

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 20, 2018
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 29, 2018 Meeting*
- 4) TAB Report
- 5) Program Year Extension: Ramsey County CSAH 31/CSAH 58 Intersection Improvements – Action Item 2019-02*
- 6) 2018 Highway Safety Improvement Program Project Selection – Action Item 2019-03*
- 7) Program Year Change Request for City of Brooklyn Center – Action Item 2019-05*
- 8) 2018 Regional Solicitation Funding Options– Action Item 2019-04*
- 9) Adjournment

*Attachments

Full Packet

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
Minutes of a SPECIAL MEETING of the
FUNDING AND PROGRAMMING COMMITTEE
November 29, 2018

MEMBERS PRESENT: Paul Oehme (Chair, Chanhassen), Joe MacPherson (Anoka County), Lyndon Robjent (Carver County), John Sass (Dakota County), Chad Ellos (Hennepin County), Joe Lux (Ramsey County), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Steve Peterson (Metropolitan Council), Anna Flintoft (Metro Transit), Molly McCartney (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Innocent Eyoh (MPCA), Gina Mitteco (MnDOT Bike & Ped), Nancy Spooner-Mueller (DNR), Aaron Bartling (MVTA), Michael Thompson (Plymouth), Jim Kosluchar (Fridley), Ken Ashfeld (Maple Grove), Nathan Koster (Minneapolis), Anne Weber (St. Paul) and Joe Barbeau (staff)

1. Call to Order

The meeting was called to order just after 1:30 p.m.

2. Adoption of Agenda

MOTION: Brown moved to adopt the agenda. Seconded by Lux. The motion was approved unanimously.

3. Approval of the Minutes from the November 15, 2018, Meeting

MOTION: Koutsoukos moved to approve the minutes, with one correction: for the motion in item 8, part E to reflect changing the Traffic Management Technologies scores to reflect the scorer's recommendation. Seconded by McCartney. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the November 21, 2018 TAB meeting.

5. Regional Solicitation Funding Scenarios – Information Item

Peterson said that this meeting is being held because the Transportation Advisory Board (TAB) wanted two full months to discuss the Regional Solicitation funding scenarios. He showed four potential funding scenarios, along with accompanying tables: the “base scenario,” an expansion-heavy scenario, a modernization-heavy scenario, and a bike/pedestrian-heavy scenario.

Robjent said that roadway projects are underfunded in the base scenario by nearly \$3 million vs. the modal midpoint. He added that many roadway projects leverage funding from other sources, stating roadways make up 62 percent of the total project cost of all applications. This perhaps indicates higher roadway demand versus other modes. Peterson said that the modal ranges are based on historic funding allocations.

Robjent said that it is unusual to see MnDOT submit applications in the Roadway Expansion and Roadway Reconstruction/Modernization categories. The MnDOT project, which is likely to be funded, will take \$7 million away from the pool for locally led projects.

Robjent suggested that points could be awarded to projects that provide more than 20 percent match. McCartney added that the Transportation and Economic Development (TED) program awards points to projects that secure other funds.

Eyoh asked what role the Committee has in recommending funding scenarios. Peterson said that while all four scenarios will be provided to TAB, the Committee can make recommendations on which scenarios are better.

Robjent asked why over-programming is set at eight percent. Peterson replied that MnDOT suggested this as roughly how much the region should over-program. More over-programming leads to increased likelihood of

delayed payments. He added that perhaps the application should be more explicit about that possibility. McCartney added that MnDOT is interested in reigning in over-programming.

Peterson shared the draft funding scenarios in the roadway categories. He pointed out that the scenarios all show Anoka County's Viking Boulevard Bridge funded, which helps meet the TAB-established \$10 million Bridge minimum and the requirement to fund at least one project from all A-minor classifications. The other option to meet the bridge minimum would be to fund two additional projects, which have a tied score, at \$14 million in federal funds. Peterson posed the question of what would need to be removed in order to make this scenario happen. Koster asked whether there is any flexibility around the \$10 million Bridge minimum, to which Koutsoukos replied that TAB set this threshold but could change it if they so choose.

Robgent asked whether applicants are given the option to take less than their requested funding amount. Peterson replied that that could happen, which could bring roadways up to the mid-point of its range while reducing the number of bicycle and pedestrian projects.

MacPherson said that there are only two true A-minor connector projects and the other two projects that include connectors primarily improve roadways on other functional classifications.

