

TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, December 15, 2016
1:30 P.M. – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the November 17, 2016 meeting*
- 4) 2016 Regional Solicitation Funding Options – Action Item 2017-02*
- 5) Programming Regional Solicitation Projects for FY 2022 – Action Item 2017-03*
- 6) 2016 HSIP Project Selection – Action Item 2017-04*
- 7) 2017 Meeting Schedule -- Discussion
- 8) Other Business
- 9) Adjournment

*Attachments

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
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805
Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
November 17, 2016

MEMBERS PRESENT: Tim Mayasich (chair, Ramsey County), Lynne Bly (MnDOT Metro District), Colleen Brown (MnDOT Metro State Aid), Anna Flintoft (Metro Transit), Craig Jenson (Scott County), Jen Lehmann (MVTA), Elaine Koutsoukos (TAB), Lyssa Leitner (Washington County), Joe MacPherson (Anoka County), Gina Mitteco (MnDOT Bike & Ped), Ryan Peterson (Burnsville), Steve Peterson (Metropolitan Council), Lyndon Robjent (Carver County), John Sass (Dakota County), Nancy Spooner-Mueller (DNR), Carla Stueve (Hennepin County), and Joe Barbeau (staff)

OTHERS PRESENT: Carl Ohrn (Metropolitan Council) and Nick Thompson (Metropolitan Council)

1. Call to Order

The meeting was called to order at 1:35 p.m.

2. Adoption of Agenda

MOTION: Koutsoukos moved to adopt the agenda. Seconded by Ryan Peterson. The motion was approved unanimously.

3. Approval of the Minutes from the October 20, 2016, Meeting

MOTION: Ryan Peterson moved to approve the minutes. Seconded by Sass. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the November 16, 2016, TAB meeting. Scott McBride, MnDOT, reported that FAST Lane funding is available with an application deadline in February. MnDOT submitted three applications this year and will look at the opportunity to submit again after learning about out the guidance.

The following actions were taken:

- Approval of a streamlined TIP amendment for the Metro Transit 12th Street Transit Ramp.
- Approval of a scope change for Three Rivers Park District.
- Approval of the TIP amendment that accompanies the Three Rivers Park District scope change.
- Approval of a motion for TAB to vote on TBI funding at its December meeting.
- Acceptance of TAC's recommendation to include the following recommendations from the TBI work group:
 - That consultant selection committees for TBI- and modeling-related activities include local agency representation.
 - That Council modeling staff establish a regional transportation modeling work group, inclusive of the counties and other interested agencies, to establish how to best assure that the regional model is of optimal use to the Council's regional partners.
 - That Council staff provide a graphic version of TBI and modeling activities.
 - That a scope of work be provided.
 - That a breakdown of funding sources be provided.

5. Regional Solicitation Scoring Appeals – Action Item 2016-57

Koutsoukos said that applicants of seven Regional Solicitation applications have challenged the scoring of one or more measures.

A. Shared Mobility, Community Outreach and Development Program Demonstration, CarFreeLife (Travel Demand Management)

- Requests re-evaluation of:
 - 2: Average Weekday Usage
 - 4A: Congestion Reduction/Air Quality

2. Role in the Regional Transportation System and Economy

The applicant said that its proposal had the highest number of users among proposals that used a conversion factor to derive anticipated actual users rather than indirect users or project area gross population numbers. The scorer and Scoring Committee chair agreed to change the score to give the application the top score and change the other scores proportionately.

MOTION: Ryan Peterson moved to accept the change recommended by the scorer. Seconded by Bly. The motion was approved unanimously.

4A. Congestion Reduction/Air Quality

The application scored no points in this category. The applicant felt that the proposed project will lead to improved air quality. The scorer said that the response makes no mention of congested roadways and does not have a strong answer regarding reducing single-occupancy vehicle trips and therefore recommends no change. The Scoring Committee chair agreed with this.

MOTION: Sass moved to accept the response from the scorer and not change this score. Seconded by Lehmann. The motion was approved unanimously.

B. Learn to Ride Bicycle Program Expansion, Cycles for Change (Travel Demand Management)

- Requests re-evaluation of:
 - 2: Average Weekday Usage
 - 5: Innovation

2. Average Weekday Usage

The applicant said that it reported usage and therefore should not have scored zero. The scorer and Scoring Committee chair recommended using 500 daily users and adjusting the score accordingly.

MOTION: Lehmann moved to accept the change recommended by the scorer. Seconded by Ryan Peterson. The motion was approved unanimously.

5. Innovation Reduction/Air Quality

The applicant felt that the application should score at least 100 points for expanding its geographic scope, or possibly up to 200 points for innovation beyond the existing program. The scorer said that the project is not a new policy or program, leaving it with a maximum score of 100. The scorer did not feel the score of 50 should be changed. The Scoring Committee chair agreed.

Leitner asked whether the scoring guidance says that scorers must assign different amounts of points to each project. Koutsoukos said that it does not.

MOTION: Stueve moved to accept the response from the scorer and not change this score. Seconded by Flintoft. The motion was approved unanimously.

C. Arterial Corridor Management, City of St. Paul (Roadway System Management)

- Requests re-evaluation of:
 - 5A: Vehicle Delay Reduced
 - 5B: Kg of Emissions Reduced

5A. Vehicle Delay Reduced

The applicant questioned use of the Synchro model as many congestion-reducing elements are not captured by the program. The scorers and Scoring Committee chair agreed that this is worth exploring for the future but given that the scoring guidance was followed, no change should be made.

MOTION: Ryan Peterson moved to accept the response from the scorer and not change this score. Seconded by Stueve. The motion was approved unanimously.

Robjent reported that when he reviewed this proposed scoring change he found an error on Hennepin County's project data that over-scored itself for this category.

MOTION: Robjent moved to re-score measure 5A in Roadway System Management to reflect a correction to the applicant's error for delay. Seconded by Sass. The motion was approved unanimously.

5B. Kg of Emissions Reduced

The applicant questioned use of the Synchro model as many emissions-reducing elements are not captured by the program. The scorers and Scoring Committee chair agreed that this is worth exploring for the future but given that the scoring guidance was followed, no change should be made.

MOTION: Robjent moved to accept the response from the scorer and not change this score. Seconded by Koutsoukos. The motion was approved unanimously.

Leitner said that the City of St. Paul, in its challenge, did a good job of outlining scoring issues. Koutsoukos replied that this will be reviewed in time for the next Regional Solicitation.

Robjent pointed out that with the error correction to measure 5A, measures 5A and 5B have the expected direct relationship in scores that was lacking following the Scoring Committee meeting.

D. Town Center Station - LRT Green Line Extension Re-Evaluation, City of Eden Prairie (Transit Expansion)

- Requests re-evaluation of:
 - 1B: Average Number of Weekday Transit Trips Connected to the Project
 - 2A: New Annual Riders
 - 4A: Total Emissions Reduction
 - 6A: Risk Assessment

1B. Average Number of Weekday Transit Trips Connected to the Project

The applicant felt that its connection to the Metro Green Line Extension was not appropriately counted. The scorer and Scoring Committee chair said that the Metro Green Line Extension is a planned route and is not a part of the score along with the existing routes. The project received 15 points for connection to a planned transitway.

MOTION: Mitteco moved to accept the response from the scorer and not change this score. Seconded by Sass. The motion was approved unanimously.

2A. New Annual Riders

The applicant felt that the scorer's 25 percent reduction in points was based on incomplete information that the third-year data was used. The scorer and Scoring Committee chair felt that, in light of that information, elimination of the reduction is appropriate and the measure should be re-scored.

MOTION: Ryan Peterson moved to accept the change recommended by the scorer. Seconded by Stueve. The motion was approved unanimously.

4A. Total Emissions Reduced

The applicant felt that a change to 2A should lead to a change in this measure. The scorer and Scoring Committee chair said that the score in this measure was not dependent on measure 2A and should therefore not be changed.

MOTION: Bly moved to accept the response from the scorer and not change this score. Seconded by Mitteco. The motion was approved unanimously.

6A. Risk Assessment

The applicant said that it provided enough information to score the full 50 points. The scorer and Scoring Committee chair said that the score is based on information provided at the time of the application deadline. Some of the information arrived later. Therefore, they recommended no scoring change.

MOTION: Bly moved to accept the response from the scorer and not change this score. Seconded by Sass. The motion was approved unanimously.

