

TRANSPORTATION ADVISORY BOARD

MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | December 2, 2020

9:00 AM

Call-in number: 1-888-742-5095

Conference code number: 375-153-7050

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

(Agenda is approved without vote unless amended.)

III. APPROVAL OF MINUTES

November 4, 2020 meeting of the TAB Technical Advisory Committee

IV. TAB REPORT

V. COMMITTEE REPORTS

1. Executive Committee (Lisa Freese, Chair)
 - a. TAC Chair Nominating Committee Report
2. TAC Action Items
 - a. **2020-40:** 2021-2024 Streamlined TIP Amendment for MnDOT: MN 316 Reconstruction
3. Planning Committee (Kevin Roggenbuck, Chair)
 - a. **2020-37:** Metropolitan Airports Commission 2021-2027 Capital Improvement Program (CIP)
4. Funding & Programming Committee (Paul Oehme, Chair)
 - a. **2020-38:** 2020 Highway Safety Improvement Program Project Selection
 - b. **2020-39:** 2020 Regional Solicitation Funding Scenario Options

VI. SPECIAL AGENDA ITEMS

No special agenda items.

VII. AGENCY REPORTS

VIII. OTHER BUSINESS

IX. ADJOURNMENT

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

*Transportation Advisory Board
of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, November 4, 2020
9:00 A.M.**

Members Present: Lisa Freese, Joe MacPherson, Lyndon Robjent, Gina Mitteco, Chad Ellos, Brian Isaacson, Emily Jorgensen, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Jon Solberg, Innocent Eyoh, Bridget Rief, Matt Fyten, Peter Dahlberg, Danny McCullough, Karl Keel, Ken Ashfeld, Anne Kane, Paul Oehme, Michael Thompson, Kim Lindquist, Robert Ellis, Jim Kosluchar, Jenifer Hager, Bill Dermody, Paul Kurtz, Kevin Roggenbuck

1. Call to Order

The meeting was called to order by Chair Freese at 9:02 a.m. Due to the COVID-19 pandemic, the meeting was held via video conference.

2. Approval of Agenda

The Committee approved the agenda via roll call.

3. Approval of Minutes

A motion to approve the October 7, 2020 TAC minutes was made by Mr. MacPherson and seconded by Mr. Solberg. Motion carried.

(Meeting minutes for the March 4, 2020 minutes will be presented for approval at a future committee meeting.)

4. TAB Report

TAB Coordinator Ms. Koutsoukos provided a summary of the October 21, 2020 meeting.

5. Committee Reports

1. Executive Committee (Lisa Freese, Chair)

Chair Freese updated the Committee on the process of identifying a new TAC Chair. Each of the three TAC subgroups – representing cities, counties, and agencies, will meet at 10:45 a.m. and identify an individual to serve on the nominating committee. The nominating committee will meet to bring forward candidates for consideration of TAC chair.

2. TAC Action Items

No items.

3. Planning Committee (Kevin Roggenbuck, Chair)

No Items.

4. Funding and Programming Committee (Paul Oehme, Chair)

No items.

6. Special Agenda Items

1. Post-COVID 19 Travel Behavior and Trends (Jonathan Ehrlich and Ashley Asmus, MTS)

Ms. Asmus presented this item. She outlined the traffic database that the Council is preparing and its capabilities. Next, she outlined the travel trends in the region over the course of the COVID-19 pandemic. Early in the pandemic, traffic decreased by nearly 75%. It rebounded during the summer and has stabilized at approximately 20-25% below traffic volumes seen in a typical year. The reductions are most pronounced during peak a.m. period (particularly 8:00 a.m.) and at 8:00 p.m. In contrast, traffic is comparatively higher than in a typical year during the mid-day period.

2. 2020 Regional Solicitation Funding Scenarios (Steve Peterson, MTS)

Mr. Peterson presented this item. At its October meeting, TAC recommended bringing forth to TAB six scenarios – five developed by staff plus an additional scenario focused on regional roadways. At its October 21 meeting, TAB narrowed the scenarios down to two: the “Historical Process” funding scenario and the “More Projects” funding scenario. Both scenarios follow the midpoint of the modal funding ranges. TAB also discussed the issue of geographic balance of projects throughout the metro area and whether at least one project located in each county should be awarded this cycle, regardless of the ranking.

Mr. Peterson continued by discussing overprogramming options and the pros and cons of each option. Committee members expressed strong resistance to any scenario in which a lower-ranked project would be funded over a higher-ranked project, which may hurt the integrity of the scoring process. Mr. Peterson noted that staff would bring feedback to both the Funding and Programming Committee and the TAB and further discuss this topic during the December meeting of the TAC.

7. Agency Reports

Mr. Solberg of MnDOT provided an update on the freight program, noting that projects are anticipated to be announced in November.

8. Other Business and Adjournment

The meeting was adjourned at 10:45 a.m. in order to begin the caucus process.

Prepared by:

David Burns

ACTION TRANSMITTAL – 2020-40

DATE: November 25, 2020

TO: Technical Advisory Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-414-0875)

SUBJECT: 2021-2024 Streamlined TIP Amendment for MnDOT: MN 316 Reconstruction

REQUESTED ACTION: MnDOT requests an amendment to the 2021-2024 TIP to reduce the length, increase the cost, and change the scope of its mill-and-overlay project on Minnesota Highway 316 (Red Wing Blvd) in Dakota County (SP# 1926-22).

RECOMMENDED MOTION: That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2021-2024 TIP to reduce the length, increase the cost, and change the scope of MnDOT’s mill-and-overlay project on Minnesota Highway 316 (Red Wing Blvd) in Dakota County (SP# 1926-22).

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to change the project’s scope from a mill-and-overlay to a reconstruction, reduce the project length from 9.65 miles to 1.1 miles, and increase the total project cost.

The project is funded through the National Highway Performance Program (NHPP) and the cost increase is being paid for by GO bonds from the recent bonding bill. Neither of these funds are programmed by TAB.

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 recommend TIP amendments to the Council for adoption. The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee Review and results in saving a month of Process time.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019. Public input opportunity for this amendment is provided through the TAB’s and Council’s regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
Technical Advisory Committee	Review & Recommend	12/2/2020
Transportation Advisory Board	Review & Recommend	12/16/2020
Metropolitan Council Transportation Committee	Review & Recommend	1/11/2020
Metropolitan Council	Review & Adopt	1/13/2021

Please amend the 2021-2024 Transportation Improvement Program (TIP) to amend this project. This action is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description include location, description of all work, & city (if applicable)	Miles
2021	M	MN 316	1926-22	MnDOT	**CHAP3**SEC164**LPP** MN316, from S Jct US61 in Goodhue County 625' south of Tuttle Dr to Jct N US61 in Dakota County – Reconstruction, MILL AND OVERLAY , roundabouts, pond construction, ADA updates, lighting, signing and trail installation (Associate to 1926-22L, 1926-22S)	9.65 <u>1.10</u>

Prog	Type of Work	Prop Funds	21-24 Total \$	FHWA \$	GO Bonds \$	TH \$	Other \$
RC	Reconstruct	NHPP, GO Bonds	3,399,000 <u>4,899,000</u>	4,420,000	<u>1,500,000</u>	655,000	834,000

Note: The overall project is shown as three project lines in the TIP, to reflect three federal funding sources/mechanisms. The total project cost increases from \$5,909,000 to \$7,409,000, with the entire increase reflected in the GO bonds. 1926-22L is part of the Local Partnership Program, while 1926-22S is funded through the Highway Safety Improvement Program (HSIP)

PROJECT BACKGROUND:

- 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 formal amendment is needed to revise the project scope (changed to reconstruction from mill and overlay), update the termini (reduced to 1.1 miles from 9.65 miles) and correct the total project cost (increased by \$1,500,000).

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

This project received GO bonds from the Bonding Bill in the amount of \$1.5M. No additional federal funds are needed. Therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

AIR QUALITY CONFORMITY:

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

*Exempt Project Category S-10. Pavement Resurfacing/Rehabilitation per Section 93.126 of the Conformity Rules.

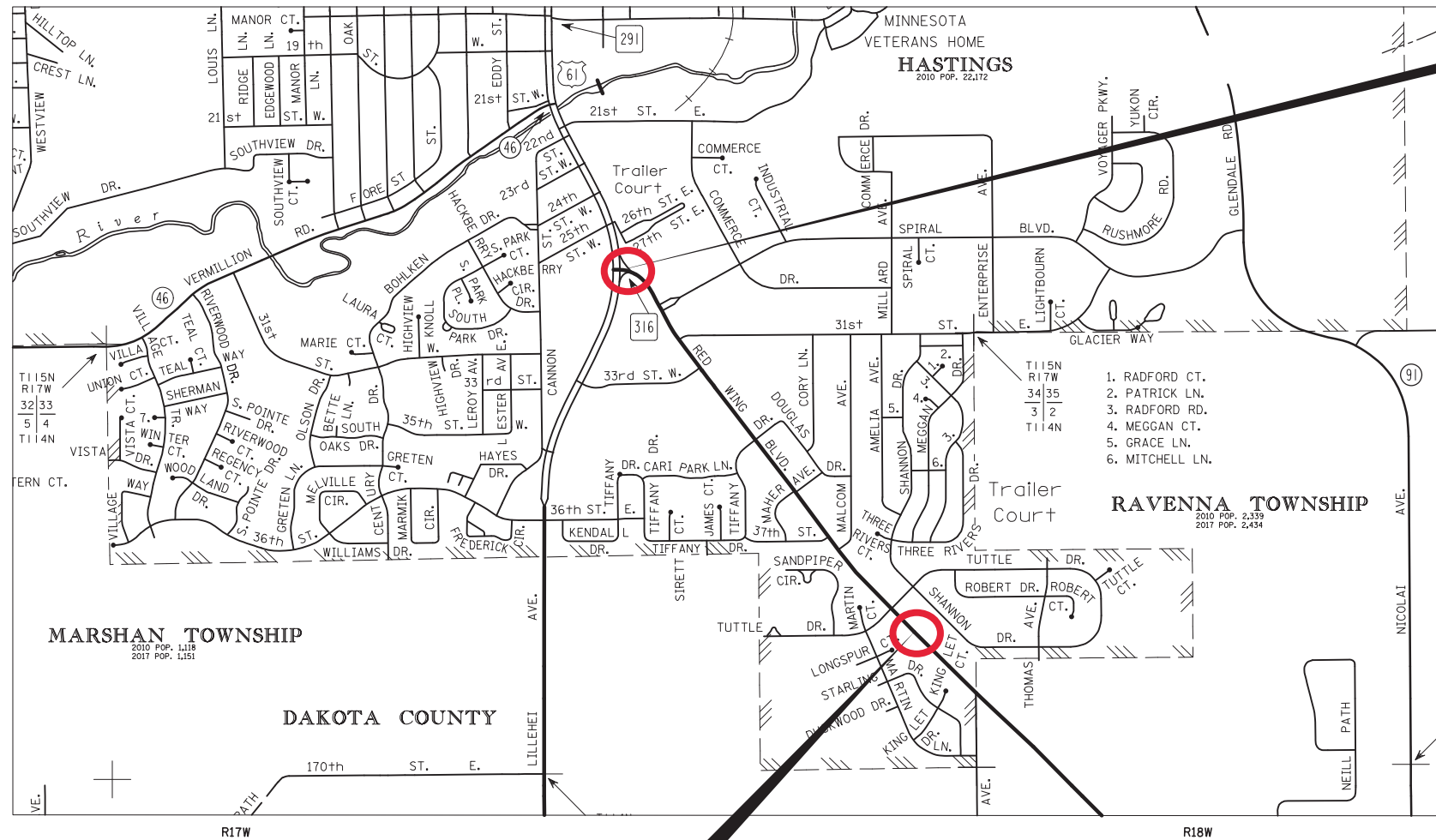
MINNESOTA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PLAN FOR GRADING, BITUMINOUS & CONCRETE PAVING, ROUNDABOUTS, ADA IMPROVEMENTS, AND LIGHTING

LOCATED ON TH 316 FROM 625' SOUTH OF TUTTLE DR. TO TH 61

STATE PROJ. NO. 1926-22 (T.H. 316)	STATE AID PROJ. NO. 130-010-013
GROSS LENGTH..... 5813.28 FEET 1.101 MILES	GROSS LENGTH..... 5813.28 FEET 1.101 MILES
BRIDGES-LENGTH..... FEET..... MILES	BRIDGES-LENGTH..... FEET..... MILES
EXCEPTIONS-LENGTH..... FEET..... MILES	EXCEPTIONS-LENGTH..... FEET..... MILES
NET LENGTH..... 5813.28 FEET 1.101 MILES	NET LENGTH..... 5813.28 FEET 1.101 MILES
REF. POINT 8+00.704 TO REF. POINT 9+00.803	REF. POINT 8+00.704 TO REF. POINT 9+00.803

NOTE: LENGTH AND DESCRIPTION
BASED ON 316 NB ALIGNMENTS.