Peterson moved on to the transit and travel demand management (TDM) categories. While the usual allotment for the competitive TDM category is \$1.2 million, funds were returned from a previously funded project and therefore \$1.5 million is available. He added that \$2.2 million was returned from transit projects. He also said that while Metro Transit dominated scoring in the Transit Expansion category, a lot of cities are served by those projects.

Koster asked whether a hybrid scenario could be recommended, to which Koutsoukos replied in the affirmative.

Oehme noted that there is a large gap between the fourth- and fifth-ranked Transit Modernization projects, so going to the latter, as was done in the modernization-heavy scenario, may not make sense. Peterson replied that inclusion of an additional Transit Modernization project was necessary to meet the intent of the modernization-heavy scenario. Flintoft said that it would be good to add the sixth-ranked project, MVTA's Burnsville Transit Station project, since it is low-cost and scored almost as well as the fifth-ranked project. Members expressed agreement with this sentiment.

Referencing the projects tagged to be removed should the City of St. Paul's unique project be selected, Ellos expressed concern with removing one of the only two Pedestrian Facilities projects shown as funded and suggested reducing the unique project's award by \$1 million. Mitteco added that the second-ranked Pedestrian Facilities project scored very well in comparison with the fifth-ranked Transit Modernization project.

Moving on to the bicycle/pedestrian scenarios, Peterson said that the Multiuse Trails and Bicycle Facilities category shows more funded projects as a result of the large number of applications, the cost of the projects, and the effort to include what could be the only project in Washington County. Ellos said that the third-ranked Pedestrian Facilities project, Hennepin County's ADA retrofits at the Blue Line and Green Line stations, which is not shown as funded outside of the bike/pedestrian-heavy scenario, will serve a lot of people. Peterson replied that more pedestrian projects could be funded, though how this would be accomplished would have to be determined. Mitteco said that the effort to fund at least one Washington County project leaves only a one-point gap between the lowest-ranked funded project and the highest-ranked unfunded project. She also said that from a safety perspective, the bike/pedestrian-heavy scenario makes sense, since biking and pedestrian are the only modes that are seeing increased collisions.

6. Adjournment

MOTION: Eyoh moved to adjourn the meeting. Seconded by Spooner-Mueller. The motion was approved unanimously, and the meeting was adjourned.

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL No. 2019-02

DATE: November 28, 2018
TO: TAC Funding & Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Program Year Extension Request: Ramsey County CSAH 31/CSAH 58 Intersection Improvements
REQUESTED ACTION: Ramsey County requests a program year extension for its CSAH 31/CSAH 58 intersection improvements project (SP# 062-631-025) to 2020.
RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC approval of the program year extension request to move Ramsey County's CSAH 31/CSAH 58 intersection improvements project (SP# 062-631-025) to 2020.

BACKGROUND AND PURPOSE OF ACTION: Ramsey County received \$1,018,607 from the 2014 Highway Safety Improvement Program (HSIP) Solicitation for program year 2019 to fund its County State Aid Highway (CSAH) 31/CSAH 58 intersection improvements project. The County is requesting an extension of the program year to 2020 following delays to design after a pilot project on Maryland Avenue was performed in response to a nearby traffic fatality in 2016.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 and updated it in August 2014 to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

STAFF ANALYSIS: Based on the score on the attached worksheet, staff recommends approval of the program year extension to 2020. It is important to note that an extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2024 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. In that case the program year change would be administered in the annual Transportation Improvement Program (TIP) update and does not require a separate TIP amendment.

ROUTING

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

November 21, 2018

Mr. Paul Oehme
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: PROGRAM YEAR EXTENSION REQUEST FOR SP 062-631-025
CSAH 31 (Maryland Ave.)/ 58 (Edgerton St.) Intersection Improvements

Dear Mr. Oehme,

Ramsey County respectfully requests that the Funding and Programming Committee consider a program year extension for the above referenced project. The project's current program year is 2019 and includes widening CSAH 31 (Maryland Ave.) and CSAH 31 & 58 (Edgerton St.) intersection improvements including signal replacement, APS and left turn lanes on CSAH 31 in Saint Paul.