E. Local Service Expansion in Rosemount, MVTA (Transit Expansion)

- Requests re-evaluation of:

-5: Bicycle and Pedestrian Elements of the Project and Connections

The applicant said that the scores of zero were not appropriate for travel experience, transit stop bike connections, or transit stop pedestrian connections. The scorer and Scoring Committee Chair agreed to provide five points to each score for a total of 15.

MOTION: Bly moved to accept the change recommended by the scorer. Seconded by Sass. The motion was approved unanimously.

F. Route 444 Modernization, MVTA (Transit Modernization)

- Requests re-evaluation of:

-5A: Percent Reduction in Passenger Travel Time

-6: Bicycle and Pedestrian Elements of the Project and Connections

5A. Percent Reduction in Passenger Travel Time

The applicant said that the travel time reduction was not accounted for. The scorer and Scoring Committee chair agreed that this was missed due to an error in the spreadsheet and that the score should be adjusted accordingly.

MOTION: Leitner moved to accept the change recommended by the scorer. Seconded by Stueve. The motion was approved unanimously.

6. Bicycle and Pedestrian Elements of the Project and Connections

The applicant felt that the scorer did not account for some connections and for use of the shoulder. The scorer agreed that he had missed language about shoulders though he had not missed any connections and suggested a 10-point increase. The Scoring Committee chair agreed.

MOTION: Sass moved to accept the response from the scorer and not change this score. Seconded by MacPherson. The motion was approved unanimously.

G. Minnesota Valley State Trail-Bloomington Section, Minnesota Department of Natural Resources (Multiuse Trails and Bicycle Facilities)

- Requests re-evaluation of:
 - 3A: Socio-Economic Conditions

The applicant said that there may have been a discrepancy between the results displayed on the map entitled “Socio-Economic Conditions” and the results indicated on the application itself. The scorer and Scoring Committee Chair agreed that the application response incorrectly listed its geographic area and agreed that the score should change from 5 to 7.5, rounded to 8.

MOTION: Mitteco moved to accept the change recommended by the scorer. Seconded by Lehmann. The motion was approved unanimously.

Approval of the Final Scores

Robjnt moved to recommend approval of the final scores, reflective of the changes made due to appeals and the correction of the error to the Hennepin County Roadway System Management project. Seconded by MacPherson. The motion was approved unanimously.

6. Regional Solicitation Inflation Adjustment – Action Item 2016-58

Steve Person said that the TAB Executive Committee asked TAC to consider two options for inflation adjustment: no inflation and a two percent per year adjustment that would have the effect of adding eight percent for 2021 projects and 10 percent for 2022 projects. MnDOT, which is currently in the process of programming the Highway Safety Improvement Program (HSIP) projects, will follow TAB’s lead regarding inflation, though some at MnDOT would prefer not to add inflation.

Leitner asked why there is a desire for HSIP to forgo inflation, to which Steve Peterson replied that this would allow for funding of more projects. Leitner said that Washington County prefers that philosophy for the Regional Solicitation as well. Lehmann said that some agencies do not have the funds to absorb inflated projects and a known absence or presence of inflation could impact how agencies apply for projects. Steve Peterson said that there has been discussion about deciding upon inflation before the application is released for future Regional Solicitations.

Robjnt said that he supports eschewing inflation in favor of more projects.

Ryan Peterson asked whether previous solicitations have awarded inflation. Ohrn said that inflation has always been included. Robjnt said that the federal maximum award has been increased, an act that could be considered a replacement of inflation.

Bly suggested that applicants presumed that inflation would be included when they applied and that the absence of inflation could therefore lead to more risk.

Stueve that rather than eliminating inflation, the inclusion of 2022 projects could be used to increase the number of projects. Leitner replied that this would not increase the overall number of projects. She added that there is project risk with or without inflation.

Ohrn said that the inclusion of inflation has served as an incentive for completing projects in advance because applicants still receive the full amount awarded if they complete their projects early.

Flintoft asked what the Regional Solicitation says about inflation, to which Koutsoukos replied that it simply instructs applicants to estimate its costs in current-year dollars.

Robjent asked whether members could look at funding scenarios with and without inflation to inform the decision. Steve Peterson said that a draft exists for both scenarios but had not been unveiled so as not to impact the recommendation. Brown said that applicants should be aware that scenarios are drafts at this time and should manage their expectations.

Ryan Peterson suggested that inflation should be addressed as it always has and the decision around inflation should be made earlier for the next solicitation.

Sass said that Dakota County re-estimates inflation every year and does not pay attention to the change from the time the project is awarded to when it is completed and that he therefore supports not including inflation.

MOTION: Sass moved to recommend to TAC that inflation not be added to projects programmed in the 2017 Regional Solicitation. Seconded by Robjent. The motion failed by a vote of nine to five.

Jenson asked whether the inflation rate can be set somewhere between two percent per year and zero, to which Steve Peterson replied in the affirmative.

MOTION: Ryan Peterson moved to recommend that projects programmed in the 2017 Regional Solicitation be provided eight percent inflation for 2021 and ten percent inflation for 2022. Seconded by Stueve. The motion was approved by a vote of nine to four.

Mayasich introduced two new members, Joe MacPherson from Anoka County and Nancy Spooner-Mueller from DNR. He also introduced the new Director of Metropolitan Transportation Services, Nick Thompson.

7. Regional Solicitation Draft Funding Scenarios – Information Item

Metropolitan Council staff passed out draft funding scenarios. Flintoft asked for an explanation of the difference between the “modernization” and “expansion” scenarios in the bicycle and pedestrian mode. Steve Peterson explained that the approach in that mode did not change and that any difference was reflective of fitting projects into the full program after changes to other modes.

Jenson said that there had been interest in reducing the maximum federal amount for the Multiuse Trails and Bicycles category so more projects could be funded. He suggested that, given the likely inclusion of three projects receiving over \$5 million, this may be discussed again for the next solicitation.

Koutsoukos said that the draft scores will be provided to TAC and TAB and that the Funding & Programming Committee will make a recommendation to TAC at its next meeting.

8. Adjournment

Robjent moved to adjourn the meeting. Seconded by MacPherson. The meeting was adjourned.

ACTION TRANSMITTAL No. 2017-02

DATE: December 8, 2016
TO: TAC Funding and Programming Committee
Steve Peterson, Manager of Highway Planning and TAB/TAC Process
PREPARED BY: (651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2016 Regional Solicitation Funding Scenario Options
REQUESTED ACTION: MTS staff requests that the Funding & Programming Committee forward a preferred funding scenario(s) to TAC.
RECOMMENDED MOTION: Recommend forwarding a preferred funding scenario(s) to TAC.

BACKGROUND AND PURPOSE OF ACTION: For the Committee's consideration, staff provides the following funding scenarios for consideration:

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

Because December's schedule places the Funding & Programming Committee's meeting ahead of TAB's meeting, the Committee will be making these recommendations ahead of TAB's decision on the inflation rate and any other feedback that may be provided on the funding scenarios. Therefore, the above scenarios are shown both with and without inflation.

Project costs were estimated by applicants in 2016 dollars. Following final project selection, Council staff will work with sponsors of funded projects to determine accurate program-year total project costs to include in the 2018-2021 TIP.