316NB4 STA 70+74.55
END S.P. 1926-22 TH 316
END S.A.P. 130-010-013

BEGIN S.P. 1926-22 TH 316
BEGIN S.A.P. 130-010-013
316NB1 STA 10+00.00

AGREEMENT NO. XXXXXX
CITY OF HASTINGS
SP 1926-22 (TH 316=316)
XXXXX FUNDS
METRO DISTRICT

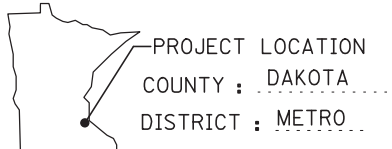
WARNING:
HIGH PRESSURE PIPELINE(S)
EXCAVATION AND/OR CONSTRUCTION PROHIBITED
WITHOUT COMPLIANCE WITH GOPHER STATE ONE-CALL

SCALES

PLAN	50'
INDEX MAP	2000'
GENERAL LAYOUT	400'
HORIZONTAL	
PROFILES	100'
VERTICAL	
GUTTERLINE PROFILES	20'
VERTICAL	
	1'

DESIGN DESIGNATION

Design ESALS	20_YR = 2,934,000
ADT (Current Year) 2019	= 14900
ADT (Future Year) 2040	= 24300
DHV (Design Hr. Vol.)	=
D (Directional Distr.)	= %
T (Heavy Commercial)	= %
Design Speed	.35 MPH
Based on	STOPPING Sight Distance
Height of eye	3.5', Height of object 2.0'
Design Speed not achieved at:	
STA.	TO STA. MPH
STA.	TO STA. MPH



FOR PLANS AND UTILITIES SYMBOLS SEE TECHNICAL MANUAL
STATE PROJ. NO. 1926-22 CHARGE IDENTIFIER 1926-22

STATE AID PROJ. NO. 130-010-013
STATE PROJ. NO. 1926-22 (T.H. 316 = 316) SHEET NO. 1 OF 206 SHEETS

FED. PROJ. NO. NHPP-HSIP

GOVERNING SPECIFICATIONS
THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION
'STANDARD SPECIFICATIONS FOR CONSTRUCTION' SHALL GOVERN.

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL LAYOUT
3 - 6	STATEMENT OF ESTIMATED QUANTITIES
7	SOILS & CONSTRUCTION NOTES AND STANDARD PLATES
8 - 10	EARTHWORK SUMMARY AND TABULATIONS
11 - 25	TABULATIONS
26 - 30	INPLACE UTILITY TABULATION
31 - 36	TYPICAL SECTIONS
37 - 64	STANDARD PLAN SHEETS
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83 - 91	INPLACE TOPOGRAPHY AND UTILITY PLAN
92 - 100	REMOVAL PLAN
101 - 102	TEMPORARY CONSTRUCTION PLAN
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112 - 113	MISCELLANEOUS DETAILS
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133 - 144	INTERSECTION DETAILS
145 - 153	PAVING PLAN
154 - 162	DRAINAGE PLAN
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193 - 194	DRAINAGE SUMMARY
195 - 197	STORM WATER POLLUTION PREVENTION PLAN
198 - 206	EROSION CONTROL AND TURF ESTABLISHMENT PLAN
UT1 - UT9	CITY UTILITY PLAN AND PROFILE
TC1 - TC28	TRAFFIC CONTROL PLAN
PM1 - PM7	PERMANENT PAVEMENT MARKING PLAN
ST1 - ST53	SIGNING PLAN
SL1 - SL5	LIGHTING PLAN
XL1 - XL9	CROSS SECTION MATCHLINE LAYOUT
X1 - X62	CROSS SECTIONS

THIS PLAN CONTAINS 379 SHEETS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
PRINT NAME: JOHN CHOCK LICENSE # 55985
DATE: SIGNATURE:
DESIGN SQUAD M. CHRISTENSEN, L. DANDL, M. SELL, B. GEURKINK

DISTRICT STATE AID ENGINEER; REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY 20
APPROVED FOR STATE AID FUNDING; STATE AID ENGINEER 20
APPROVED 20 CITY OF HASTINGS ENGINEER
OFFICE OF LAND MANAGEMENT APPROVAL DIRECTOR, LAND MANAGEMENT 20
APPROVED 20 STATE DESIGN ENGINEER

I HEREBY CERTIFY THAT THE FINAL FIELD REVISIONS, IF ANY, WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
PRINT NAME: LICENSE #
DATE: SIGNATURE:

DISTRICT #: Metro
 PLOT NAME: d192622.tshdgn
 PATH & FILENAME: Projects\DM_ROMS\316\1926\022\Design\PlanSheets\Title Sheet\192622_1.tshdgn
 PLOTTED/REVISED: 27-OCT-2020

ACTION TRANSMITTAL – 2020-37

DATE: November 24, 2020
TO: Technical Advisory Committee
FROM: TAC Planning
PREPARED BY: Russell Owen, Senior Planner (651) 602-1724
SUBJECT: Metropolitan Airports Commission 2021-2027 Capital Improvement Program (CIP)
REQUESTED ACTION: MAC requests that the Metropolitan Council review the 2021-2027 MAC CIP as required by MN Statutes 473.181 and 473.621
RECOMMENDED MOTION: That the Technical Advisory Committee recommend that the Transportation Advisory Board approval of the MAC 2021-2027 Capital Improvement Program (CIP).

BACKGROUND AND PURPOSE OF ACTION: The MAC annually prepares a seven-year Capital Improvement Program (CIP) for projects at MSP International Airport and their six General Aviation reliever airports. Under state statutes 473.181 and 473.621 the Council must:

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

In order to allow letting of projects early enough for construction to start in the spring, the Council has agreed to utilize the draft CIP document released in September to expedite the review. The MAC will take action on December 21st to adopt the final 2021-2027 CIP; any changes from the draft will be incorporated into the 2021 CIP review report that goes forward to the Met Council in January. Any changes identified after the MAC Commission action will be reported to TAB. Any comments provided by TAC/TAB will be included for consideration with the final review report submitted by staff for Council action. MAC staff has reported that there might be a few projects that will be moving in the final draft between 2021 and the out years. If any projects shift, they will be reported to TAC/TAB.

RELATIONSHIP TO REGIONAL POLICY: The Metropolitan Council is required by state law to annually review the MAC CIP to ensure consistency of proposed projects with regional plans. Although state law doesn’t require TAC/TAB to review the MAC CIP, staff traditionally has sought TAC/TAB comments in the review process.

STAFF ANALYSIS: Analysis confirms that an Assessment of Environmental Effects (AOEE) has been prepared for 2021 projects with potential environmental effects, and MAC has in place an adequate public participation process for development and review of its AOEE and CIP. MAC held a public hearing on the AOEE on November 2nd, at 10:30 AM at the

Planning, Development and Environment Committee meeting at the MSP Conference Room, which was held virtually. Due to the COVID-19 impact, there have been many projects that have been moved out to later years.

The following 2021 projects meet the dollar threshold levels but do not meet the other “significant effects” criteria to trigger project approval:

- MSP – Terminal 1, Taxiway A Pavement Reconstruction – \$16M
- MSP – Terminal 1, Taxiway B and Concourse G Apron Pavement Reconstruction - \$16M
- MSP – Terminal 1, Technology Upgrades – \$8.5M
- MSP – Terminal 1, Baggage Claim/Ticket Lobby Improvements - \$ 83M
- MSP – Terminal 1, Baggage Handling System - \$36M
- MSP – Terminal 1, Safety/Security Ops Center - \$30M

Federal, state and MAC funding has been identified by the MAC for most projects in the 2021 CIP.

All projects in the 2021 CIP appear consistent with the Transportation Policy Plan (TPP). Many of the 2021 MSP projects were evaluated in the 2020 EA for MSP that received a Finding of No Significant Impact (FONSI) in March of 2013 from the Federal Aviation Administration. Initial analysis of the future years (2022-2027) of the CIP shows that many projects will meet the dollar threshold of review but do not appear to meet the significant effects criteria. These projects will be re-evaluated on an annual basis.

COMMITTEE COMMENTS AND ACTION:

The committee asked questions about COVID impacts to the CIP and airport operations. Committee members also asked about the public engagement process during this time of virtual meetings.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	November 12, 2020
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

MAC 2021 – 2027 CAPITAL IMPROVEMENT PROGRAM

The MAC 2021 – 2027 Capital Improvement Program material included in this memorandum reflects the actions of the Commission’s PD&E Committee on Sep. 7, 2020. Final action by the Commission is expected at their December 21, 2020 meeting. Any changes made on December 7th PDE Committee Meeting that may affect the CIP review would be reported at the December 16th Transportation Advisory Board.

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

- **MAC 2021 CIP Public Review Schedule**
(See Attachment 1)

- **2021 Projects Requiring an Assessment of Environmental Effects (AOEE)**
(See Attachment 2)
No projects meet criteria for environmental review.

- **Projects Meeting \$5M and \$2M Thresholds 2021-2027**
(See Attachment 3)
A number of projects potentially meet the threshold dollar levels.

- **Projects Meeting Statutory Review Criteria & Requiring Approval**
(See Attachment 4)
One project meets the criteria and requires approval from the Met Council. The project is the Crystal Runway project. A few projects other projects in 2021 meet the dollar threshold levels, but do not meet the criteria requiring project “approval”.

1) MAC PUBLIC PARTICIPATION PROCESS:

MAC - 2021 CAPITAL IMPROVEMENT PROGRAM IMPLEMENTATION SCHEDULE

CAPITAL IMPROVEMENT PROGRAM	RESPONSIBILITY	SCHEDULE
PROJECTS DEFINITION Initial CIP Discussions ----- Requests for CIP Projects to Airport Development ----- Develop Projects Scopes, Costs, and Prioritization ----- Develop Draft Preliminary CIP -----	MAC Airport Development MAC Departments MAC Dept's & Airport Dev. Airport Development	January 2020 January 1 st - June 1 st January 1 st – May 1 st Feb. 1 st - July 31 st Feb. 1 st - July 31 st
PROJECTS ENVIRONMENTAL REVIEW Prepare AOEEs and EAWs as required----- Notice of September PD&E Meeting mailed to Affected Municipalities ----- Recommendation by PD&E Committee to Commission of Preliminary CIP for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs ----- Minutes of September PD&E Committee Meeting and Notice of September Commission Meeting mailed to Affected Communities ----- Approval of Preliminary CIP by Commission for Environmental Review/Authorization to Hold Public Hearing on AOEEs and EAWs ----- Preliminary CIP Mailed to Affected Communities ----- AOEEs and EAWs to EQB ----- Public Hearing Notice Published in EQB Monitor, starting the 30-Day Comment Period----- Minutes of September Commission Meeting mailed to Affected Communities ----- Public Hearing on AOEEs and EAWs at November FD&E Committee Meeting ----- Thirty-Day Comment Period on AOEEs and EAWs ends ----- Final Date for Affected Municipalities Comments on Preliminary CIP to MAC ----- Metro Council TAC Planning Review Metro Council – TAC ----- Notice of December PD&E Committee Meeting mailed to Affected Communities ----- Recommendation by PD&E Committee to Commission of Final CIP ----- Minutes of December PD&E Committee Meeting and Notice of December Commission Meeting mailed to Affected Communities ----- Metro Council – Transportation Advisory Board -----	Environment Airport Development Airport Development Airport Development Airport Development Airport Development Environment Environment Airport Development Environment Environment Affected Communities TAC-Planning TAC Airport Development Airport Development Airport Development TAB	July 31 – Oct. 7 th August 31 st September 5 th September 23 rd September 23 rd September 17 th October 1 st October 9 th October 31 st November 5 th November 8 th November 8 th November 12 th December 2 nd November 24 th December 4 th December 4 th December 16 th

PROJECTS PLANNING and FINANCIAL REVIEW		
Approval of Final CIP by Commission-----	Airport Development	December 21 st
Notification of Commission action to EQB-----	Airport Development	December 21 st
CIP Distributed to MAC Departments, Met Council, State Historical Society and Affected Municipalities -----	Airport Development	December 20 th
Metro Council – Committee Action-----	Transportation Committee	January 11 th
Metro Council – Council Action-----	Metro Council	January 20 th
Minutes of December Commission Meeting mailed to Affected Communities -----	Airport Development	

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

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

Project Description	Are the Effects of the project Addressed in an Approved EAW, EA or EIS?	Environmental Categories Affected by the Project												
		Air Quality	Compatible Land Use	Fish Wild-life and Plants	Flood-plains and Flood-ways	Hazardous Materials, Pollution Prevention and Solid Waste	Historical, Architectural, Archaeological and Cultural Resources	Light Emissions and Visual Effects	Parks & Rec. Areas and Trails	Noise	Water Quality (Storm, Waste and Ground Water)	Wet lands	Infra-structure and Public Services	Farm land
MSP AIRPORT PROJECTS														
No EA or EIS Required for 2020 projects	MSP 2020 Environmental Assessment findings. Concourse G Environmental Assessment	No Effects												
RELIEVER PROJECTS														
None														

3) MAC PROJECTS ANTICIPATED TO MEET THE \$5M AND \$2M THRESHOLDS FROM 2021 – 2027:

Airport	2021	2022	2023	2024	2025	2026	2027
MSP Environmental	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation	Noise Mitigation
MSP Terminal 1 Lindbergh	-TSA Design and Construction for new Technology - \$30M -Technology Upgrades - \$8.5M -Baggage Claim/Ticket Lobby Improvements - \$83.7M -Baggage Handling System - \$36.3M	-Passenger Boarding Bridge Replacements - \$8M -Shoulder Reconstruction - \$5M -Taxiway P Reconstruction - \$10M -IT Modifications - \$9M -Baggage Claim/Ticket Lobby Operational Improvements - \$44.9M -Baggage Handling System - \$39M -Delivery Node Redevelopment - \$7.8M -Air Handling Unit Replacement - \$6.5M	-Shoulder Reconstruction - \$7M -IT Modifications - \$10.5M -FIS Operational Improvements - \$5M -Concourse G Moving Walkways - \$6M -Concourse G Rehab - \$5M -Baggage Claim/Ticket Lobby Operational Improvements - \$14.3M -Folded Plate Repairs -\$8.9 M -Mechanical Room Upgrade - \$5.5M -Parking Guidance System - \$6.5M -MAC Storage Facility - \$10M -Perimeter Gate Security improvements - \$6.5M -Air Handling Unit Replacement -\$6.5M -34 th Ave. Reconstruction - \$7M	-Recarpeting Program - \$7M -Shoulder Reconstruction - \$7.5M -IT Modifications - \$10M -Baggage Claim/Ticket Lobby Operational Improvements - \$6M -Apron LED Lighting - \$5M -Tunnel Fan Replacement - \$5M -Perimeter Gate Security Improvements - \$6.5 M -Air Handling Unit Replacement -\$6.5M -Concourse G Rehabilitation \$5M -Glumack Dr. reconstruction - \$9.3M -34 th Ave. Reconstruction - \$6M	-Recarpeting Program - \$7M -Shoulder Reconstruction - \$7M -IT Modifications - \$10M -Checkpoint Expansion – \$11M --Folded Plate Repairs -\$8.9 M -Tunnel Fan Replacement - \$6.8M -Air Handling Unit Replacement -\$6.5M -Concourse G Rehabilitation \$5 M	-Recarpeting Program - \$7M -Shoulder Reconstruction - \$6.5M -Taxiway A/B Pavement Reconstruction - \$6.5M -Concourse Tram Replacement - \$300M -IT Modifications - \$10M -Checkpoint Expansion - \$11M -Concourse G Rehabilitation \$5 M -Air Handling Unit Replacement -\$6.5M	-Concourse Tram Replacement - \$300M -Shoulder Reconstruction - \$7M -Taxiway A/B Pavement Reconstruction - \$9.5M -IT Modifications - \$10M -Delivery Node Redevelopment - \$5M --Folded Plate Repairs -\$8.9 M -D Pod Outbound Baggage System - \$5.0 M
MSP Airfield	-Taxiway A Reconstruction - \$16 M - Taxiway B and Concourse G Reconstruction - \$16 M		--Terminal 1 Apron Reconstruction - \$13.5M	-Terminal 1 Apron Reconstruction - \$10.5M -Runway 30R Parallel Taxiway – \$12M	-Runway 30R Parallel Taxiway – \$10M -Terminal 1 Apron Reconstruction - \$11.5M	30L EMAS Replacement - \$19M	-Runway 30R Parallel Taxiway – \$14M -Terminal 1 Apron Reconstruction - \$11M

MSP Terminal 2 Humphrey				-Terminal 2 North Gate Expansion- \$100M			
Lake Elmo Airport	Runway 14/32 Replacement- \$5M	Runway 14/32 Replacement- \$3.5M		Runway 4/22 Rehabilitation - \$4M			
Airlake Airport			Runway 12/30 Improvements \$3.5M				
Flying Cloud Airport							
Anoka County-Blaine Airport							Runway 18/36 Pavement Rehabilitation - \$2.5M
St. Paul Downtown Airport			Runway 13/31 Pavement Reconstruction - \$5 M		Runway 14/32 Reconstruction - \$5 M	Runway 14/32 Reconstruction - \$5 M	CBP Ga Facility - \$2M Runway 14/32 EMAS Replacement - \$10M
Crystal Airport	Runway 14R/32L & Taxiway "E" Mods - \$5M						

4) 2021 PROJECTS MEETING STATUTORY REVIEW CRITERIA AND REQUIRING APPROVAL:

2021 CIP PROJECTS	Prior Reviews/Actions		Capital Review Criteria *								
	LTCP	AOEE***	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)**	
AIRPORT / PROJECT	<ul style="list-style-type: none"> Review Action 	<ul style="list-style-type: none"> EA-EAW Prepared EIS Reviewed NPDES Approved Legislative Requirement Regulatory Requirement Legal Requirement 	Project meets Dollar threshold at: MSP = \$5M Relievers = \$2M	Loc. of a New Airport	New Runway at an Existing Airport	A Runway Extension at an Existing Airport	Runway Strengthening other than routine Maintenance.	New or Expanded Passenger Handling or Parking Facilities for 25% or more capacity Increase.	Land Acquisition associated with the other criteria, or that would cause relocation of residential or business Activities.	Project information made available by the MAC to affected cities for review.	
MSP International Airport 2020 Program:	<ul style="list-style-type: none"> 2030 LTCP Update Approved in 2010 		<ul style="list-style-type: none"> TSA New Technology IT Modifications EMC Roof Replacement Safety/Ops Center Baggage Claim Improvements Concourse G Infill 	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

<i>ST. PAUL DOWNTOWN</i>		<ul style="list-style-type: none"> 2025 LTCP Approved in 2010 		None								
<i>FLYING CLOUD</i>		<ul style="list-style-type: none"> 2025 LTCP Approved in 2010 	MAC-City Agreement concluded; FAA review of Agreement & R.O.D. on FEIS completed as part of MAC/Airline Agreement. 2010 Plan being implemented.		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<i>CRYSTAL</i>		<ul style="list-style-type: none"> 2035 LTCP Approved in 2017 	(FAA Issues FONSI in July 2019)	None								
<i>ANOKA CO. -BLAINE</i>		<ul style="list-style-type: none"> 2025 LTCP Approved in 2010 		None								
<i>LAKE ELMO</i>		<ul style="list-style-type: none"> 2035 LTCP Approved 2016 	(FAA issues Finding of No Significant Impact in Aug 2018)	None								
<i>AIRLAKE</i>		<ul style="list-style-type: none"> 2035 LTCP Approval expected in 2018 	(negotiations on sewer & water service).	None								

* Criteria as defined under MS 473.

** Requirements defined under MS 473

*** Per AOEE 2021-2027 Summary Environmental Assessment

ACTION TRANSMITTAL No. 2020-38

DATE: December 2, 2020

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

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

SUBJECT: 2020 Highway Safety Improvement Program Project Selection

REQUESTED ACTION: MnDOT requests approval of the attached 25 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend that TAB approve the attached 25 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation and inclusion of all Urbanized Area projects in the draft 2022-25 TIP.

BACKGROUND AND PURPOSE OF ACTION: The Highway Safety Improvement Program (HSIP) is a core federal program defined in the FAST Act. HSIP is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. In order to obligate HSIP funds, the state must develop, implement, and update a Strategic Highway Safety Plan and produce a program of projects.

MnDOT shares these federal funds with local governments to improve and protect the transportation system beyond the state's trunk highway system. MnDOT conducts the solicitation and the proposed projects are evaluated by a team of transportation professionals.

With guidance and recommendation from its technical committees, the TAB's role is to approve the solicitation criteria and select projects to be awarded HSIP funds. MnDOT conducted a solicitation for both "proactive" and "reactive" projects to be funded primarily in 2024 and 2025 (though there is also limited available funding in 2022 and 2023). The attached projects, if approved, will be included in the 2022-2025 TIP to be released for public comment in June 2021. The total federal funds available is approximately \$31.6 million.

Scores and rankings are shown in the attachment. Note that one project, P9, Hennepin County's CSAH 3 safety project scored well enough to be funded by HSIP. However, it is not included in the attached program of projects because it is also shown as funded in the 2020 Regional Solicitation as a Roadways Spot Mobility and Safety project.

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. Each project is consistent with the Transportation Policy Plan. Public input opportunity will occur when the TIP is out for public review. The region's

Transportation Policy Plan includes transportation safety policies and strategies. The projects selected through the HSIP solicitation are consistent with that plan.

STAFF ANALYSIS: Staff recommends approval of the attached 25 projects for funding through the HSIP solicitation and inclusion of all Urbanized Area projects in the draft 2022-25 TIP. HSIP funds are awarded by MnDOT district. MnDOT’s Metro District includes Chisago County, along with the seven-county metro area. One project selected through this process, P13, is located in Chisago County, bringing the total HSIP projects awarded funding to 26. Due to its location, it does not need MPO approval as part of this action item, nor will it be placed in region’s TIP.

COMMITTEE COMMENTS AND ACTION: At its November 19, 2020, meeting, the TAC Funding & Programming Committee voted unanimously to recommend approval of the attached 25 projects for funding through the HSIP solicitation and inclusion of all Urbanized Area projects in the draft 2022-25 TIP.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	11/19/2020
Technical Advisory Committee	Review & Recommend	12/2/2020
Transportation Advisory Board	Review & Adopt	12/16/2020

2024 / 2025 HSIP Projects (Reactive)

10/8/2020

The projects down to red line are FUNDED:

Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP FUNDING				Local Match (10%)	TOTAL PROJECT COST	POINTS				TOTAL POINTS (1,000)	Project #
						2022 HSIP \$ Awarded	2023 HSIP \$ Awarded	2024 HSIP \$ Awarded	2025 HSIP \$ Awarded			B / C Points (600)	Meets Intent of HSIP Program Points (200)	Correctable F and A crashes Points (100)	Ped and Bike Safety Points (100)		
R12	Fridley	TH 47 (University Ave)	from 53rd Ave to 85th Ave	Enhanced lighting at ped crossings, lighting at bus stops, concrete sidewalk at bus stop NE corner at Osborne Rd	\$1,947,240			\$1,947,240		\$216,360	\$2,163,600	600	200	100	63	963	R12
R20	Ramsey County	University Ave	at Simpson St, at Albert St, at Syndicate St, at Arundel St	Install RRFB's, APS, reconstruct ped ramps	\$504,000	\$504,000				\$56,000	\$560,000	530	184	4	70	788	R20
R13	Hennepin County	CSAH 52 (Hennepin Ave)	from 10th Ave to 11th Ave (over I-35W)	Modifying intersections, reduce conflicting vehicle and ped speeds, traffic signal mods, ADA upgrades	\$1,368,000			\$1,368,000		\$152,000	\$1,520,000	400	128	10	83	621	R13
R15	Minneapolis	3 locations	Lake St at 28th Ave Franklin Ave btwn 13th and 14th Ave Cedar Ave at 6th Street	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	\$1,080,000	\$1,080,000				\$120,000	\$1,200,000	370	112	16	90	588	R15
R16	Minneapolis	LaSalle Ave Nicollet Ave	at Grant St, at 15th St, at Groveland Ave at Grant St, at 15th St, at 18th St	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	\$1,800,000			\$1,800,000		\$200,000	\$2,000,000	339	120	19	90	568	R16
R23	Scott County	CSAH 78	at CSAH / CR 69	Construct roundabout	\$1,595,700			\$1,595,700		\$177,300	\$1,773,000	234	176	10	90	510	R23
R17	Minneapolis	Lyndale Ave	at 18th Ave, 24th Ave, 29th Ave, 36th Ave	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	\$1,260,000			\$1,260,000		\$140,000	\$1,400,000	274	120	7	90	491	R17
R11	Dakota County	CR 6 (Thompson Ave)	at CSAH 73 (Oakdale Ave)	Construct roundabout	\$1,395,000		\$1,395,000			\$155,000	\$1,550,000	245	144	4	87	480	R11
R6	Anoka County	CSAH 22 (Viking Blvd)	at CSAH 7 (Rum River Road)	Construct roundabout	\$1,350,000				\$1,350,000	\$150,000	\$1,500,000	245	144	7	80	476	R6
R14	Minneapolis	Broadway Street	at Washington St, Monroe St, Filmore St, Buchanan St	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	\$1,170,000		\$1,170,000			\$130,000	\$1,300,000	223	128	16	73	440	R14
R18	MnDOT	I-35W	from TH 13 to I-35E	Install continuous lighting	\$720,000			\$720,000		\$80,000	\$800,000	229	136	7	33	405	R18
R21	Ramsey County	Dale Street	from Como Ave to North TH 36 ramps	Construct 4 lane to 3 lane conversion	\$2,000,000			\$2,000,000		\$1,525,048	\$3,525,048	132	152	13	97	394	R21

The projects below are NOT funded:

R26	Woodbury	Lake Road	from Woodlane Drive to Pioneer Drive	Reconstruct from 4 lane to 3 lane conversion	\$1,620,000					\$180,000	\$1,800,000	141	144	13	93	391	R26
R19	MnDOT	I-494	from Minnesota River to TH 3	Install continuous lighting	\$1,710,000					\$190,000	\$1,900,000	163	144	16	33	356	R19
R8	Anoka County	CSAH 34 (Birch Street)	at CSAH 54 (20th Ave)	Construct roundabout	\$1,170,000					\$130,000	\$1,300,000	110	152	4	80	346	R8
R9	Anoka County	CSAH 52 (Radisson Road)	at Cloud Drive	Construct a Traffic Signal, widen side street approaches to develop two lanes of approach.	\$540,000					\$60,000	\$600,000	133	128	0	77	338	R9
R24	Shakopee	Marystown Road	from Vierling Drive to CSAH 16 (17th Ave)	Construct 4 roundabouts (at Vierling Dr, N 169 ramps, S 169 ramps, 17th Av), and install ped/bike shared use paths and sidewalks	\$2,000,000					\$5,380,500	\$7,380,500	39	168	7	100	314	R24
R2	Anoka County	CSAH 6 (Mississippi St)	from TH 65 to CSAH 35	Construct 4 to 3 lane conversion with mini roundabout at CSAH 35 (Old Central Ave)	\$954,000					\$106,000	\$1,060,000	73	136	0	97	306	R2
R4	Anoka County	CSAH 22 (Viking Blvd)	at CR 66 (Cleary Road)	Construct roundabout	\$1,440,000					\$160,000	\$1,600,000	72	144	4	80	300	R4
R1	Anoka County	CSAH 6 (Mississippi St)	from TH 47 to TH 65	Construct 4 to 3 lane conversion with mini roundabouts at 7th St and Monroe intersections	\$1,922,400					\$213,600	\$2,136,000	50	144	7	97	298	R1
R25	Woodbury	Lake Road	from Blue Ridge Drive to Cherry Lane	Reconstruct from 4 lane to 3 lane conversion	\$2,000,000					\$970,520	\$2,970,520	58	136	4	93	291	R25
R7	Anoka County	CSAH 34 (Birch Street)	at CSAH 21 (Centerville Road)	Construct roundabout	\$1,440,000					\$160,000	\$1,600,000	68	128	4	80	280	R7
R3	Anoka County	CSAH 9 (Lake George Blvd)	at 221st Ave	Construct roundabout	\$1,350,000					\$150,000	\$1,500,000	60	128	0	80	268	R3
R5	Anoka County	CSAH 22 (Viking Blvd)	at CSAH 5 (Nowthen Blvd)	Construct roundabout	\$1,440,000					\$160,000	\$1,600,000	53	120	4	80	257	R5
R22	St. Paul	4 locations	Cretin / St. Clair, Cretin / Randolph, East 7th / Forest, Hamline / Thomas	Replace signals, full mast arms, ADA, red light confirmation, ped count down timers, ped ramp improvements	\$1,296,000					\$144,000	\$1,440,000	78	112	0	60	250	R22

\$33,125,100 \$1,584,000 \$2,565,000 \$9,430,940 \$2,610,000 \$10,889,968 \$44,015,068

2024 / 2025 HSIP Projects (Proactive)

The projects down to red line are FUNDED:

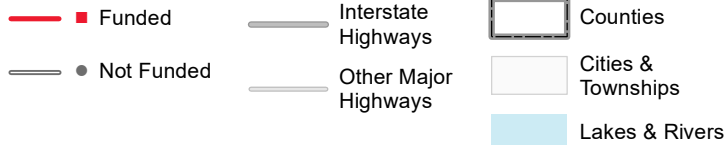
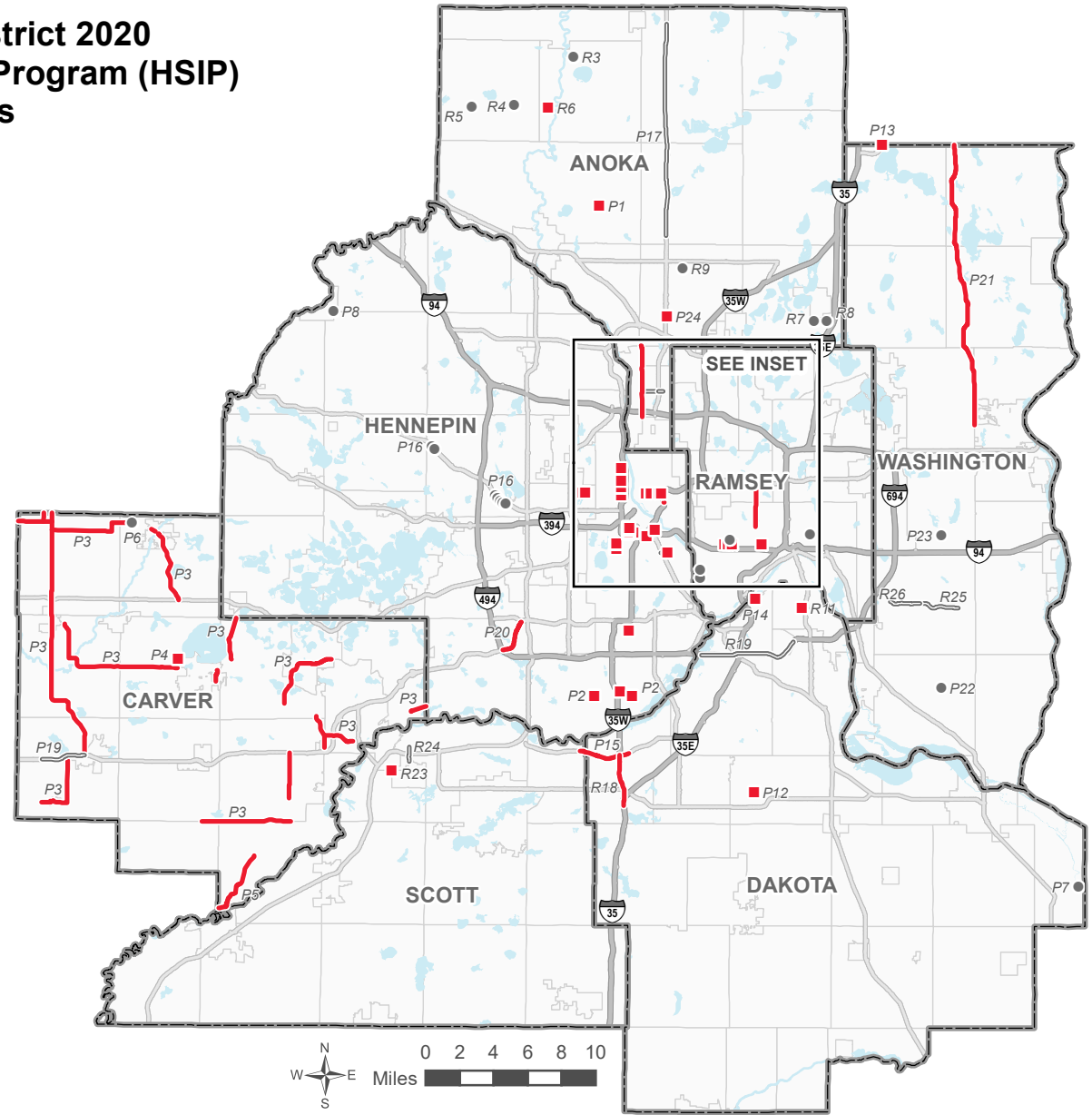
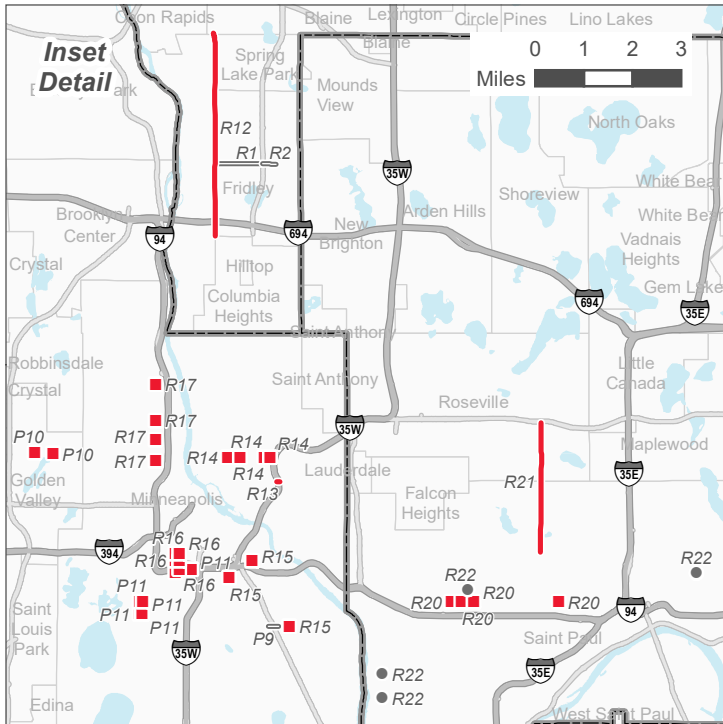
Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP FUNDING				Local Match (10%)	TOTAL PROJECT COST	POINTS						TOTAL POINTS (1,000)	Project #
						2022 HSIP \$ Awarded	2023 HSIP \$ Awarded	2024 HSIP \$ Awarded	2025 HSIP \$ Awarded			Connection to SHSP (100)	Cost per exposure (300)	Correctable F and A Crashes (100)	Crash Modification Factor (200)	Part of a Plan (200)	Ped and Bike Safety (100)		
P2	Bloomington	3 locations	98th St at Xerxes Ave, Lyndale Ave at 96th St, Old Shakopee Road at 3rd Ave	Ped safety improvements, refuge island, bump outs, overhead mast arms, RRFB's, LED lighting, ADA upgrades	\$331,200			\$331,200		\$36,800	\$368,000	100	300	14	171	200	100	885	P2
P21	Washington County	CSAH 15	from CSAH 12 to 240th Street	Install centerline rumble strips and wet reflective striping	\$111,657	\$111,657				\$12,406	\$124,063	100	300	74	20	200	75	769	P21
P20	MnDOT	TH 212	from TH 62 to TH 5	Install continuous lighting	\$450,000	\$450,000				\$50,000	\$500,000	75	199	34	152	200	50	710	P20
P3	Carver County	County Wide	Multiple locations	Install 56 miles (page 16) of enhanced pavement markings	\$785,570		\$785,570			\$87,285	\$872,855	100	73	47	193	200	50	663	P3
P15	MnDOT	TH 13	from Lynn Ave to Nicollet Ave in Savage	Install cable median barrier	\$425,250			\$425,250		\$47,250	\$472,500	100	275	14	92	150	0	631	P15
P13	MnDOT	TH 8	at Hazel Ave and 250th St in Wyoming Twp	Construct left turn lane at Hazel Ave Close 250th Street	\$544,500			\$544,500		\$60,500	\$605,000	25	275	0	105	200	25	630	P13
P5	Carver County	CSAH 40	between TH 25 and CSAH 52	Shoulder widening, safety edge, mumble strips, wet reflective ground in pavement markings	\$2,000,000			\$2,000,000		\$2,274,600	\$4,274,600	75	1	100	145	200	75	596	P5
P10	Hennepin County	3 locations	CSAH 52 at 67th St CSAH 66 at Noble Ave CSAH 66 at Hidden Lakes Pkwy	Install FYA's, ped ramps, APS, countdown timers	\$1,737,000			\$1,737,000		\$193,000	\$1,930,000	50	189	7	79	200	50	575	P10
P1	Andover	CSAH 18 (Crosstown Blvd)	at Nightingale Street	Construct roundabout	\$1,902,600			\$1,902,600		\$211,400	\$2,114,000	50	59	0	193	200	50	552	P1
P11	Minneapolis	26th Street 28th Street	at Dupont Ave, 26th St, Emerson Av at Dupont Ave, 28th St, Emerson Av, 3rd Av, 18th St	Ped ramp upgrades, traffic visibility improvements	\$1,620,000			\$1,620,000		\$180,000	\$1,800,000	50	91	0	163	180	40	524	P11
P12	MnDOT	TH 3	at 142nd Street in Rosemount	Construct roundabout	\$1,107,000			\$1,107,000		\$123,000	\$1,230,000	25	122	0	193	150	25	515	P12
P24	Blaine	99th Ave	at Baltimore Street	Construct roundabout	\$1,530,000	\$1,530,000				\$170,000	\$1,700,000	25	58	7	193	200	25	508	P24
P4	Carver County	CSAH 10	at Waconia Parkway	Construct a turbo roundabout	\$1,759,895			\$1,759,895		\$195,544	\$1,955,439	25	53	0	193	200	25	496	P4
P14	MnDOT	TH 13	at Wachtler Ave in Mendota Heights	Construct roundabout	\$1,152,000			\$1,152,000		\$128,000	\$1,280,000	25	89	0	193	150	25	482	P14

The projects below are NOT funded:

P8	Hennepin County	CSAH 19	at 109th Ave (CR 117)	Reconstruct intersection, raised medians for ped refuge, upgrad bike connections, ADA, lighting	\$2,000,000					\$1,390,000	\$3,390,000	50	29	7	200	150	25	461	P8
P7	Dakota County	CSAH 54	at CSAH 68	Construct roundabout	\$1,395,000					\$155,000	\$1,550,000	20	45	14	180	200	0	459	P7
P16	MnDOT	TH 55	from Old Rockford Road to General Mills Blvd	Construct RCI's at Old Rockford Road, Urbandale, 18th Ave, Larch Lane, Ives lane, Goldenrod Lane, Evergreen Lane	\$1,070,820					\$118,980	\$1,189,800	75	121	7	105	150	0	458	P16
P17	MnDOT	TH 65	from Bunker Lake Blvd to 237th Ave	Install cable median barrier	\$2,000,000					\$306,062	\$2,306,062	75	116	20	92	150	0	453	P17
P22	Washington County	CSAH 19	80th Street	Construct roundabout	\$2,000,000					\$1,103,000	\$3,103,000	25	70	0	180	100	25	400	P22
P6	Carver County	TH 25	at CSAH 20	Realign intersection to remove skew, widen shoulders, add turn lanes, improve sight lines	\$1,073,700					\$119,300	\$1,193,000	40	29	0	84	200	0	353	P6
P19	MnDOT	TH 212	From west jct TH 5 to east jct TH 5 in Norwood Young America	Install cable median barrier. Construct RCI intersections at CSAH 131, Wells Ave, CSAH 31, and Railroad Street	\$1,216,329					\$135,148	\$1,351,477	75	18	0	92	150	0	335	P19
P18	MnDOT	TH 95	at 392nd (301st Ave) in North Branch	Construct left turn lane	\$1,280,064					\$142,229	\$1,422,293	50	2	14	105	150	0	321	P18
P23	Washington County	CSAH 19	at CSAH 10	Construct roundabout	\$2,000,000					\$1,638,000	\$3,638,000	25	28	0	193	0	25	271	P23
P9	Hennepin County	CSAH 3	from 22nd Ave to Snelling Ave	Widen sidewalk, crossing improvements, signal upgrades, ADA, lane configuration	\$2,000,000	This project was withdrawn due to receiving federal funding from another source.				\$3,659,000	\$5,659,000	50	39	27	132	200	50	498	P9
					\$31,492,585	\$2,091,657	\$785,570	\$3,951,200	\$8,628,245	\$12,536,504	\$44,029,089								



Locations of MnDOT Metro District 2020 Highway Safety Improvement Program (HSIP) Applications by Funding Status



- Funded**
- P1. Nightingale St NW & Crosstown Blvd NW Intersection
 - P2. Bloomington Pedestrian Crossing Safety
 - P3. Carver County Enhanced Pavement Marking Safety
 - P4. Highway 10/Waconia Parkway Intersection
 - P5. Carver County Rd 40 Safety Improvements
 - P10. Nicollet Ave & Golden Valley Rd Flashing Yellow Arrows
 - P11. 26th St & 28th St Signal & Pedestrian Safety
 - P12. Highway 3 & 142nd St W Roundabout
 - P13. U.S. Highway 8 at Hazel Ave & 250th St
 - P14. Highway 13 & Wachtler Ave Roundabout
 - P15. Hwy 13 Cable Median Barrier, Lynn to Nicollet Aves
 - P20. Highway 212 Continuous Lighting Project
 - P21. Manning Ave Rumble Strips

- P24. 99th Ave & Baltimore St Roundabout
- R6. Viking Blvd NW & Rum River Blvd Roundabout
- R11. Thompson Ave & Oakdale Ave Roundabout
- R12. University Ave Corridor Safety, 53rd Ave to 85th Ave
- R13. Hennepin Ave at 10th & 11th Aves SE Intersections
- R14. Broadway St NE Signal & Pedestrian Safety
- R15. City/County Pedestrian Crossing Study Improvements
- R16. Lasalle Ave & Nicollet Ave Signal & Pedestrian Safety
- R17. Lyndale Ave N Signal & Pedestrian Safety
- R18. I-35W Continuous Lighting
- R20. University Ave W Pedestrian Safety
- R21. Dale St from Como Ave to TH 36 Road Diet
- R23. 130th St W & Old Brick Yard Rd Roundabout

- Not Funded**
- P6. Highway 25 & Carver County Rd 20 Intersection
 - P7. Ravenna Trail & 200th St E Intersection
 - P8. Hennepin County Rd 19 & 109th Ave Intersection
 - P9. Hi/Lake Interchange Safety Improvements
 - P16. Hwy 55, Fernbrook Ln to General Mills Blvd
 - P17. Hwy 65 Cable Median Barrier, Bunker Lk Blvd to 237th
 - P18. Highway 95 at 392 St Left Turn Lane
 - P19. Hwy 212 Reduced Conflicts and Cable Median Barrier
 - P22. Keats Ave & 80th St S Roundabout
 - P23. 10th St & Keats Ave Roundabout
 - R1. Mississippi St Road Diet, Highway 47 to Highway 65
 - R2. Mississippi St Road Diet, Highway 65 to Old Central Ave

- R3. Lake George Blvd & 221st Ave NW Roundabout
- R4. Viking Blvd NW & Cleary Rd Roundabout
- R5. Viking Blvd NW & Nowthen Blvd NW Roundabout
- R7. Birch St & Centerville Rd Roundabout
- R8. Birch St & 20th Ave Roundabout
- R9. Radisson Rd & Cloud Dr NE Traffic Signal
- R19. I-494 Continuous Lighting
- R22. Saint Paul Signal Safety
- R24. Marystown Road Corridor
- R25. Lake Rd from Blue Ridge Dr to Cherry Ln Road Diet
- R26. Lake Rd from Woodlane Dr to Pioneer Dr Road Diet

ACTION TRANSMITTAL No. 2020-39

DATE: December 2, 2020

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

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

SUBJECT: 2020 Regional Solicitation Funding Scenario Options

REQUESTED ACTION: TAB requests formal action by the technical committees to select the projects listed in Scenario 1B along with forwarding any other technical comments related to 1B.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend that TAB select the projects listed in Scenario 1B to be included in the 2022-2025 Transportation Improvement Program (TIP)

BACKGROUND AND PURPOSE OF ACTION: At its November meeting, TAB voted to support Scenario 1B out of the four remaining funding options (specific projects and amounts shown in the attached funding scenario tables and map). The primary rationale for this vote included 1) members believe that a project should be funded in every county and 2) Scenario 1B funded the most bicycle and pedestrian projects of the remaining four options. Table1 shows the details of Funding Scenario 1B that was selected by TAB and which includes approximately 10% overprogramming.

However, because the Regional Solicitation selection was not listed as an action item on the November TAB agenda, there is a need to bring this selection through the entire process as an action item to give notice to members and interested stakeholders regarding this decision.

TAB also voted to delay a decision on reallocating \$4.4M-\$4.5M from a past-funded Metro Transit Regional Solicitation project at I-94 and Manning Trail until after the Regional Solicitation is approved. These funds were returned to the region by Metro Transit on November 11, 2020. This delay would allow staff and the technical committees time to apply TAB policy and develop options.

Table 1: Details of Funding Scenario 1B

Scenario	Projects	Reg Sol Award	Match	Total Transp. Investment	Unique Applicants	Funded Equity Projects*
Historical Process: Option 1B	56	\$222M	\$243M	\$465M	28	9 of 10

**“Funded Equity Projects” refers to any project that scored well enough to receive the equity “bonus points,” awarded to any application that was awarded at least 80% of the equity points. Overall, 10 projects were awarded equity bonus points.

Other notes:

1. Members requested a summary of the “rules” of the Regional Solicitation. This is shown in Figure 1.
2. A set-aside of \$4.9 million for Unique Project(s) is included to be distributed by the 2022 Regional Solicitation. Criteria for unique project selection will be established in 2021.
3. The TAB approved \$25 million to fund an Arterial Bus Rapid Transit project (to be voted on in April 2021). TAB also agreed to a) only allowing a total of \$32 million to be awarded to BRT projects, which allows up to \$7M for other BRT projects.
4. Given the \$32 million BRT maximum, only one of the two projects ranked at the top of their respective categories (Transit Expansion and Transit Modernization) can be funded. Each of these projects is related to the Gold Line BRT project. In Transit Modernization it is a project for downtown Saint Paul stations that serves Gold Line BRT and several different transit routes and in Transit Expansion the submittal is for a new Gold Line parking facility near I-494 in Woodbury. To provide input to TAB’s decision, the two applicants, Metro Transit and Washington County, consulted with the other project partners. Based on these conversations, the Gold Line project partners indicated preference for the Transit Modernization project if only one can be funded.
5. There is a New Market guarantee to ensure that at least one Transit Expansion or Modernization project is funded that serves areas outside of Transit Market Area 1 and 2 from the Transportation Policy Plan for at least one end of the project. (See Figure 2 for transit market areas)

COMMITTEE COMMENTS AND ACTION: At its November 19, 2020, meeting the Funding & Programming Committee voted unanimously to recommend selection of Scenario 1B (“Each County Gets a Project, Partial Funding”). The Committee discussed several considerations for future Regional Solicitations. These include:

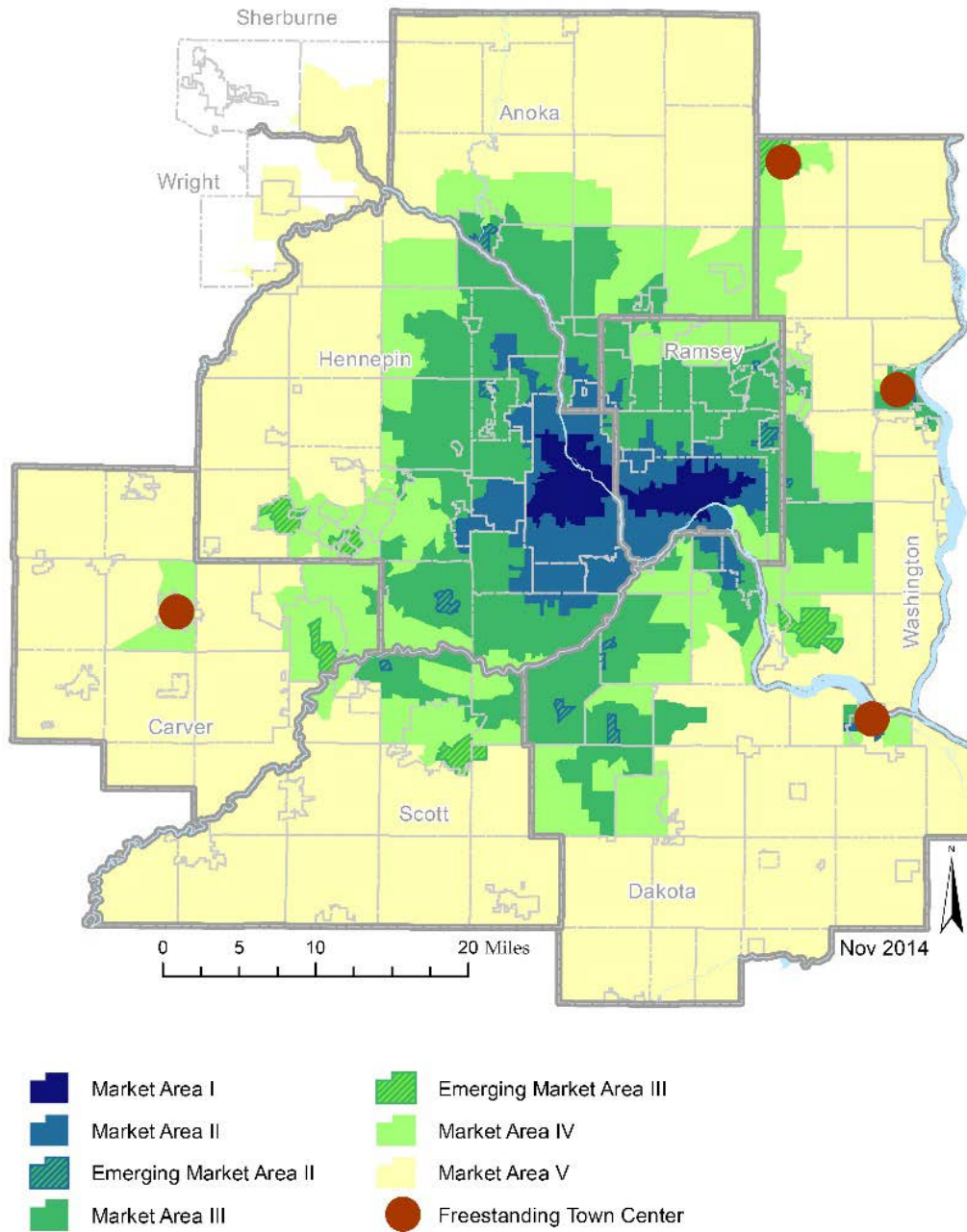
- There is no written rule that a project must be funded within each county. Given TAB’s stance that each county should receive a project each cycle, perhaps it should become an official rule so considerations can be made to reduce unintended consequences. For example:
 - In order to fund a Scott County project, a Carver County project needed to be funded, providing another large award to a county that was already slated to receive a high amount of funding. The later scored one point higher than the former. It was suggested at TAB that “skipping” a project with a small scoring advantage could be allowed as a way to achieve regional balance without compromising other objectives. While the scoring process is valuable, very small scoring differences are fairly arbitrary.
 - Now that the Regional Solicitation and HSIP solicitation run on the same schedule, a determination should be made as to whether funding through the HSIP program should be considered as part of any geographic balance discussions for the 2022 funding cycle.
- The increase from a \$7M to a \$10M maximum federal award in the Strategic Capacity category led to some inflexibility. The advantages and disadvantages of this change should be considered moving forward.
- Should partial funding continue to play a role and, if so, should it only be assigned to the lowest-scoring funded project in a category instead of to two projects as is done in Scenario 1B?
- What “geographic balance” truly means should be explored and defined. Comparing county population versus federal funds is simple, but misses key elements such as commute patterns (which are easier to analyze now that the Council uses Streetlight data).