The County applied for and was awarded 2014 HSIP funds for program year 2019. As the County was beginning preliminary design in 2016, a fatal vehicle/ pedestrian accident occurred at the intersection of Maryland Ave. (CSAH 31) and Greenbrier St. This accident raised safety concerns along the Maryland Ave. corridor. The County and City of Saint Paul engaged the public and discussed potential options for the corridor. The recommended option was to complete a pilot project on Maryland Ave. between Payne Ave. and Johnson Parkway. The pilot included temporarily striping Maryland Ave. as 3-lane roadway with medians at its intersections with Greenbrier St. and Duluth St. As the pilot kicked off, it became apparent that the segment of Maryland Ave. between I-35E and Payne Ave. should be evaluated for a 4 to 3-lane conversion. This segment included the proposed project area of Maryland Ave. between Bradley St. and Edgerton St. (CSAH 58).

The pilot project was completed in 2017 with results in early 2018. The project concluded that the Maryland Ave. segment between Payne Ave. and Johnson Parkway functioned as a 3-lane and the County programmed a permanent striping project for 2018. The Maryland Ave. segment between I-35E and Payne Ave. did not operate well as a 3-lane. The 3-lane increased delays on the corridor and created delay on the I-35E ramps. This segment of Maryland Ave. is proposed to remain a 4-lanes.

As the County and City worked through the pilot project, design on the proposed Maryland Ave. project was delayed avoiding potential redesign work. The project cannot meet the deadline for authorization within its 2019 program year and a program year extension is necessary. Based on the current schedule, authorization could not occur until August 2019, which is past the June 2019 deadline. Ramsey County can demonstrate to the Funding and Programming Committee that significant public involvement and progress has been made on the project since the award of HSIP funding. A one-year time extension would allow the County to retain the funding to keep this needed safety improvement.

We therefore request the Funding and Programming Committee's support for extending Ramsey County's project program year to 2020. If additional information is needed, please contact me at (651) 266-7167 or by email at jenna.fabish@co.ramsey.mn.us.

Sincerely,

Jenna Fabish

Jenna Fabish
Ramsey County Project Manager

Enclosure

cc: Colleen Brown, MnDOT Federal Aid
Joe Barbeau, Metropolitan Council
Scott Eue, MnDOT Federal Aid
Ted Schoenecker, Ramsey County Public Works Director
Paul Kurtz, City of Saint Paul Engineer

REQUEST FOR PROGRAM YEAR EXTENSION

For

SP 062-631-025

LEFT TURN LANES AND TRAFFIC SIGNAL UPGRADES AT CSAH 31 (MARYLAND AVENUE) AND CSAH 58
(EDGERTON STREET)

THE CITY OF SAINT PAUL, RAMSEY COUNTY

REQUESTED BY:

JENNA FABISH

RAMSEY COUNTY PROJECT MANAGER

Phone: 651-266-7167

Email: jenna.fabish@co.ramsey.mn.us

1. PROJECT BACKGROUND

a. Project Name:

County State Aid Highway (CSAH) 31 (Maryland Avenue) & CSAH 58 (Edgerton Street) intersection improvements in the City of Saint Paul.

b. Location Map:

The existing roadway network in the project area includes CSAH 31 (Maryland Avenue) from N. Clark Street (City roadway) to CSAH 58 (Edgerton Street). See **Figure 1 – Location Map** and **Figure 2 – Project Area Map** for the project location and adjacent roadways.

c. Sponsoring Agency:

Ramsey County

d. Other Participating Agencies:

City of Saint Paul, MnDOT, and FHWA

e. Project Description:

CSAH 31 (Maryland Avenue) is currently an undivided four lane roadway with sidewalk along both sides. The existing intersection at CSAH 31 and CSAH 58 is controlled by a traffic signal. The CSAH 31 pavement is deteriorating and was last reconstructed between 1968 and 1987. From 2011-2013, the CSAH 31 and CSAH 58 intersection had 78 crashes total. Of the 78 crashes, 42 (53.8%) were related to left turning vehicles. The proposed left turn lane on CSAH 31 and signal phasing will allow vehicles to safely make their left turn out of an exclusive left turn lane and reduce potential crashes related to left turn movements.

f. Funding Category:

The project is funded with Federal Highway Safety Improvement Program (HSIP) funds.

g. Federal Funds Allocated:

Federal funds in the amount of \$1,018,607 have been secured for Fiscal Year 2019.

2. PROJECT PROGRESS

a. Project Schedule:

The schedule below outlines the progress of the project to date as well as the schedule moving forward without the program year extension.