RELATIONSHIP TO REGIONAL POLICY: The Regional Solicitation is a key responsibility of the TAB. Through this process, federal funds can be directed to a variety of locally-initiated projects that address transportation problems and help implement regional transportation and development policies. The Regional Solicitation is part of the Metropolitan Council's federally


required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	
Transportation Committee	Information	
Metropolitan Council	Information	

DRAFT FUNDING SCENARIO

ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS

 Additional Projects with 0% Inflation Option only

Roadway Expansion

Rank	ID	Applicant	County	Project Name	Func Class	Base	Expansion-Heavy	Modernization-Heavy	Transit / Bike / Ped-Heavy	Highway-Heavy	Early?	Year	Federal Requested	Federal Cumulative	Total Scores
1	5072	Brooklyn Center	Hennepin	Highway 252/66th Ave Interchange in Brooklyn Center	NFPA						N	2021	\$7,000,000	\$7,000,000	848
2	5229	Scott County	Scott	Highway 169 and County Road 14 Hybrid Interchange in Louisville Township	NFPA						2019	2020	\$4,702,433	\$11,702,433	539
3	5374	Dayton	Hennepin	Brockton Lane Interchange in Dayton	Expander						N	2020	\$7,000,000	\$18,702,433	525
4	5191	Roseville	Ramsey	Snelling Ave Expansion in Roseville	Augmentor						N	2021	\$2,718,292	\$21,420,725	503
5	5212	Washington Co	Wash	Highway 36/Manning Ave Interchange in Multiple Twsp	NFPA						N	2021	\$7,000,000	\$28,420,725	488
6	4932	Richfield	Hennepin	77th St Underpass of Highway 77 in Richfield	Reliever						2018	2020	\$7,000,000	\$35,420,725	484
7	5149	Brooklyn Park	Hennepin	Highway 169/101st Ave Interchange	NFPA	2022					N	2020	\$7,000,000	\$42,420,725	476
8	5216	St. Paul	Ramsey	Pierce Butler Rt New Extension in St Paul	Augmentor						2022	2021	\$7,000,000	\$49,420,725	471
9	4883	Maple Grove	Hennepin	I-94/County Road 610 Interchange in Maple Grove	Expander						2019	2020	\$7,000,000	\$56,420,725	455
10	5251	Anoka County	Anoka	Interstate 35/Highway 97 Interchange Expansion in Columbus	Reliever						N	2020	\$7,000,000	\$63,420,725	430
11	5404	St. Paul	Ramsey	Vandalia St and Ellis Rd Expansion in St. Paul	Augmentor						N	2021	\$4,470,000	\$67,890,725	414
12	5083	Carver County	Carver	Highway 41 Expansion in Chaska and Chanhassen	Expander						N	2020	\$7,000,000	\$74,890,725	412
13	5372	Chanhassen	Carver	Highway 101 Expansion in Chanhassen	Expander						2019	2020	\$7,000,000	\$81,890,725	403
14	5166	Dakota County	Dakota	70th St Expansion in Inver Grove Heights	Reliever						N	2021	\$7,000,000	\$88,890,725	397
15	5224	Washington Co	Wash	Woodbury Dr Expansion in Woodbury	Expander						N	2021	\$3,997,456	\$92,888,181	390
16	5228	Scott County	Scott	Texas Ave Expansion in Savage	Expander						2019	2020	\$7,000,000	\$99,888,181	352
17	5081	Anoka County	Anoka	Bunker Lake Blvd Expansion in Ham Lake	Reliever						2019	2020	\$3,360,000	\$103,248,181	348
18	5178	Dakota County	Dakota	Dodd Blvd and Kenwood Tr Roundabout in Lakeville	Expander						2019	2020	\$2,495,000	\$105,743,181	342
19	5082	Carver County	Carver	Engler Blvd Expansion in Chaska and Laketown Twsp	Expander						2019	2020	\$2,000,000	\$112,743,181	294
20	5253	Anoka County	Anoka	Bunker Lake Blvd Expansion in Ramsey	Reliever						2019	2021	\$3,918,160	\$116,661,341	253
21	5375	St. Paul	Ramsey	Troutbrook Rd New Extension in St. Paul	NFPA						2019	2020	\$3,754,855	\$120,416,196	251

Roadway Reconstruction/Modernization

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

Roadway System Management


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

Bridges

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

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

ROADWAY EXPANSION

 Additional Projects with 0% Inflation Option only

Roadway Expansion: Non-Freeway Principal Arterials

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

Roadway Expansion: Expanders

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

Roadway Expansion: Relievers

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

Roadway Expansion: Augmentors

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

ROADWAY RECONSTRUCTION/MODERNIZATION

Roadway Reconstruction/Modernization: Non-Freeway Principal Arterials

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

Roadway Reconstruction/Modernization: Expanders

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

Roadway Reconstruction/Modernization: Relievers

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

Roadway Reconstruction/Modernization: Connectors


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

Roadway Reconstruction/Modernization: Augmentors

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

DRAFT FUNDING SCENARIO

TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

 Additional Projects with 0% Inflation Option only

Transit Expansion

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

Transit Modernization

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


TMO/TDM

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

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

DRAFT FUNDING SCENARIO

BICYCLE AND PEDESTRIAN FACILITIES

 Additional Projects with 0% Inflation Option only

Multiuse Trails and Bicycle Facilities

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

Pedestrian Facilities

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

Safe Routes to School

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

DRAFT FUNDING SCENARIO

Unique Projects

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

COUNTY DISTRIBUTION (BASE SCENARIO WITH NO INFLATION)

County	Applications	Population	%	Roadway	Transit/TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	14.50	344,151	11.4%	3	0	0	0	3	5.4%	\$16,321,700	8.1%
Carver	10.50	98,741	3.3%	0	0	1	0	1	1.8%	\$1,225,360	0.6%
Dakota	23.83	414,686	13.8%	2	0.5	5	0	7.5	13.4%	\$11,335,360	5.6%
Hennepin	52.33	1,223,149	40.6%	9	8.5	8	0	25.5	45.5%	\$106,741,332	53.0%
Ramsey	27.50	538,133	17.9%	5	3.5	5	0	13.5	24.1%	\$43,389,153	21.5%
Scott	7.83	141,660	4.7%	3	1.5	0	0	4.5	8.0%	\$15,417,473	7.7%
Washington	7.50	251,597	8.4%	1	0	0	0	1	1.8%	\$7,000,000	3.5%
Region-wide	1.00			0	1	0	1	2		\$2,900,000	
TOTAL	145	3,012,117	100.0%	23	15	19	1	58		\$204,330,378	

Population from 2015 US Census Populatation Estimates
 Does not include \$5.8M for TMO setaside.

Locations of 2016 Regional Solicitation Projects: Base Funding Scenario

DRAFT



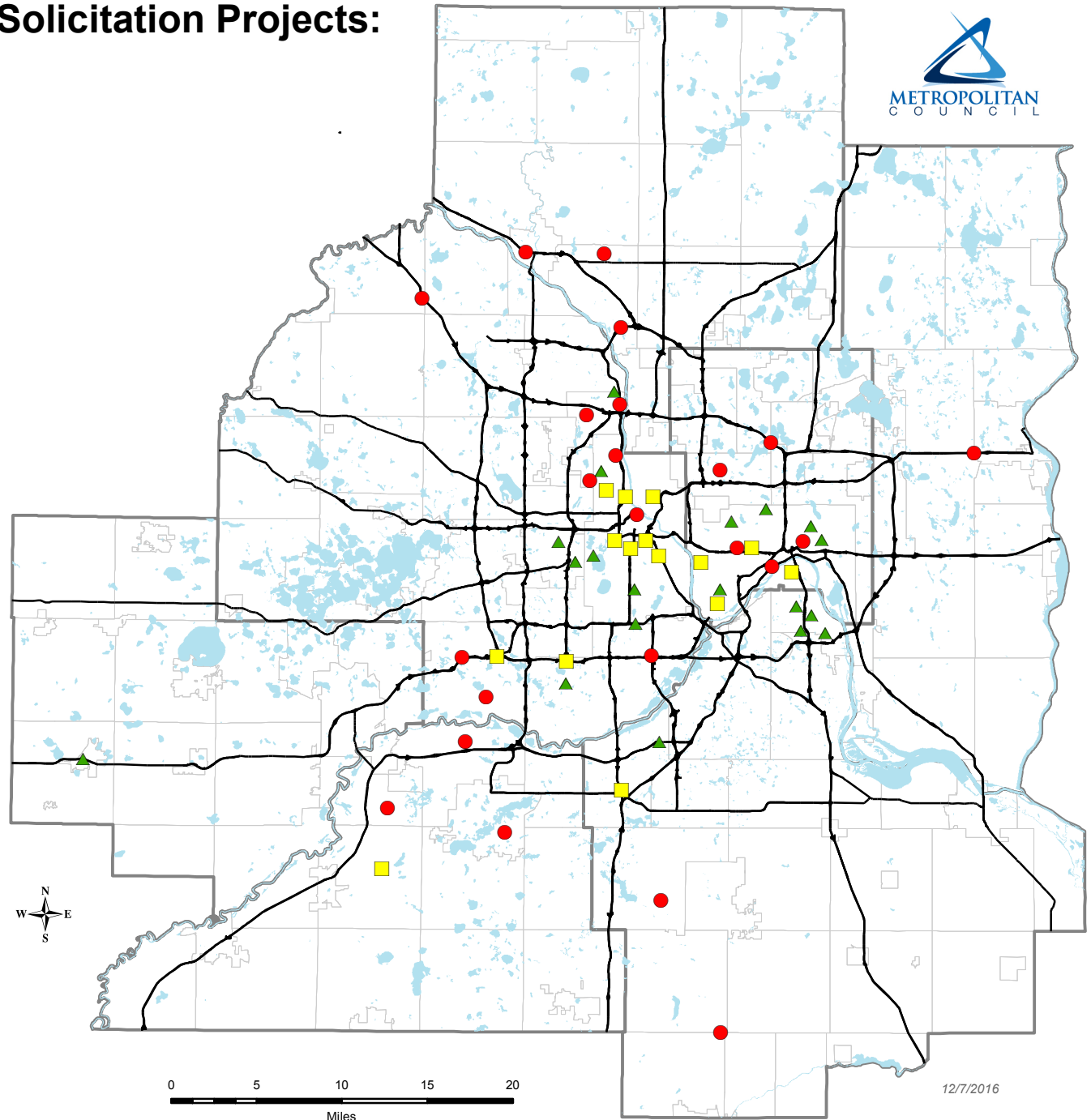
Modal Funding Category

- Roadways (23)
- Transit/TDM (15)
- ▲ Bike/Ped (19)