Figure 1: The Rules of Regional Solicitation Project Selection

The following rules are highlighted in the 2020 Regional Solicitation application materials.

Rule	Followed in 2020 Scenarios?	Comments
1. Funding scenarios fall within the modal funding ranges approved by TAB	✓	Both remaining funding scenarios meet this requirement (including all overprogramming options)
2. A unique project set-aside of 2.5% (\$4.9M) is funded	✓	Funding is set-aside in all funding scenarios
3. TAB may or may not choose to fund at least one project from each application category. Traditionally, at least one project from each application category is funded	✓	All funding scenarios fund at least the top 2 highest scoring projects
4. Unwritten rule: Traditionally, projects are not “skipped” over to fund lower-scoring projects (unless another rule forces it)	✓	All funding scenarios follow this unwritten rule
5. There is a funding target of \$10M for the Bridge application category	✓	All funding scenarios meet this requirement and fund \$13.9M of total funding for 2 bridge projects
6. At least one project is funded for each of the five eligible roadway functional classifications	✓	All funding scenarios meet this requirement
7. Roadway projects must be spaced 3.5 miles apart on a corridor	✓	All funding scenarios meet this requirement
8. Projects cannot be awarded HSIP and Reg. Solicitation funds	✓	There is one duplicate project that will accept the \$3.5M from the Reg. Solicitation instead of \$2M for HSIP
9. Fund at least one transit “new market” service (outside of service areas 1 and 2)	✓	All remaining funding scenarios fund either 5 or 6 transit “new market” projects
10. A maximum of \$25M for Arterial Bus Rapid Transit (ABRT)	✓	TAB approved showing all funding scenarios with \$25M for a future ABRT to be selected April 2021
11. A maximum of \$7M to other types of Bus Rapid Transit (BRT)	✓	All funding scenarios meet this requirement by skipping over 3 higher scoring BRT projects
12. A maximum of one transit project per transitway per funding cycle	✓	All funding scenarios meet this requirement and skip over a 2 nd Gold Line project
13. Bike/pedestrian projects cannot be on same corridor	✓	All funding scenarios meet this requirement

Figure 2: Transit Market Areas



TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	11/19/2020
Technical Advisory Committee	Review & Recommend	12/2/2020
Transportation Advisory Board	Review & Approve	12/16/2020

DRAFT FUNDING SCENARIO
ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS
Traffic Management Technologies

Rank	ID	Applicant	County	City	Project Name	Funct Class	1. Historical Process Funding Scenario		2. More Projects Funding		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
							1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points						
1	14361	Minneapolis	Hennepin	Minneapolis	Minneapolis City-Wide Signal Retiming	Augmentor					\$2,500,000	\$625,000	\$3,125,000	\$2,500,000	817	
2	14083	St. Paul	Ramsey	St. Paul	Dale Street Traffic Signal Modernization	Reliever, Augmentor	\$4,500,800	\$4,500,800	\$4,500,800		\$2,000,800	\$500,200	\$2,501,000	\$4,500,800	811	
3	14090	Minneapolis	Hennepin	Minneapolis	City of Minneapolis ITS Upgrades and Enhancements	Augmentor			Overprogram		\$3,000,000	\$750,000	\$3,750,000	\$7,500,800	807	
4	14027	Carver Co	Carver	4 Cities; 1 Township	Carver County Traffic Signal Tech and ITS Enhancements	Expanders, Con			Overprogram	\$9,080,800	\$1,580,000	\$395,000	\$1,975,000	\$9,080,800	776	
5	14126	Ramsey Co	Ramsey	Mounds View	Mounds View Blvd Traffic Management Tech.	Reliever			Overprogram	Overprogram	\$2,536,085	\$634,021	\$3,170,106	\$11,616,885	630	
											\$11,616,885	\$2,904,221	\$14,521,106			

Spot Mobility and Safety

Rank	ID	Applicant	County	City	Project Name	Funct Class	1. Historical Process Funding Scenario		2. More Projects Funding		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
							1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points						
1	14059	Minneapolis	Hennepin	Minneapolis	Johnson St. NE/ I-35W South Ramps Intersection Improvements	Augmentor					\$1,497,200	\$374,300	\$1,871,500	\$1,497,200	630	
2*	14067	Hennepin Co	Hennepin	Minneapolis	Hi/Lake Safety Project	Augmentor					\$3,500,000	\$2,159,400	\$5,659,400	\$4,997,200	592	
3	14050	Carver Co	Carver	Benton Township	US 212 & CSAH 51 Intersection Safety Project	Principal Arterial					\$3,500,000	\$4,763,000	\$8,263,000	\$8,497,200	590	
4	14198	Dakota Co	Dakota	Burnsville	Dakota Co Project 11-27: Roundabout - CSAH 11 & Burnsville Pkwy	Expander, Reliever	\$9,897,200	\$9,897,200	\$9,897,200		\$1,400,000	\$350,000	\$1,750,000	\$9,897,200	586	
5	14346	Carver Co	Carver	Laketown Township	Highway 11 Intersection Improvement Project	Connector			Overprogram		\$2,937,600	\$734,400	\$3,672,000	\$12,834,800	575	
6	14368	Woodbury	Washington	Woodbury	Lake Road and Pioneer Drive Intersection Improvement Project	Expander			Overprogram		\$2,057,591	\$514,398	\$2,571,989	\$14,892,391	496	
7	14292	Rogers	Hennepin	Rogers, Dayton	CSAH 144 and CSAH 13 Signal & Intersection Geometric Improvements	Expander, Connector			Overprogram		\$1,747,512	\$436,878	\$2,184,390	\$16,639,903	483	
8	14023	Ramsey Co	Ramsey	Maplewood, St. Paul	Larpenteur Avenue (CSAH 30)/White Bear Avenue (CSAH 650)/North St. Paul Road (CSAH 29) Safety and Mobility Project	Augmentor				\$20,139,903	\$3,500,000	\$3,816,771	\$7,316,771	\$20,139,903	368	
9	14164	Hennepin Co	Hennepin	Corcoran, Greenfield, Rogers	CSAH 19 Spot Mobility & Safety Project	Connector					\$2,712,000	\$678,000	\$3,390,000	\$22,851,903	337	
10	14291	Rogers	Hennepin	Rogers	CSAH 116 and CSAH 150 Roundabout	Connector, Expander					\$1,245,120	\$311,280	\$1,556,400	\$24,097,023	291	
											\$24,097,023	\$14,138,427	\$38,235,450			

Strategic Capacity

Rank	ID	Applicant	County	City	Project Name	Funct Class	1. Historical Process Funding Scenario		2. More Projects Funding		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
							1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points						
1	14030	Brooklyn Park	Hennepin	Brooklyn Park	TH 252/Brookdale Drive Interchange	Principal Arterial					\$10,000,000	\$23,215,015	\$33,215,015	\$10,000,000	830	
2	14165	Blaine	Anoka	Blaine	TH 65 at 99th Ave NE Grade Separation	Principal Arterial					\$10,000,000	\$19,800,000	\$29,800,000	\$20,000,000	686	
3**	14139	Anoka Co	Anoka	Ramsey, Dayton	CSAH 56 (Ramsey Blvd) & Highway 10 Interchange	Principal Arterial, Expander				\$30,000,000	\$10,000,000	\$19,300,000	\$29,300,000	\$30,000,000	616	
4-T	14324	Washington Co	Washington	Grant, Lake Elmo	CSAH 17 (Lake Elmo Ave) & TH 36 Interchange	Principal Arterial, Connector					\$10,000,000	\$24,733,130	\$34,733,130	\$40,000,000	572	
4-T	14347	Carver Co	Carver	Chanhassen, Victoria	Highway 5 Arboretum Area Mobility and Access Project	Expander	\$50,000,000	\$50,000,000	\$50,000,000		\$10,000,000	\$3,440,000	\$13,440,000	\$50,000,000	572	
6	14345	Carver Co	Carver	Chaska	Highway 41 and CSAH 10 Mobility and Access Improvement	Principal Arterial, Expander	Overprogram	Overprogram: Partial Funding \$7M			\$9,049,600	\$2,262,400	\$11,312,000	\$59,049,600	542	
7	14015	Scott Co	Scott	Jordan	TH 169, TH 282 and CSAH 9 Interchange	Principal Arterial, Connector	Overprogram	Overprogram: Partial Funding \$7M			\$10,000,000	\$14,000,000	\$24,000,000	\$69,049,600	541	
8	14375	Washington Co	Washington	Mahtomedi, White Bear Lake	TH 120 (Century Avenue) Expansion	Expander					\$6,601,884	\$1,650,471	\$8,252,355	\$75,651,484	500	
9	14074	Coon Rapids	Anoka	Coon Rapids	TH 610 & East River Road Interchange Reconstruction	Expander					\$9,752,000	\$2,438,000	\$12,190,000	\$85,403,484	459	
10	14018	Ramsey Co	Ramsey	White Bear Twp, Lino Lakes, North Oaks	I-35E/County Road J Interchange	Expander					\$8,618,210	\$2,154,553	\$10,772,763	\$94,021,694	437	
11	14049	Carver Co	Carver	Benton Township	US 212 Freight Mobility & Safety Project from CSAH 51 to CSAH 36	Principal Arterial					\$10,000,000	\$15,977,000	\$25,977,000	\$104,021,694	432	
12	14333	Scott Co	Scott	Sand Creek Township	Sand Creek Township Overpass Improvement Project	Principal Arterial					\$2,087,036	\$521,759	\$2,608,795	\$106,108,730	414	
13	14140	Anoka Co	Anoka	Blaine	Anoka CSAH 12 (109th Avenue NE) Expansion Project	Expander					\$7,664,000	\$1,916,000	\$9,580,000	\$113,772,730	376	
14	14169	Anoka Co	Anoka	Blaine	CSAH 14 (125th Avenue NE) Expansion in Blaine	Principal Arterial					\$3,964,000	\$991,000	\$4,955,000	\$117,736,730	324	
15	14399	Lakeville	Dakota	Lakeville	185th Street Extension	Expander					\$1,800,000	\$450,000	\$2,250,000	\$119,536,730	311	
16	14344	Dakota Co	Dakota	Lakeville	CSAH 9 (179th Street) Realignment Project	Expander					\$3,920,000	\$980,000	\$4,900,000	\$123,456,730	262	
17	14168	Anoka Co	Anoka	Andover	CSAH 7 (7th Ave) Expansion in Andover	Expander					\$6,929,600	\$1,732,400	\$8,662,000	\$130,386,330	260	
											\$130,386,330	\$135,561,728	\$265,948,058			

Roadway Reconstruction/Modernization							1. Historical Process Funding Scenario				2. More Projects Funding					
Rank	ID	Applicant	County	City	Project Name	Funct Class	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
1	13970	Hennepin Co	Hennepin	Minneapolis	CSAH 5 (Franklin Ave) Reconstruction Project	Reliever					\$7,000,000	\$6,782,000	\$13,782,000	\$7,000,000	912	
2	14012	Hennepin Co	Hennepin	Minneapolis	CSAH 153 (Lowry Ave NE) Reconstruction Project	Augmentor					\$7,000,000	\$2,022,600	\$9,022,600	\$14,000,000	716	
3	14013	St. Paul	Ramsey	St. Paul	Robert Street Reconstruction	Reliever					\$7,000,000	\$11,000,000	\$18,000,000	\$21,000,000	699	
4	14327	Hennepin Co	Hennepin	St. Louis Park	CSAH 5 (Minnetonka Blvd) Reconstruction Project	Augmentor	\$28,000,000	\$28,000,000	\$28,000,000		\$7,000,000	\$3,357,000	\$10,357,000	\$28,000,000	683	
5	14071	Maple Grove	Hennepin	Maple Grove, Brooklyn Park, Osseo	Highway 169 and County Road 130 Interchange Reconstruction	Reliever				\$35,000,000	\$7,000,000	\$6,795,000	\$13,795,000	\$35,000,000	610	
6	14303	Dakota Co	Dakota	Eagan	Reconstruction of CSAH 32 from CSAH 43 to 0.2 miles east of Dodd Road in Eagan	Expander				Overprogram	\$7,000,000	\$3,900,000	\$10,900,000	\$42,000,000	588	
7	14396	Anoka (City)	Anoka	Anoka	TH 47 Corridor Improvements Project	Connector					\$4,152,000	\$1,038,000	\$5,190,000	\$46,152,000	585	
8	14141	Anoka Co	Anoka	Coon Rapids	Anoka CSAH 11 (Northdale Boulevard NW) Reconstruction Project	Expander					\$5,214,400	\$1,303,600	\$6,518,000	\$51,366,400	583	
9	14031	Minneapolis	Hennepin	Minneapolis	Nicollet Avenue Reconstruction	Reliever					\$5,040,800	\$1,260,200	\$6,301,000	\$56,407,200	557	
10	14107	Ramsey Co	Ramsey	Shoreview	Hodgson Road (CSAH 49) Safety and Mobility Project	Expander					\$5,000,000	\$6,362,795	\$11,362,795	\$61,407,200	534	
11	14044	Minneapolis	Hennepin	Minneapolis	42nd Street Reconstruction Project	Augmentor					\$7,000,000	\$2,708,500	\$9,708,500	\$68,407,200	521	
12	14021	Shakopee	Scott	Shakopee	Marystown Road Corridor	Expander					\$4,918,000	\$1,229,500	\$6,147,500	\$73,325,200	514	
13	14014	St. Paul	Ramsey	St. Paul	University Avenue (I-35E to Lafayette Rd)	Reliever					\$5,500,000	\$1,375,000	\$6,875,000	\$78,825,200	455	
14	14069	Washington Co	Washington	Lake Elmo, West Lakeland Township	CSAH 15 Reconstruction - Manning Phase 4	Expander					\$5,011,952	\$1,252,988	\$6,264,940	\$83,837,152	452	
15	14293	Rogers	Hennepin	Rogers, Dayton	Fletcher Bypass - Hennepin County 116 to 81	Expander					\$3,181,040	\$795,260	\$3,976,300	\$87,018,192	439	
16	14051	Carver Co	Carver	Mayer, Waconia Township	CSAH 30 Rural Connection from TH 25 to CSAH 10	Connector					\$2,562,400	\$640,600	\$3,203,000	\$89,580,592	347	
17	14304	Dakota Co	Dakota	Eureka Township, Greenvale Township	Reconstruction of CSAH 86 from west Dakota County line to CSAH 23 (Galaxie Avenue) in Dakota County	Connector					\$4,800,000	\$1,200,000	\$6,000,000	\$94,380,592	281	
											\$94,380,592	\$53,023,043	\$147,403,635			