Activity / Milestone	Without Extension	With Extension
County Design - Layout Options	Jan. - July 2018	Jan. - July 2018
Layout refinement	August - Oct. 2018	August - Oct. 2018
Draft Project Memorandum	November 2018	November 2018
Determine Right of way limits	November 2018	November 2018
SJR Report	December 2018	December 2018
30% Plan	December 2018	December 2018
County ROW Plat	December 2018	February 2019
60% Plan	January 2019	March 2019
Project Memorandum Submittal	January 2019	March 2019
Easement Acquisition Negotiation	March - August 2019	May - Oct. 2019
Final Plans	April 2019	April 2019
Submit Construction Plans for review	May 2019	May 2019
Plan Authorization	August 2019*	November 2019
Project Letting	October 2019	January 2020
Project Construction	Oct. 2019 - Nov. 2020	March - Nov. 2020

* Plan authorization is past the last date for Federal Plan Authorization (June 30, 2019)

b. Right of Way Acquisition:

Permanent and temporary easement needs have been identified for 35 parcels per attached preliminary Ramsey County ROW Plan (**Figure 3 – Draft ROW Plan**). Parcel sketches for the 35 parcels have been drafted for use in the appraisal process. The County is in the process of hiring an appraiser and will have the appraiser under contract in early 2019. Negotiations for the necessary easements would begin in May 2019.

c. Plans:

The preliminary layout has been developed and the plan preparation is estimated at 30 percent complete. Attached is an exhibit showing the proposed project corridor layout (**Figure 4 – Project Layout**).

d. Permits:

Table 1 – Permits Required

Permits Required			
Agency	REQ'D	Status/ Date Received	Attached
USACE Section 404	N	Not applicable (N/A) (no wetlands within the project area)	N
Coast Guard	N	N/A	N
DNR - Water	N	N/A	N
DNR - Public Waters	N	N/A (no DNR public waters within the project area)	N
MPCA - NPDES	Y	Permit will be obtained prior to construction	N
MPCA - Section 401	N	N/A	N
Watershed District	Y	Permit will be obtained prior to construction	N
Wetland Conservation Act/ BWSR	N	N/A (no wetlands within the project area)	N
Railroad	N	N/A (no railroads within the project area)	N
Other	N	N/A	N

e. Approvals:

The following is a list of agencies with approval authority and the status of each approval:

Agency	Approval Required	Status
MnDOT	Project Memorandum	Draft submitted Nov. 2018 with final March 2019
	Final Plan Approval	Not yet submitted, Nov. 2019

Agency	Approval Required	Status
Ramsey County	Preliminary Layout	Completed
	Final Plan Approval	Not yet submitted, Nov. 2019
City of Saint Paul	Preliminary Layout	Completed
	Final Plan Approval	Not yet submitted, Nov. 2019

f. Identified Funds Spent to Date on Project:

To date, the County has spent approximately \$70,000 on preliminary design. The County is in process of hiring an appraiser for the project.

3. JUSTIFICATION FOR EXTENSION

a. What is unique about this project that requires an extension of the program year?

In May 2016, a vehicle/ pedestrian crash occurred at the intersection of Maryland Avenue (CSAH 31) and Greenbrier St. The pedestrian died days later from injuries sustained from the accident. The pedestrian was attempting to cross eastbound Maryland Avenue when the vehicle in the southern eastbound lane stopped but the vehicle in the northern eastbound lane did not stop. The vehicle in the north eastbound lane struck the pedestrian.

After a review of the vehicle/ pedestrian crash and public concern for non-motorized users' safety, the County in partnership with the City of Saint Paul reviewed options for safety improvements along the CSAH 31 corridor east of Interstate (I) 35E. The recommended option included completing a pilot project that evaluated converting Maryland Avenue from a 4 to 3-lane roadway from Payne Avenue to Johnson Parkway.

As part of the pilot project, Maryland Avenue was temporarily striped as 3-lane roadway with a center turn lane and temporary medians were constructed at the Maryland Ave./ Greenbrier St. and Maryland Ave./ Duluth St. intersections. The medians provided both pedestrians and bicyclists a safer crossing of Maryland Ave. The pilot project monitored traffic operations along Maryland Avenue (CSAH 31) from Payne Ave. to Johnson Parkway for 6 months between May and November 2017. This segment of Maryland Avenue had between 15,700 and 18,600 vehicles per day (vpd). These traffic volumes for this segment were approaching a 4-lane roadway need for this corridor.