Total Projects: 57

Reference Items

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



12/7/2016

**Project list does not include 2022 projects.

COUNTY DISTRIBUTION (EXPANSION-HEAVY SCENARIO WITH NO INFLATION)

County	Applications	Population	%	Roadway	Transit/TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	14.50	330,844	11.6%	2	0	0	0	2	3.6%	\$14,000,000	6.9%
Carver	10.50	91,042	3.2%	0	0.5	1	0	1.5	2.7%	\$3,865,360	1.9%
Dakota	23.83	398,552	14.0%	1	0.5	5	0	6.5	11.6%	\$8,135,360	4.0%
Hennepin	52.33	1,152,425	40.4%	11	8	8	0	27	48.2%	\$116,381,332	57.0%
Ramsey	27.50	508,640	17.8%	4	3.5	5	0	12.5	22.3%	\$41,359,553	20.3%
Scott	7.83	129,928	4.6%	2	1.5	0	0	3.5	6.3%	\$10,488,433	5.1%
Washington	7.50	238,136	8.4%	1	0	0	0	1	1.8%	\$7,000,000	3.4%
Region-wide	1.00			0	1	0	1	2	3.6%	\$2,900,000	1.4%
TOTAL	145	2,849,567	100.0%	21	15	19	1	56	100.0%	\$204,130,038	100.0%

Population from 2015 US Census Populatation Estimates

Does not include \$5.8M for TMO setaside.

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

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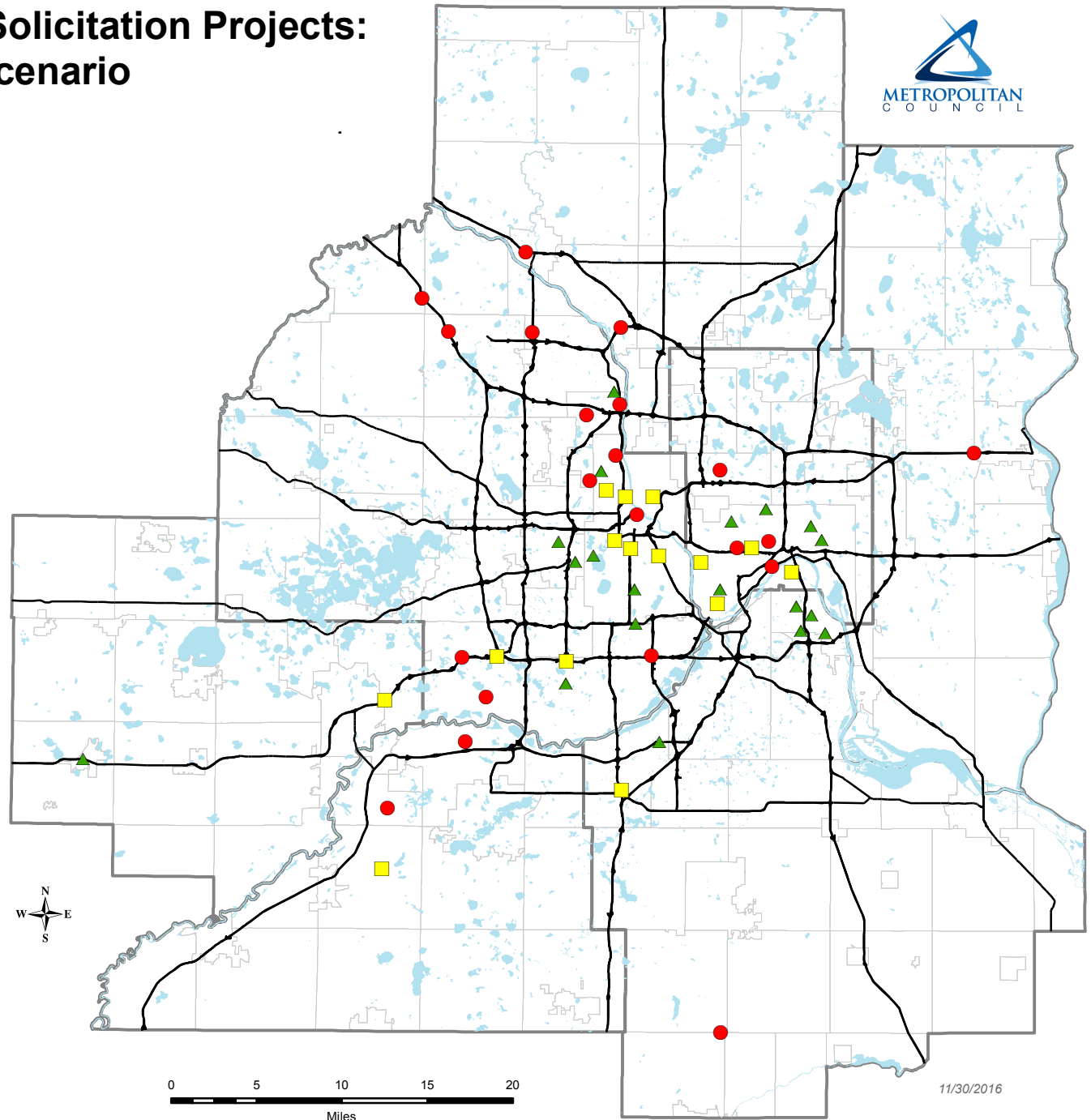
Modal Funding Category

- Roadways (21)
- Transit/TDM (15)
- ▲ Bike/Ped (19)

Total Projects: 55

Reference Items

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



**Project list does not include 2022 projects.

COUNTY DISTRIBUTION (MODERNIZATION-HEAVY SCENARIO WITH NO INFLATION)

County	Applications	Population	%	Roadway	Transit/TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	14.50	330,844	11.6%	4	0	0	0	4	7.0%	\$17,824,900	8.8%
Carver	10.50	91,042	3.2%	0	0	1	0	1	1.8%	\$1,225,360	0.6%
Dakota	23.83	398,552	14.0%	2	0.5	5	0	7.5	13.2%	\$11,335,360	5.6%
Hennepin	52.33	1,152,425	40.4%	10	7.5	9	0	26.5	46.5%	\$107,448,911	53.3%
Ramsey	27.50	508,640	17.8%	4	3.5	5	0	12.5	21.9%	\$41,387,833	20.5%
Scott	7.83	129,928	4.6%	3	1.5	0	0	4.5	7.9%	\$15,417,473	7.6%
Washington	7.50	238,136	8.4%	1	0	0	0	1	1.8%	\$7,000,000	3.5%
Region-wide	1.00			0	1	0	1	2		\$2,900,000	
TOTAL	145	2,849,567	100.0%	24	14	20	1	59		\$204,539,837	

Population from 2015 US Census Populatation Estimates

Does not include \$5.8M for TMO setaside.

