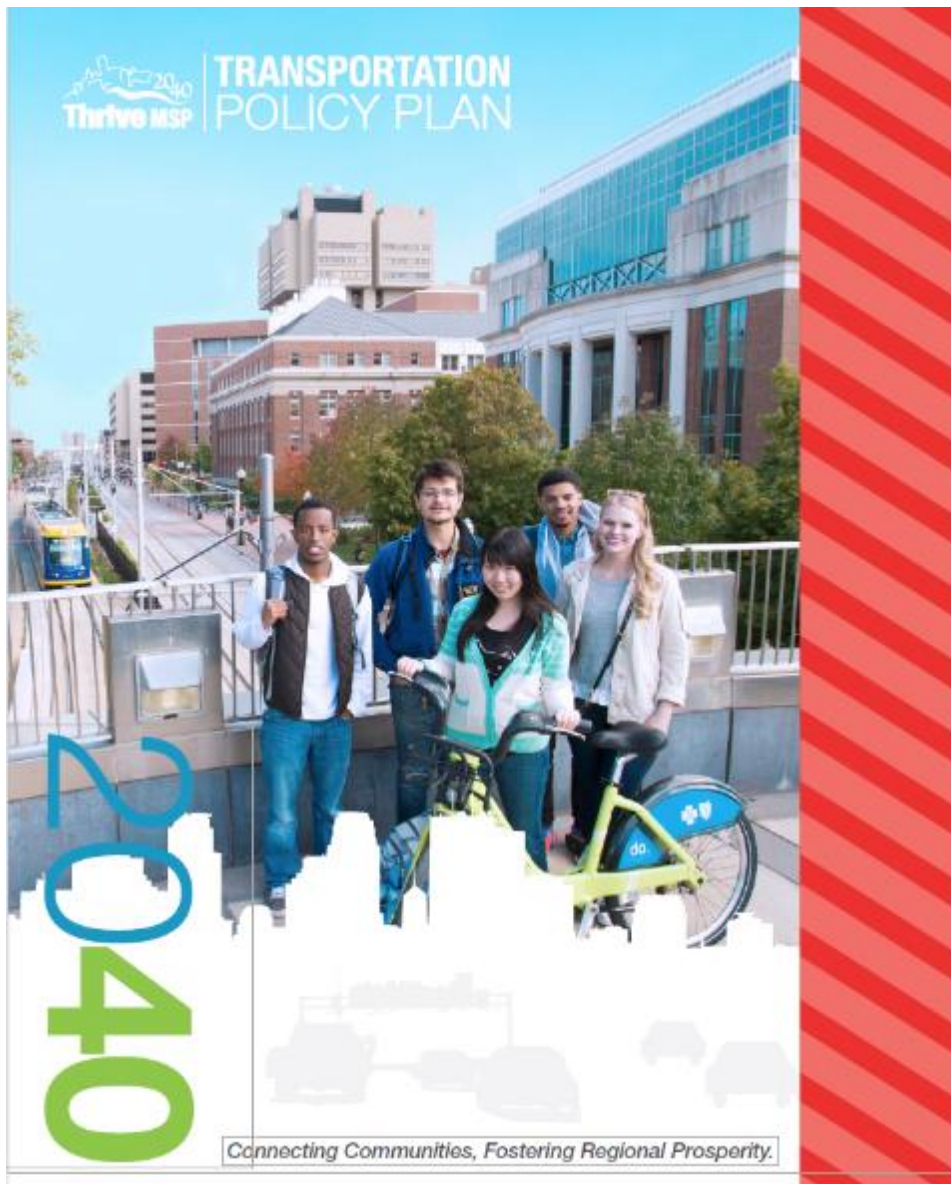
- Current plan has been in place only 2 years – few intervening changes
- Last update incorporated policy direction of *Thrive MSP 2040*, opportunity to better refine connection to regional outcomes
- Municipalities are in midst of comprehensive plan updates
 - 2018 plans must be consistent with and conform to 2040 plan (adopted in 2015)
 - Avoid potential confusion with partners

Expected Changes

- Updated fiscal projections for highways and transit
 - Statewide highway plan (MnSHIP)
 - Regional highway spending study
 - Transit funding and CTIB changes
- Incorporate study results
 - CMSP 4
 - MnPASS 3
 - PA Intersection Conversion Study
 - Truck Highway Corridors Study
 - Bicycle Barriers Study
 - Gold Line locally preferred alternative (LPA)
- Incorporate performance measures
- Respond to TMA Certification Review comments

Proposed Stakeholder Involvement

- Process will be a continuation of Thrive outreach
- Council member strategic management team will provide direction
- Utilize existing TAB and TAC committee structure
- Web and online engagement techniques
- Targeted listening sessions, in-person engagement
- Studies being incorporated also have public outreach



- Current Plan available at:
- www.metrocouncil.org

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