As the County and City began the pilot project, it was determined that Maryland Avenue between I-35 E and Payne Ave. should be evaluated for 4 to 3-lane conversion as part of

the traffic study This segment of Maryland Avenue carries 22,400 vpd. The proposed Maryland Avenue project was located within this segment (N. Clark St. to Edgerton St.)

In 2018, the pilot project concluded that vehicle traffic on Maryland Ave. between Payne Ave. and Johnson Parkway (Segment 1) experienced acceptable levels of delay/ congestion The traffic study for the segment of Maryland Ave. between I-35E and Payne Ave. (Segment 2) indicated high levels of delay; causing vehicles to queue on the I-35E ramps. Based on this information, Segment 1 was programmed for 2018 to be permanently striped as a 3-lane roadway and concrete medians were to be installed at the intersections of Maryland Ave./Greenbrier St. and Maryland Ave./Duluth St. Segment 2 was recommended to remain a 4-lane roadway. The portion of Segment 2 within the proposed project area (N. Clark St. to Edgerton St. (CSAH 58)) was programmed for reconstruction including intersection improvements at Edgerton St.

To reduce cost and minimize redesign work, the County completed minimum design work on the proposed Maryland Ave./Edgerton St. project. The proposed intersection design would be impacted if this segment was converted to a 3-lane roadway and placement of the signal equipment would be in a different location.

b. What are the financial impacts if the project does not meet its current program year?

If federal funds are surrendered, the proposed project will likely be postponed until an alternate source of funding can be secured. The County and City have spent funds in excess of \$70,000 and anticipate continued design work costs of an additional \$160,000 to prepare the plan. The County and City feel strongly that this segment of Maryland Avenue (CSAH 31) is a high priority segment and delaying the improvements on this segment will likely cause increased traffic delays/ congestion and crashes.

c. What are the implications if the project does not obtain the requested extension?

Based on the current schedule, the project cannot meet the requirements for federal authorization in its program year (June 2019). If a program year extension was not granted for the project, the County may consider delaying the project and evaluating the use of future outside funding.

d. What actions will the agency take to resolve the problem facing the project in the next three to six months?

The County will continue to gather public input through the design process with the intent to have final plans in the summer of 2019. The County is in the process of hiring an appraiser and will have the appraiser under contract in early 2019. Negotiations for the necessary easements will begin in May 2019.

Attachment 1: PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Request Date: Nov. 14, 2018

INSTRUCTIONS:

1. Check status of project under each major heading.
2. Enter dates as requested for each major heading.
3. Enter points as suggested by each applicable response.
4. Total points received in the TOTAL POINTS line on the last page. **The minimum score to be eligible to request an extension is seven points.**

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM

Reviewed by State Aid If checked enter 4. 4
 Date of approval TBD

Completed/Approved If checked enter 5. _____
 Date of approval _____

EA
 Completed/Approved If checked enter 2. _____
 Date of approval _____

EITHER
 Not Complete
 Anticipated Date of Completion _____
 If prior to January 31 of the program year, enter 1. _____

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

Completed
 Date of Hearing _____ If checked enter 2. _____

Not Complete
 Anticipated Date of Completion _____
 If prior to February 28 of the program year, enter 1. _____

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

Completed/FONSI Approved If checked enter 2. _____
 Date of approval _____

Not Complete
 Anticipated Date of Completion _____
 If prior to March 31 of the program year, enter 1. _____

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. _____
Date of Approval _____
 Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____
 Not Complete
Anticipated Date of Completion **April 2019**
If prior to June 30 of the program year, enter 1. **1**

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion **Oct. 2019**
If prior to December 31 of the year following the original program year, enter 1. **1**