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

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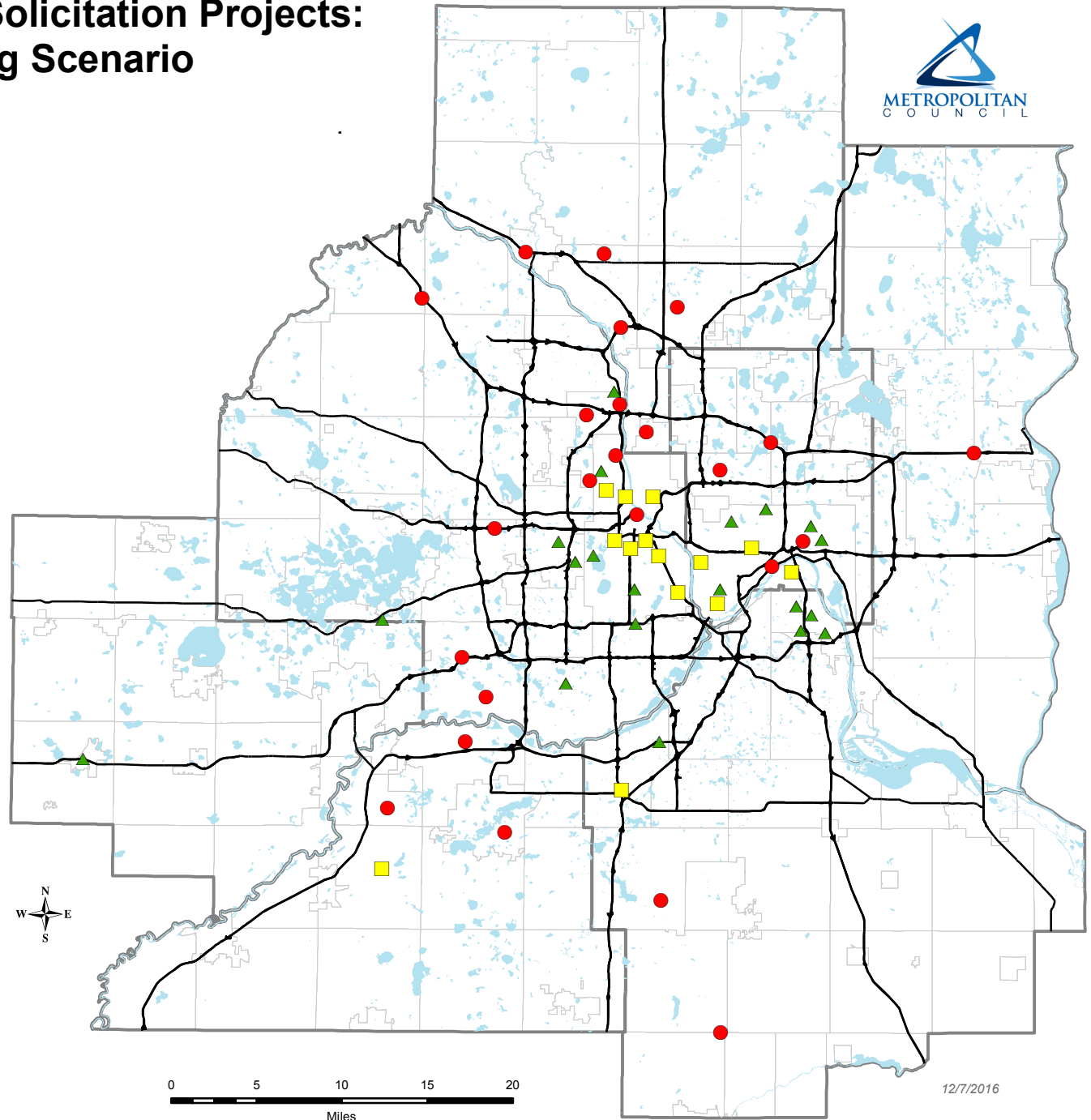
Modal Funding Category

- Roadways (24)
- Transit/TDM (14)
- ▲ Bike/Ped (20)

Total Projects: 58

Reference Items

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



**Project list does not include 2022 projects.

COUNTY DISTRIBUTION (TRANSIT/BIKE/PED-HEAVY SCENARIO WITH NO INFLATION)

County	Applications	Population	%	Roadway	Transit/TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	14.50	330,844	11.6%	2	0	0	0	2	3.4%	\$14,000,000	7.0%
Carver	10.50	91,042	3.2%	0	0	1	0	1	1.7%	\$1,225,360	0.6%
Dakota	23.83	398,552	14.0%	1	0.5	6	0	7.5	12.7%	\$9,119,360	4.5%
Hennepin	52.33	1,152,425	40.4%	8	9.5	11	0	28.5	48.3%	\$111,762,132	55.5%
Ramsey	27.50	508,640	17.8%	4	3.5	6	0	13.5	22.9%	\$41,889,153	20.8%
Scott	7.83	129,928	4.6%	3	1.5	1	0	5.5	9.3%	\$16,287,913	8.1%
Washington	7.50	238,136	8.4%	1	0	0	0	1	1.7%	\$7,000,000	3.5%
Region-wide	1.00			0	1	0	1	2		\$2,900,000	
TOTAL	145	2,849,567	100.0%	19	16	25	1	61		\$204,183,918	

Population from 2015 US Census Populatation Estimates

Does not include \$5.8M for TMO setaside.

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

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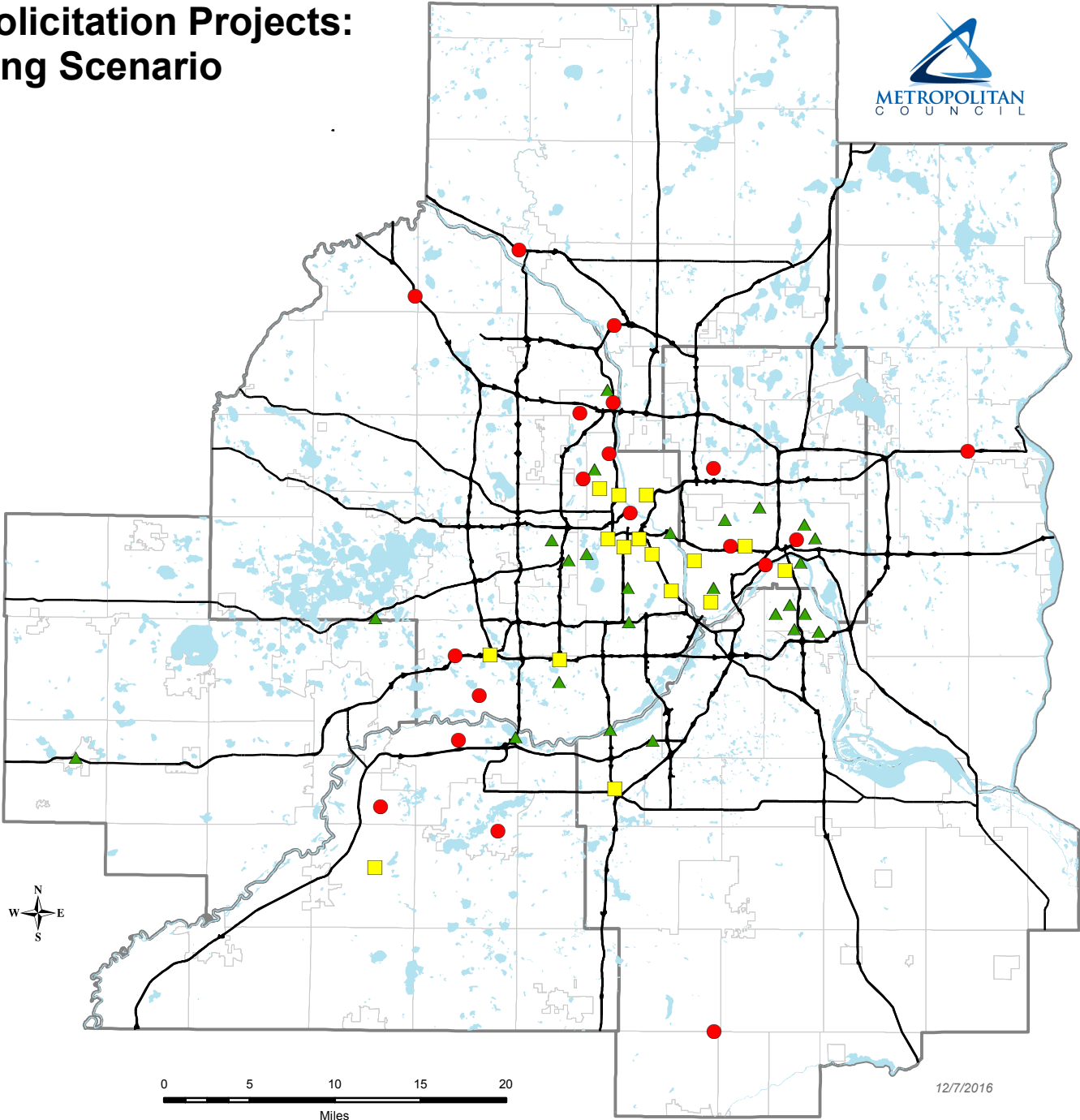
Modal Funding Category