Bridges							1. Historical Process Funding Scenario				2. More Projects Funding					
Rank	ID	Applicant	County	City	Project Name	Funct Class	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
1-T	14061	Hennepin Co	Hennepin	Plymouth, New Hope	CSAH 9 (Rockford Rd) Bridge Replacement Project	Augmentor					\$6,888,000	\$1,722,000	\$8,610,000	\$6,888,000	778	
1-T	14087	St. Paul	Ramsey	St. Paul	Replacement of Kellogg-Third Street Bridge No. 62080 & 62080A	Reliever	\$13,888,000	\$13,888,000	\$13,888,000	\$13,888,000	\$7,000,000	\$56,903,000	\$63,903,000	\$13,888,000	778	
3	14138	Ramsey Co	Ramsey	New Brighton	Replacement of Bridge 4533, Old Highway 8 (CSAH 77) over the Minnesota Commercial Railroad	Reliever					\$1,937,365	\$484,341	\$2,421,706	\$15,825,365	728	
4	14042	Hennepin Co	Hennepin	Minneapolis, Robbinsdale, Crystal, Brooklyn Center	CSAH 152 (Washington Ave N) Bridge Replacement Project	Reliever					\$2,848,000	\$712,000	\$3,560,000	\$18,673,365	723	
5	14332	Hennepin Co	Hennepin	Minneapolis	CSAH 152 (Osseo Rd) Rehabilitation Project	Reliever					\$2,738,400	\$684,600	\$3,423,000	\$21,411,765	615	
6	14117	Ramsey Co	Ramsey	Roseville	Replacement of Bridge No. 62519, Count Road C over BNSF RR	Augmentor					\$5,000,000	\$6,098,829	\$11,098,829	\$26,411,765	597	
7	14359	Minneapolis	Hennepin	Minneapolis	Nicollet Avenue South over Minnehaha Creek	Reliever					\$7,000,000	\$13,500,000	\$20,500,000	\$33,411,765	577	
Total							\$106,286,000	\$106,286,000	\$106,286,000	\$108,108,703	\$33,411,765	\$80,104,770	\$113,516,535			
Overprogramming							\$125,335,600	\$120,286,000	\$120,144,788	\$117,644,788						

Highlighted ID numbers = Equity Bonus Points

*The 2nd highest Spot Mobility and Safety project was also submitted as an exact duplicate project in the Highway Safety Improvement Program (HSIP) solicitation, but the project sponsor prefers the Regional Solicitation funding.

**The 3rd highest ranked Strategic Capacity project was awarded a federal Infrastructure for Rebuilding America (INFRA) grant after the Regional Solicitation application period closed that will partially fund a much larger project on TH 10.

DRAFT FUNDING SCENARIO

TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

Funding Range - 25-35% (\$48M - \$67M)
Midpoint - 30% (\$58M)

Transit Expansion							1. Historical Process Funding Scenario				2. More Projects					
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1*	14365	Washington Co	Washington	Woodbury	✓	✓	I-494 Park & Ride Structure in Woodbury	Skip due to	BRT maximum	with Gold		\$7,000,000	\$8,170,946	\$15,170,946	\$7,000,000	852
2	14176	Metro Transit	Hennepin	Minneapolis, St. Louis Park, Hopkins			Route 17 Service Improvement in Minneapolis, St. Louis Park, and Hopkins					\$2,511,123	\$627,781	\$3,138,904	\$9,511,123	607
3	14173	Metro Transit	Hennepin, Ramsey	Bloomington, St. Paul		✓	Route 54 Service Improvement in St. Paul and Bloomington					\$1,762,070	\$440,518	\$2,202,588	\$11,273,193	589
4	14298	Metro Transit	Hennepin	Minneapolis, Golden Valley, Plymouth		✓	New Route 757 Limited Stop in Minneapolis, Golden Valley, and Plymouth	\$8,942,679	\$8,942,679	\$8,942,679	\$8,942,679	\$4,669,486	\$1,167,372	\$5,836,858	\$15,942,679	566
5	14024	SouthWest Transit	Hennepin	Eden Prairie, Maple Grove, Plymouth, Minnetonka		✓	I-494 North SW Prime Service in Eden Prairie, Minnetonka, Plymouth, and Maple Grove				Overprogram	\$5,600,000	\$1,400,000	\$7,000,000	\$21,542,679	555
6	14340	MVTA	Hennepin, Dakota	Minneapolis, Mendota Heights, Eagan		✓	Route 436 Expansion - Viking Lakes in Eagan, Mendota Heights, and Minneapolis					\$2,600,000	\$650,000	\$3,250,000	\$24,142,679	495
7	14146	Metro Transit	Washington, Hennepin	Stillwater		✓	New Route 274 Express in Stillwater and Minneapolis					\$1,321,553	\$330,388	\$1,651,941	\$25,464,232	453
8	14296	Metro Transit	Hennepin, Ramsey	Minneapolis, St. Paul			Route 23 Service Improvement in Minneapolis and St. Paul					\$3,018,668	\$754,667	\$3,773,336	\$28,482,901	337
9	14178	Metro Transit	Ramsey, Washington	7 Cities		✓	Route 219 Service Improvement in Maplewood, White Bear Lake, Mahtomedi, North St. Paul, Oakdale, Landfall, and St. Paul					\$1,750,320	\$437,580	\$2,187,900	\$30,233,221	328
10	14330	SouthWest Transit	Hennepin, Carver	Eden Prairie, Chaska, Chanhassen, Carver, Victoria		✓	SouthWest Transit Golden Triangle Mobility Hub in Eden Prairie, Chaska, Chanhassen, Carver, Victoria					\$4,055,200	\$1,013,800	\$5,069,000	\$34,288,421	295
												\$34,288,421	\$14,993,052	\$49,281,473		

Transit Modernization							1. Historical Process Funding Scenario				2. More Projects					
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1*	14392	Metro Transit	Ramsey	St. Paul		✓	Gold Line Ramsey Washington Saint Paul Downtown Modernization					\$7,000,000	\$3,500,000	\$10,500,000	\$7,000,000	721
2	14357	Metro Transit	Regional	Regional			Bus Farebox Upgrade for All Regional Transit Providers					\$7,000,000	\$1,750,000	\$8,750,000	\$14,000,000	637
3	14078	Dakota Co	Dakota	Apple Valley		✓	140th Red Line Pedestrian Bicycle Overpass in Apple Valley	Skip due to	BRT maximum	with Gold		\$2,400,000	\$600,000	\$3,000,000	\$16,400,000	610
4	14171	MVTA	Dakota	7 Cities		✓	Burnsville Bus Garage (BBG) Modernization					\$2,800,000	\$700,000	\$3,500,000	\$19,200,000	604
5	14084	Apple Valley	Dakota	Apple Valley		✓	Apple Valley Red Line BRT 147th Street Station Skyway	Skip due to	BRT maximum	with Gold		\$3,810,400	\$952,600	\$4,763,000	\$23,010,400	602
6	14191	SouthWest Transit	Carver	Chaska		✓	Signal Prioritization at East Creek Park and Ride in Chaska	\$17,243,520	\$17,243,520	\$17,243,520	\$17,243,520	\$443,520	\$110,800	\$554,320	\$23,453,920	582
7	14076	SouthWest Transit	Carver	Chanhassen		✓	Solar Array at SouthWest Village in Chanhassen					\$4,840,000	\$1,210,000	\$6,050,000	\$28,293,920	436
8	14190	MVTA	Dakota, Hennepin, Scott	7 Cities		✓	Burnsville Transit Station (BTS) Modernization-Elevator Installation					\$656,000	\$164,000	\$820,000	\$28,949,920	411
9	14295	MVTA	Dakota, Hennepin, Ramsey	7 Cities		✓	Eagan Transit Station (ETS) Modernization-Elevator Installation					\$440,000	\$110,000	\$550,000	\$29,389,920	247
												\$29,389,920	\$9,097,400	\$38,487,320		

Arterial Bus Rapid Transit Program																
		Metro Transit					Arterial Bus Rapid Transit Program	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000					

TMO/TDM							1. Historical Process Funding Scenario				2. More Projects					
Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
-	-	-					TMO Set-aside for 2025-2026*	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$1,450,000	\$7,250,000	\$5,800,000	-
-	-	-					TDM Set-aside for 2025-2026*	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$300,000	\$1,500,000	\$7,000,000	-

1	14041	MOVE Minnesota	Hennepin, Ramsey	Minneapolis, St. Paul			Changing the School Commute: Shifting Youth to Transit Use					\$452,700	\$113,175	\$565,875	\$452,700	892
2	14372	Bicycle Alliance of Minnesota	Hennepin, Ramsey, Dakota	13 Cities			Expanding Adult Learn to Ride Bicycle classes and related programming from St. Paul and Minneapolis to inner suburbs					\$350,488	\$147,600	\$498,088	\$803,188	733
3	13996	Cycling Without Age Twin Cities	Hennepin, Ramsey	Minneapolis, St. Paul			CWA TC Short Trip Program					\$236,856	\$59,214	\$296,070	\$1,040,044	598
4	14400	Move Minneapolis	Hennepin	Minneapolis			Comprehensive Mode Share Measurement	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$275,000	\$69,094	\$344,094	\$1,315,044	444

Total (does not include TDM projects) \$58,186,199 \$58,186,199 \$58,186,199 \$58,186,199 \$7,000,000 \$1,750,000 \$8,750,000
10% Overprogramming or +\$6M for Transit: Increases Midpoint to \$63M \$58,186,199 \$58,186,199 \$58,186,199 \$63,786,199

* Gold Line BRT projects are top scores in both transit categories. Gold Line project partners indicated preference for Transit Modernization project if only one can be funded.