ENGINEERS ESTIMATE OF COSTS

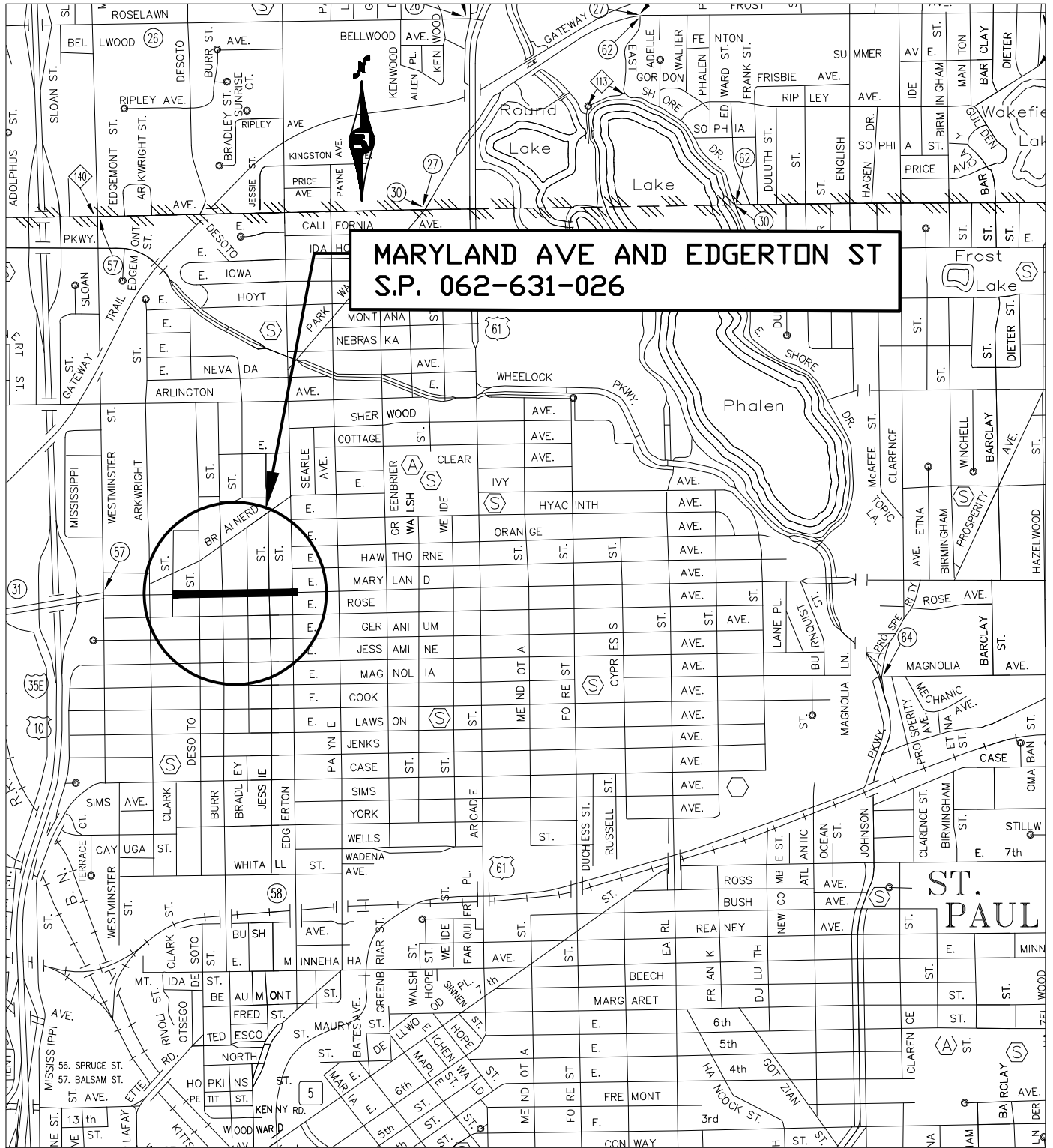
Completed If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion **April 2019**
If prior to December 31 of the year following the original program year, enter 1. **1**

AUTHORIZED

Anticipated Letting Date **January 2020**
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS **7**

Figure 1 - Location Map



SCALE: 1" = 2000'



RAMSEY COUNTY
Department of Public Works

PROJECT LOCATION MAP
MARYLAND AVE & EDGERTON ST
600' WEST OF PAYNE AVE TO CLARK ST
S.P. 062-631-026

Figure 2 - Project Area Map



- Legend**
- City Halls
 - Schools
 - Hospitals
 - Fire Stations
 - Police Stations
 - Recreational Centers
 - Parcel Points
 - Parcel Boundaries

600.0 0 300.00 600.0 Feet

NAD_1983_HARN_Adj_MN_Ramsey_Feet
© Ramsey County Enterprise GIS Division.