- Roadways (19)
- Transit/TDM (16)
- ▲ Bike/Ped (25)

Total Projects: 60

Reference Items

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



**Project list does not include 2022 projects.

COUNTY DISTRIBUTION (HIGHWAY-HEAVY SCENARIO WITH NO INFLATION)

County	Applications	Population	%	Roadway	Transit/TDM	Bike/Ped	Unique	Total	%	Total	%
Anoka	14.50	330,844	11.6%	4	0	0	0	4	7.4%	\$17,824,900	8.8%
Carver	10.50	91,042	3.2%	0	0	1	0	1	1.9%	\$1,225,360	0.6%
Dakota	23.83	398,552	14.0%	2	0	3	0	5	9.3%	\$9,882,560	4.9%
Hennepin	52.33	1,152,425	40.4%	11	6.5	6	0	23.5	43.5%	\$101,627,871	50.4%
Ramsey	27.50	508,640	17.8%	5	3.5	5	0	13.5	25.0%	\$43,389,153	21.5%
Scott	7.83	129,928	4.6%	3	1	0	0	4	7.4%	\$15,296,673	7.6%
Washington	7.50	238,136	8.4%	3	0	0	0	3	5.6%	\$12,466,080	6.2%
Region-wide	1			0	1	0	1	2		\$2,900,000	
TOTAL	145	2,849,567	100.0%	28	12	15	1	56		\$204,612,597	

Population from 2015 US Census Populatation Estimates

Does not include \$5.8M for TMO setaside.

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

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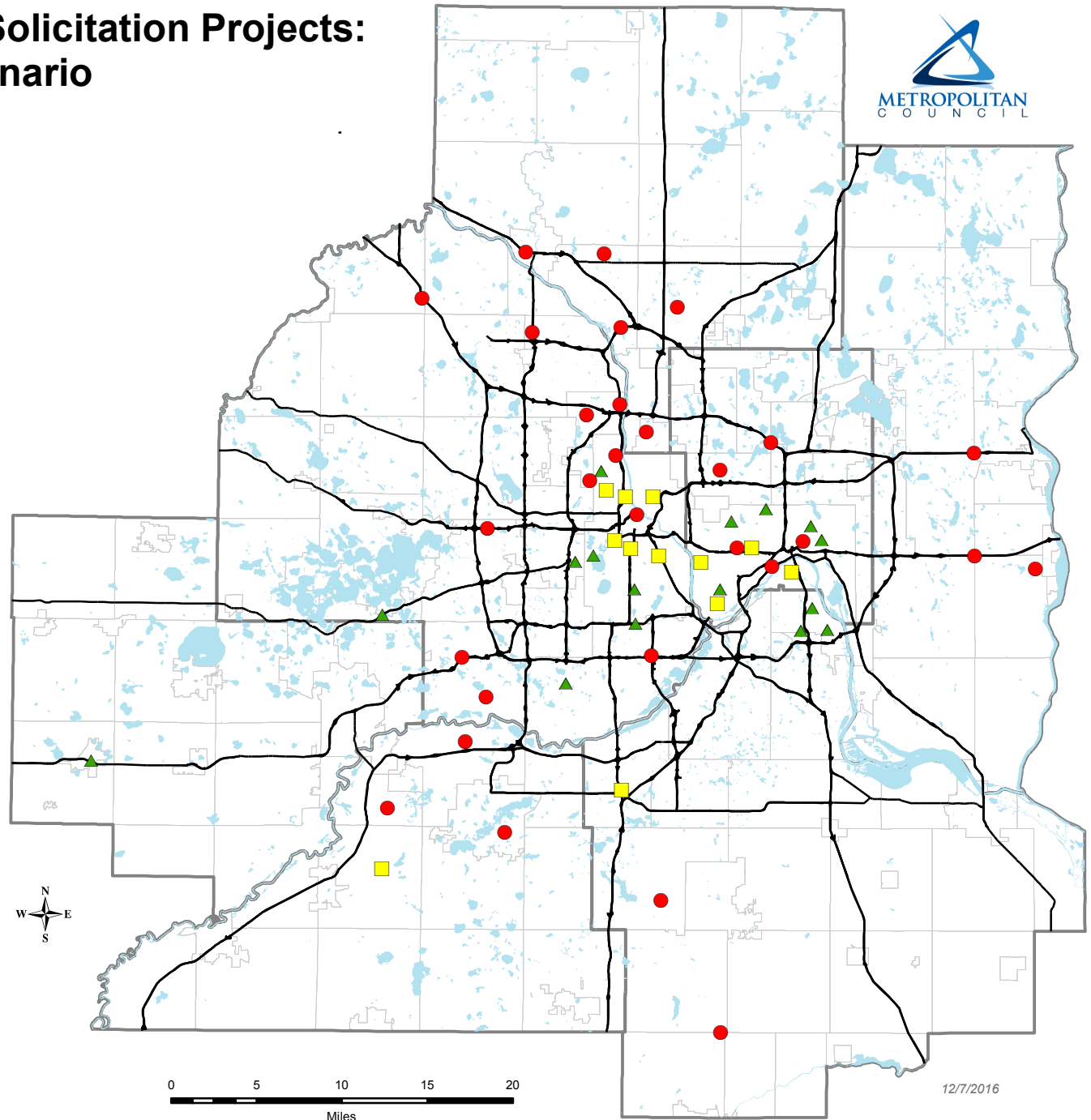
Modal Funding Category

- Roadways (29)
- Transit/TDM (12)
- ▲ Bike/Ped (16)

Total Projects: 57

Reference Items

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



**Project list does not include 2022 projects.

ACTION TRANSMITTAL No. 2017-03

DATE: December 8, 2016

TO: TAC Funding and 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: Programming Regional Solicitation Projects for FY 2022

REQUESTED ACTION: Recommend a course of action for programming 2016 Regional Solicitation projects for 2022

RECOMMENDED MOTION: That TAC Funding & Programming Committee recommend to TAC whether or not to program projects for 2022 when programming the 2016 Regional Solicitation

BACKGROUND AND PURPOSE OF ACTION: As part of the Regional Solicitation process, TAB must approve a program of projects to be funded for fiscal years 2020 and 2021. Traditionally, after TAB has programmed Regional Solicitation projects, funds become available because of increases in federal funds or the withdrawal/scope changes that occur with already-programmed projects.

Looking back at the 2014 Regional Solicitation, an additional seven originally unselected projects were funded following the original TAB award. These projects were funded through TAB's Federal Funds Management Process as funds became available to the region. However, because development of some projects had discontinued, the highest-scoring projects were not funded through this reallocation process. Further, some of the funds went to increase the federal funding share of already-programmed projects.

By officially selecting a small number of projects to program for 2022 (i.e., guaranteeing them funds by 2022) and encouraging sponsors of those projects to prepare them for 2021 authorization, the region will be in a better place when reallocation of funds is needed. This approach would put these projects first in line when a 2021 project in the same mode withdraws or when additional 2021 funding becomes available for other reasons. This should prove beneficial as it helps assure selection of projects that are consistent with regional practices, can address tight scoring gaps, and can be used to promote regional balance. It will prompt seamless reprogramming of extra funds that meets TAB's general philosophy of funding projects that have been through a scoring process as opposed to providing more funds to higher-cost projects with federal capacity.

The potential risk in this approach is that if 2021 funds do not become available or the 2022 sponsors are unable to move their projects up to 2021, these projects would come "off the top" from the 2022 program as part of the 2018 Regional Solicitation. Past history, however, indicates that funds will most likely become available. This approach will program conservatively for 2022, rendering it less likely that projects will claim funds from the next Regional Solicitation.

If this approach is endorsed by TAB, one project per mode will be selected for 2022 as an extension of the 2018-2021 program. The full program, including these projects, will be selected

based on where there were small scoring gaps between the last funded project and the first unfunded project or to enhance geographic balance.

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.