Multiuse Trails and Bicycle Facilities

Rank	ID	Applicant	County	City	Project Name	1. Historical Process Funding Scenario				2. More Projects				
						1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14160	Minneapolis	Hennepin	Minneapolis	Hennepin/Dunwoody Protected Bikeway & Multiuse Trail					\$3,760,000	\$940,000	\$4,700,000	\$3,760,000	943
2	14112	St Paul	Ramsey	St. Paul	Samuel Morgan Regional Trail Segments 1 & 4 Reconstruction					\$4,956,800	\$1,239,200	\$6,196,000	\$8,716,800	883
3	14335	St Paul	Ramsey	St. Paul	Kellogg Blvd Capital City Bikeway - St. Peter to 7th St					\$5,500,000	\$1,444,759	\$6,944,759	\$14,216,800	870
4	14115	Burnsville	Dakota	Burnsville	I-35W Frontage Trail /I-35W Minnesota River Crossing					\$388,000	\$97,000	\$485,000	\$14,604,800	804
5	13983	Three Rivers PD	Hennepin	Golden Valley	Bassett Creek Reg Trail Gap / Duluth St					\$2,561,876	\$640,469	\$3,202,345	\$17,166,676	786
6-T	14302	Brooklyn Park	Hennepin	Brooklyn Park	63rd Avenue Multiuse Trail					\$744,000	\$186,000	\$930,000	\$17,910,676	783
6-T	14350	Washington Co	Washington	Oakdale	Century-Greenway Trail					\$825,865	\$206,466	\$1,032,331	\$18,736,541	783
8	14131	West St Paul	Dakota	West St Paul	CSAH 73 Oakdale Multiuse Trail					\$1,785,600	\$446,400	\$2,232,000	\$20,522,141	779
9	14026	Coon Rapids	Anoka	Coon Rapids	Coon Creek Reg Trail and Bridge over Coon Rapids Blvd				Overprogram	\$2,400,000	\$2,350,000	\$4,750,000	\$22,922,141	775
10	14287	Chaska	Carver	Chaska	Circle the Brick Trail Connection	\$24,167,773	\$24,167,773	\$24,167,773		\$1,245,632	\$315,408	\$1,561,040	\$24,167,773	750
11	14062	Minnetonka	Hennepin	Minnetonka	Hopkins Crossroad Multi-Use Trail		Overprogram	Overprogram		\$2,364,700	\$591,100	\$2,955,800	\$26,532,473	731
12	14113	St Paul	Ramsey	St Paul	Point Douglas Regional Trail Phase 1 Construction					\$5,040,930	\$1,260,233	\$6,301,163	\$31,573,403	726
13	14092	Ramsey Co	Ramsey	White Bear Lake, Vadnais Hts, White Bear Twp	Bruce Vento Regional Trail Extension					\$4,688,000	\$1,172,000	\$5,860,000	\$36,261,403	725
14-T	14097	Burnsville	Dakota	Burnsville	Multiuse Trail Along Nicollet Avenue Between Trunk Highway 13 and CSAH 32 (Cliff Road)					\$760,000	\$190,000	\$950,000	\$37,021,403	723
14-T	14367	Woodbury	Washington	Woodbury	Woodbury Gold Line Station Trail & Pedestrian Connections					\$1,113,500	\$278,375	\$1,391,875	\$38,134,903	723
16	14322	Anoka (City)	Anoka	Anoka	City of Anoka T.H. 169/Ferry Street Underpass					\$1,440,000	\$360,000	\$1,800,000	\$39,574,903	711
17	14341	Inver Grove Hts	Dakota	Inver Grove Hts	Inver Grove Heights Babcock Trail					\$383,040	\$95,760	\$478,800	\$39,957,943	710
18	14389	Washington Co	Washington	Woodbury	Valley Creek Road Multiuse Trail Project					\$508,000	\$127,000	\$635,000	\$40,465,943	701
19	13971	Dakota Co	Dakota	Eagan	MN River Regional Greenway - Ft Snelling State Park UP Rail Overpass					\$3,777,940	\$944,485	\$4,722,425	\$44,243,883	694
20	14057	Fridley	Anoka	Fridley	53rd Avenue Trail and Sidewalk					\$1,843,313	\$460,829	\$2,304,142	\$46,087,196	684
21	14073	Dakota Co	Dakota	Mendota Heights	TH 149 Trail and Underpass					\$2,104,100	\$526,025	\$2,630,125	\$48,191,296	669
22	14175	Anoka Co	Anoka	Fridley	MRRT Connection / 44th Avenue Bicycle and Pedestrian Improvements					\$1,832,000	\$458,000	\$2,290,000	\$50,023,296	666
23	14342	Farmington	Dakota	Farmington	North Creek Greenway Regional Trail - Downtown Farmington to 195th Street					\$1,411,200	\$352,800	\$1,764,000	\$51,434,496	664
24-T	14034	Bloomington	Hennepin	Bloomington	Normandale Boulevard Multiuse Trail					\$4,000,000	\$1,476,128	\$5,476,128	\$55,434,496	661
24-T	14290	Arden Hills	Ramsey	Arden Hills	Mounds View High School Trail					\$974,936	\$243,734	\$1,218,670	\$56,409,432	661
26	14072	Dakota Co	Dakota	Rosemount	Rosemount CSAH 42 Multiuse Trail and Underpass					\$2,480,000	\$620,000	\$3,100,000	\$58,889,432	651
27	14070	Scott Co	Scott	Carver, Louisville Twp	Merriam Junction Trail					\$5,500,000	\$4,900,000	\$10,400,000	\$64,389,432	626
28	14104	Lino Lakes	Anoka	Lino Lakes	Main Street (CSAH 14)/Central Anoka County Regional Trail					\$976,000	\$244,000	\$1,220,000	\$65,365,432	622
29	13972	Shakopee	Scott	Shakopee	TH 169 Bridge/Quarry Lake Trail					\$3,139,200	\$784,800	\$3,924,000	\$68,504,632	618
30	14404	Washington Co	Washington	Forest Lake	CSAH 32 Multiuse Trail					\$928,000	\$232,000	\$1,160,000	\$69,432,632	613
31	14063	Carver Co	Carver, Hennepin	Chanhassen, Eden Prairie	MN River Bluffs Regional Trail					\$1,594,720	\$398,680	\$1,993,400	\$71,027,352	608
32	14349	Minneapolis	Hennepin	Minneapolis	22nd Avenue Pedestrian and Bicycle Bridge Replacement					\$3,145,000	\$786,250	\$3,931,250	\$74,172,352	607
33	14161	Cottage Grove	Washington	Cottage Grove	70th Street (CSAH 22) Pedestrian Underpass					\$1,389,690	\$347,425	\$1,737,115	\$75,562,042	586
34	14085	Apple Valley	Dakota	Apple Valley	Apple Valley CSAH 38 Trail					\$4,000,000	\$1,000,000	\$5,000,000	\$79,562,042	580
35	14297	Arden Hills	Ramsey	Arden Hills	Old Snelling Trail Extension					\$1,692,160	\$423,040	\$2,115,200	\$81,254,202	566
36	14162	Cottage Grove	Washington	Cottage Grove	Keats Avenue (CSAH 19) Underpass at Ravine Regional Park					\$1,793,936	\$448,485	\$2,242,421	\$83,048,138	508
37	14336	Rogers	Hennepin	Rogers	Rogers High School and Middle School Pedestrian Tunnel					\$1,083,331	\$270,833	\$1,354,164	\$84,131,469	492
										\$84,131,469	\$26,857,684	\$110,989,153		

Pedestrian Facilities						1. Historical Process Funding Scenario		2. More Projects		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
Rank	ID	Applicant	County	City	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points					
1	14095	Minneapolis	Hennepin	Minneapolis	Phillips Neighborhood Pedestrian Safety Improvements					\$1,000,000	\$608,000	\$1,608,000	\$1,000,000	947
2	13987	Hennepin Co	Hennepin	Minneapolis	Accessibility improvements to complement BRT/LRT projects					\$1,000,000	\$265,000	\$1,265,000	\$2,000,000	642
3	14355	St. Paul	Ramsey	St. Paul	Burns Avenue Sidewalk Infill - White Bear Avenue to McKnight Road	\$3,000,000	\$3,000,000	\$3,000,000		\$1,000,000	\$250,000	\$1,250,000	\$3,000,000	603
4	14288	Chaska	Carver	Chaska	Highway 41 Pedestrian Improvements in Historic Downtown Chaska	Overprogram	Overprogram	Overprogram		\$1,000,000	\$754,000	\$1,754,000	\$4,000,000	587
5	14356	Inver Grove Hts	Dakota	Inver Grove Hts	Inver Grove Heights ADA Ped Ramp Improvements		Overprogram	Overprogram		\$250,240	\$62,560	\$312,800	\$4,250,240	557
6	14129	Ramsey Co	Ramsey	St. Paul	Maple Street/I-94 Pedestrian Bridge Replacement		Overprogram	Overprogram		\$1,000,000	\$3,858,000	\$4,858,000	\$5,250,240	512
7	14091	Oakdale	Washington	Oakdale	Multiuse Sidewalk on the west side of Greenway Avenue North from Hudson Boulevard to 7th Street		Overprogram	Overprogram		\$400,000	\$100,000	\$500,000	\$5,650,240	503
8	14363	Washington Co	Washington	Grant Twp	CSAH 12 Pedestrian Facility		Overprogram		\$5,907,040	\$256,800	\$64,200	\$321,000	\$5,907,040	468
										\$5,907,040	\$5,961,760	\$11,868,800		

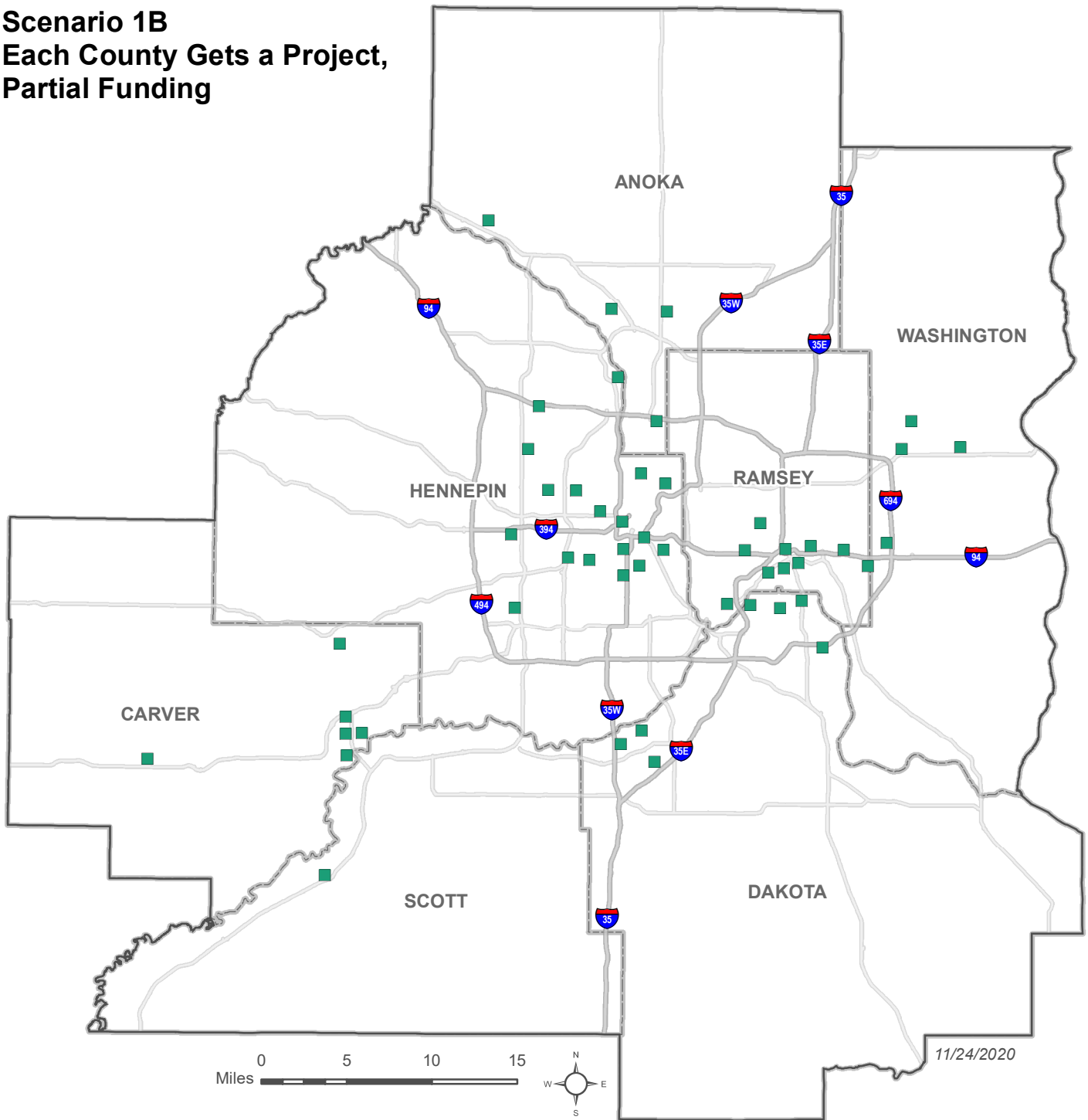
Safe Routes to School						1. Historical Process Funding Scenario		2. More Projects		Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
Rank	ID	Applicant	County	City	Project Name	1A: Each County Gets a Project	1B: Each County Gets a Project, Partial Funding	1C: Additional Low Cost Projects	2A: Continue Modal Mid-Points					
1	14393	Columbia Heights	Anoka	Columbia Heights	49th Avenue Area SRTS Improvements					\$484,400	\$121,100	\$605,500	\$484,400	902
2	14133	West St. Paul	Dakota	West St. Paul	Bidwell Street Sidewalk Improvements					\$640,000	\$160,000	\$800,000	\$1,124,400	869
3	14362	Chaska	Carver	Chaska	MN 41 Safe Routes to School Pedestrian Underpass Project					\$933,360	\$233,340	\$1,166,700	\$2,057,760	757
4	14045	Minneapolis	Hennepin	Minneapolis	Green Central Safe Routes to School Improvements	\$3,057,760	\$3,057,760	\$3,057,760		\$1,000,000	\$991,000	\$1,991,000	\$3,057,760	745
5	14358	St. Paul	Ramsey	St. Paul	Crossroads Elementary SRTS		Overprogram	Overprogram		\$720,000	\$180,000	\$900,000	\$3,777,760	657
6	13973	Mahtomedi	Washington	Mahtomedi	Warner Road and 72nd Street North SRTS Improvements		Overprogram	Overprogram	\$4,113,343	\$335,583	\$83,896	\$419,479	\$4,113,343	656
						\$30,225,533	\$30,225,533	\$30,225,533	\$30,542,524	\$4,113,343	\$1,769,336	\$5,882,679		
10% Overprogramming or +\$3M for Bike/Pedestrian: Increases midpoint to \$31M						\$ 31,225,533	\$ 36,552,856	\$ 36,296,056	\$ 32,942,524					

Highlighted ID numbers = Equity Bonus Points

Map 1. Locations of 2020 Regional Solicitation Projects by County



Scenario 1B
Each County Gets a Project,
Partial Funding



■ 2020 Project

— Interstate Highways

— Other Major Highways