ROUTING

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

ACTION TRANSMITTAL No. 2017-04

DATE: December 8, 2016

TO: TAC Funding and Programming Committee

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

SUBJECT: 2016 HSIP Solicitation Project Selection

REQUESTED ACTION: MnDOT requests approval of the attached 22 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation.

RECOMMENDED MOTION: That TAC Funding & Programming Committee recommend to TAC approval of the attached 22 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation and inclusion of all Urbanized Area projects in the draft 2018-21 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 that includes members of the Technical Advisory Committee.

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 in 2020 and 2021. The attached projects, if approved, will be included in the 2018-2021 TIP to be released for public comment in June, 2017. The attached proposed program shows over-programming of \$100,755 and a total budget of \$20,700,000, rendering over-programming below 1 percent.

The attached projects assume that no inflation adjustment is included with the federal funding, as recommended by TAC. TAB will decide on the federal funding at its December 21 meeting. Should the F&P-recommended 8/10% inflation be approved, the following projects would be removed from the program: P5 and R24.

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 22 projects for funding through the (HSIP solicitation and inclusion of all Urbanized Area projects in the draft 2018-21 TIP.

ROUTING

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

2020 / 2021 Recommended **FUNDING** HSIP Projects

Project #	Submitting Agency	Roadway	Location	Project Description	Funding Year Requested			HSIP FUNDING						
					Any	2020	2021	Original HSIP Amount Requested	Additional 2018 HSIP \$ Awarded	Additional 2019 HSIP \$ Awarded	2020 HSIP \$ Awarded	2021 HSIP \$ Awarded	Local Match (10%)	TOTAL PROJECT COST
P1	Carver County	CSAH 40	TH 25 to CSAH 50	Construct paved shoulders, rumble strips and advanced warning signs for curves			X	\$1,800,000				\$1,800,000	\$278,400	\$2,078,400
P5	Chisago County	TH 8	at CSAH 26	Construct roundabout	X			\$1,250,000				\$1,250,000	\$500,000	\$1,750,000
P7	Hennepin County	Midtown Greenway	James Ave to Minnehaha Ave	Trail crossing, durable high-visibility crosswalks, raised medians, curb extensions, ADA, construct sidewalk, signal improvements		X		\$531,000			\$531,000		\$59,000	\$590,000
P8	Hennepin County	CSAH 4 CSAH 5 CSAH 22 CSAH 28	CSAH 4 at Westgate Dr in EP CSAH 5 at 24th Ave in Mpls CSAH 22 at 49th St in Mpls CSAH 28 at 102nd St in Bloomington	durable high-visibility crosswalks, curb extensions, raised medians, ADA, flashing beacons		X		\$477,000			\$477,000		\$53,000	\$530,000
P12	MnDOT	I-35E	CR J to I-35E/I-35W Split	Install high tension cable median barrier	X			\$855,000			\$855,000		\$95,000	\$950,000
P13	MnDOT	TH 10	Mounds View to I-35W	Install continuous freeway lighting	X			\$1,080,000	\$1,080,000				\$120,000	\$1,200,000
P14	MnDOT	TH 65	at Klondike Drive	Construct Reduced Conflict Intersection (RCI)	X			\$450,000				\$450,000	\$50,000	\$500,000
P17	Scott County	Multiple	Multiple	Widen and pave shoulders, add centerline and edgeline rumbles between 15 & 20 miles	X			\$1,260,000			\$1,260,000		\$140,000	\$1,400,000
R2	Anoka County	CSAH 8 (Osborne Rd)	TH 47 to TH 65	Road diet, turn lanes, medians, ped islands			X	\$893,700				\$893,700	\$99,300	\$993,000
R3	Anoka County	CSAH 18 (Broadway Av)	CR 19 to CSAH 62	Widen shoulders, add right turn lanes, bypass lanes and overlay	X			\$990,000		\$990,000			\$110,000	\$1,100,000
R7	Dakota County	TH 3	at 170th St	Construct roundabout	X			\$1,774,571			\$1,774,571		\$197,174	\$1,971,745
R8	Elko New Market	CSAH 2	at CSAH 91	Construct multi-lane roundabout	X			\$1,792,800			\$1,792,800		\$199,200	\$1,992,000
R9	Hennepin County	CSAH 5 (Franklin Ave)	at Chicago Ave	Signal rebuild, retiming, additional heads, exclusive left turn phasing, ped improvements			X	\$486,000				\$486,000	\$54,000	\$540,000
R10	Hennepin County	CSAH 81 (West Broadway)	at Lyndale Ave	Signal rebuild, retiming, additional heads, exclusive left turn phasing, ped improvements			X	\$549,000				\$549,000	\$61,000	\$610,000
R11	Maplewood	Roselawn Ave	CSAH 58 (Edgerton St)	Construct mini-roundabout	X			\$679,500			\$679,500		\$75,500	\$755,000
R13	Minneapolis	Hennepin Harmon	Spruce Place to 13th 10th to 12th	Install mast arms on 5 signals	X			\$1,350,000				\$1,350,000	\$150,000	\$1,500,000
R15	MnDOT	Multiple locations	I-694, TH 100, TH 77, I-494, Freeway Ramps	Apply high friction treatment	X			\$1,219,500			\$1,219,500		\$135,500	\$1,355,000
R18	MnDOT	TH 8	at Deer Garden Lane	Construct dedicated left turn lane for EB traffic	X			\$585,000				\$585,000	\$65,000	\$650,000
R19	MnDOT	TH 8	I-35 to WI State Line	Install 6" wet reflective striping	X			\$450,000			\$450,000		\$50,000	\$500,000
R22	Ramsey County	CSAH 44 (Silver Lake Rd)	at Rice Creek Regional Trail and MN Commercial RR Crossing	Construct gates, ped ramps, refuge median	X			\$325,112			\$325,112		\$36,124	\$361,236
R23	Scott County	CSAH 2	at CSAH 15	Construct roundabout			X	\$1,575,000				\$1,575,000	\$175,000	\$1,750,000
R24	Dakota County	TH 3	at 200th Street	Construct southbound left turn lane	X			\$427,572				\$427,572	\$47,508	\$475,080
								\$20,800,755	\$1,080,000	\$990,000	\$9,364,483	\$9,366,272	\$2,750,706	\$23,551,461

2020 / 2021 HSIP **UNFUNDED** PROJECTS LIST

12/7/2016

Project #	Submitting Agency	Roadway	Location	Project Description	Funding Year Requested			HSIP Amount Requested	Local Match (10%)	Total Project Cost
					Any	2020	2021			
R4	Anoka County	CSAH 76, CSAH 36 (Fawn Lake Dr)	East Typo Dr to East County Line	Widen shoulders, add right turn lanes, bypass lanes and overlay	X			\$1,170,000	\$130,000	\$1,300,000
R1	Anoka County	CSAH 1 (Coon Rapids Blvd)	CSAH 78 to Egret Blvd	Widen to 6 lanes and overlay	X			\$1,170,000	\$130,000	\$1,300,000
P2	Chisago County	CSAH 23	at CSAH 24	Construct roundabout	X			\$750,000	\$250,000	\$1,000,000
P3	Chisago County	CSAH 26	TH 8 to CSAH 37	Reconstruct roadway alignment, add paved shoulders, install new 6" striping	X			\$450,000	\$50,000	\$500,000
P4	Chisago County	TH 95	at CR 70	Reconstruct CR 70 approach, install new lighting, signing, and striping	X			\$500,000	\$250,000	\$750,000
P6	Dakota County	CSAH 32	CSAH 43 to TH 3	Add left and right turn lanes and rumble strips		X		\$1,800,000	\$200,000	\$2,000,000
R5	Dakota County	CSAH 6 (Thompson Ave)	at CSAH 73 (Oakdale Ave)	Construct roundabout		X		\$1,395,000	\$155,000	\$1,550,000
R6	Dakota County	CSAH 47 (Northfield Blvd)	at CSAH 62 (190th St)	Remove intersection skew, add turn lanes		X		\$810,000	\$90,000	\$900,000
P10	Hennepin County	CSAH 10, 57, 61	Total 16.6 miles	ATMS to monitor and coordinate 41 traffic signals		X		\$1,134,000	\$126,000	\$1,260,000
P9	Hennepin County	CSAH 1, 3, 5	Total 23.1 miles	ATMS to monitor and coordinate 68 traffic signals		X		\$1,773,000	\$197,000	\$1,970,000
P11	Minneapolis	Johnson St	Johnson St from 23rd Ave to 33rd Ave and Lowry/Hayes intersection	Install mast arms at 7 existing signals	X			\$1,755,000	\$195,000	\$1,950,000
R12	Minneapolis	38th Street	1st Ave to 13th Ave	Install mast arms on 6 signals	X			\$1,485,000	\$165,000	\$1,650,000
R14	Minneapolis	Park Ave Portland Ave	at 9th and at 10th at 9th Street	Install mast arms on 3 signals	X			\$900,000	\$100,000	\$1,000,000
P15	MnDOT	I-494	Minnesota River to TH 3	Install continuous freeway lighting	X			\$1,620,000	\$180,000	\$1,800,000
P16	MnDOT	I-694	TH 61 to CSAH 10	Install continuous freeway lighting	X			\$1,800,000	\$200,000	\$2,000,000
R17	MnDOT	TH 12	at CSAH 90	Construct multi-lane roundabout		X		\$1,800,000	\$200,000	\$2,000,000
R20	Ramsey County	CSAH 10 (Mounds Blvd)	at CR H2	Replace traffic signal		X		\$508,140	\$56,460	\$564,600
R21	Ramsey County	CSAH 51 (Lexington Ave)	at CSAH 78 (CR B2)	Replace traffic signal, add turn lane	X			\$1,796,566	\$199,618	\$1,996,184
P19	Saint Paul	Cretin Ave	Marshall to Beverly Rd	Construct sidewalk on west side of roadway and ped refuges	X			\$450,000	\$50,000	\$500,000
P20	Saint Paul	Minnehaha Ave	at Earl, Forest and Ruth	Replace three traffic signals and install mast arms			X	\$495,000	\$55,000	\$550,000
P21	Saint Paul	University Ave	Emerald to Marion St	Install 15 RRFBs at pedestrian crossings to/from LRT Green Line		X		\$1,350,000	\$150,000	\$1,500,000
P18	Scott County	Multiple	See table in submittal	Construct between 12 and 16 turn lanes on high speed country roads	X			\$990,000	\$110,000	\$1,100,000
Total								\$23,561,706	\$2,979,078	\$26,540,784

Recommended HSIP Projects **DRAFT**






Proactive Projects:

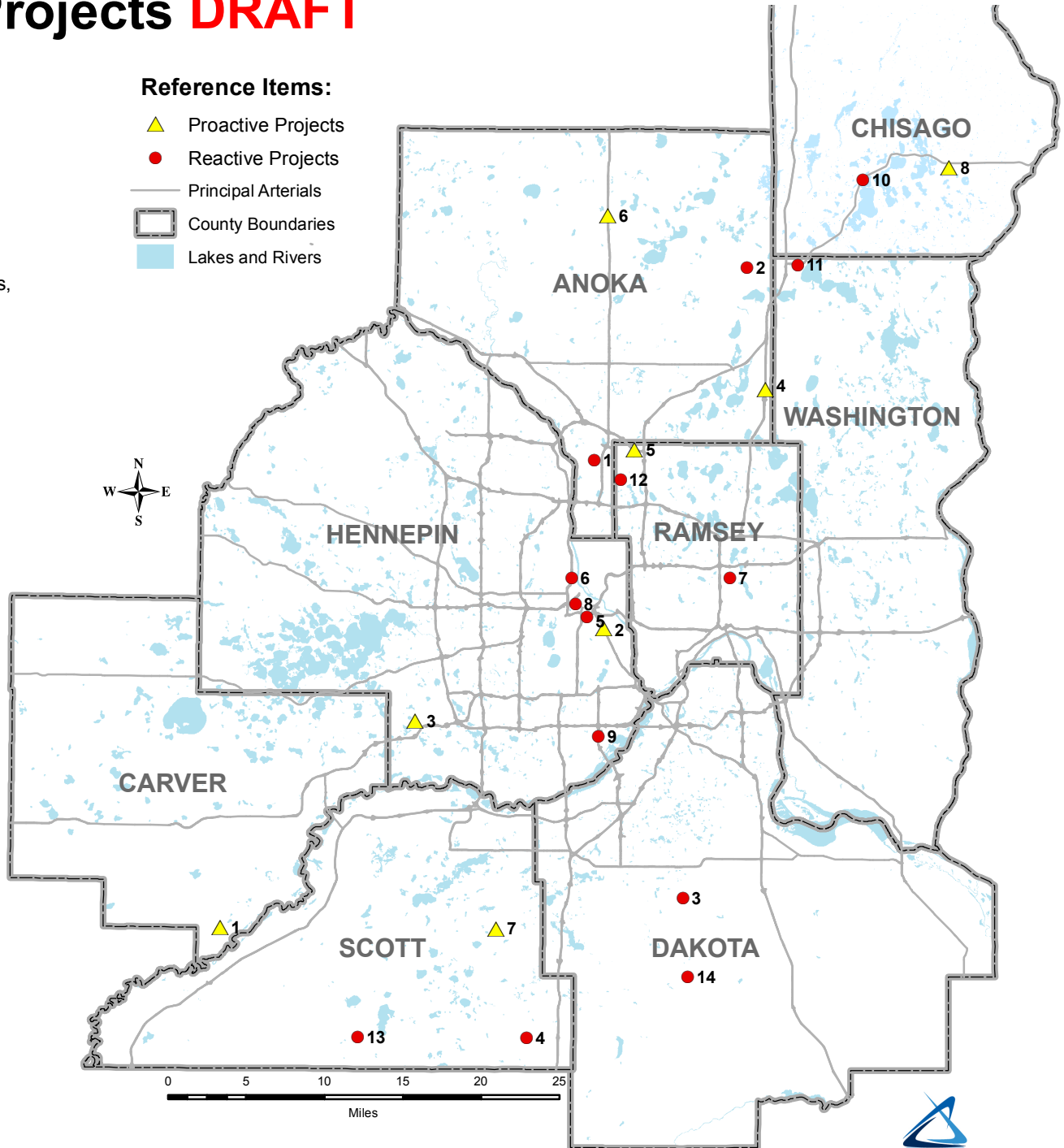
- 1) On County Rd 40 construct paved shoulders, rumble strips, and advanced warning signs for curves in San Francisco Twp
- 2) On the Midtown Greenway implement trail crossing, durable high-visibility crosswalks, raised medians, curb extensions, ADA, construct sidewalk, signal improvements in Minneapolis
- 3) On multiple roads implement durable high-visibility crosswalks, curb extensions, raised medians, ADA, and flashing beacons in Eden Prairie, Minneapolis, and Bloomington
- 4) On I-35E install high tension cable median barrier in Lino Lakes
- 5) On US 10 install continuous freeway lighting in Moundsview
- 6) On MN 65 construct Reduced Conflict Intersection (RCI) in East Bethel
- 7) On multiple roadways widen and pave shoulders, add centerline and edgeline rumbles between 15 & 20 miles in Scott County
- 8) On US 8 construct roundabout in Chisago County

Reactive Projects:

- 1) On Osbourne Rd implement road diet, turn lanes, medians, and pedestrian islands in Fridley
- 2) On Broadway Ave widen shoulders, add right turn lanes, bypass lanes, and overlay in Columbus
- 3) On MN 3 construct roundabout in Empire Twp
- 4) On 260th St construct multi-lane roundabout in Elko New Market
- 5) On Franklin Ave implement signal rebuild, retiming, additional heads, exclusive left turn phasing, and pedestrian improvements in Minneapolis
- 6) On West Broadway Ave implement signal rebuild, retiming, additional heads, exclusive left turn phasing, and pedestrian improvements in Minneapolis
- 7) On Roselawn Ave construct mini-roundabout in Maplewood
- 8) On Hennepin Ave and Harmon PI install mast arms on 5 signals in Minneapolis
- 9) In multiple locations apply high friction treatment to freeway ramps
- 10) On US 8 construct dedicated left turn lane for EB traffic in Chisago County
- 11) On US 8 install 6" wet reflective striping in Forest Lake
- 12) At Rice Creek Regional Trail and MN commercial RR crossing, construct gates, ped ramps, and a refuge median in New Brighton
- 13) On 260th St construct roundabout in Helena Twp
- 14) On MN 3 construct southbound left turn lane in Farmington

Reference Items:

-  Proactive Projects
-  Reactive Projects
-  Principal Arterials
-  County Boundaries
-  Lakes and Rivers



12/7/2016