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

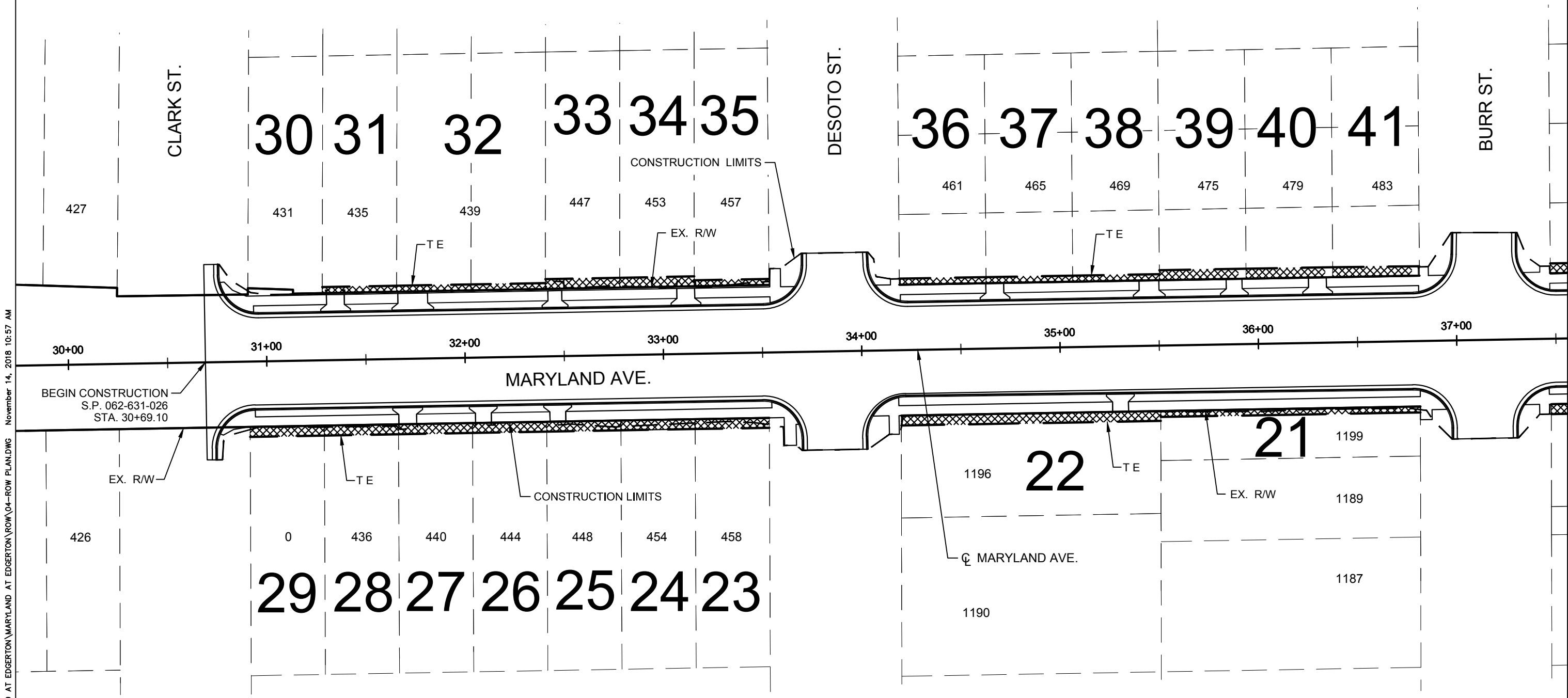
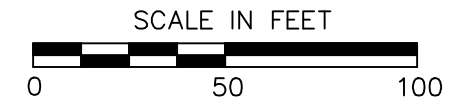
Notes
Enter Map Description

Figure 3 - Draft ROW Plan Sheet 1 of 4

LEGEND

	PROPOSED PERMANENT EASEMENT
	PROPOSED TEMPORARY EASEMENT

CITY OF
SAINT PAUL



P:\PROJECTS\P-3380 MARYLAND AT EDGERTON\ROW\04-ROW PLAN.DWG November 14, 2018 10:57 AM

NO.	REV-DATE	BY:	DESCRIPTION

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.

SIGNED: _____

REG NO: _____ DATE: _____

MARYLAND AVE. / CSAH 31
AT EDGERTON STREET

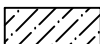

S.P. 062-631-026
S.A.P. 062-631-027
COUNTY PROJ. P-3380



RIGHT OF WAY PLAN
SHEET XX OF XX SHEETS
2019-02, Page 14

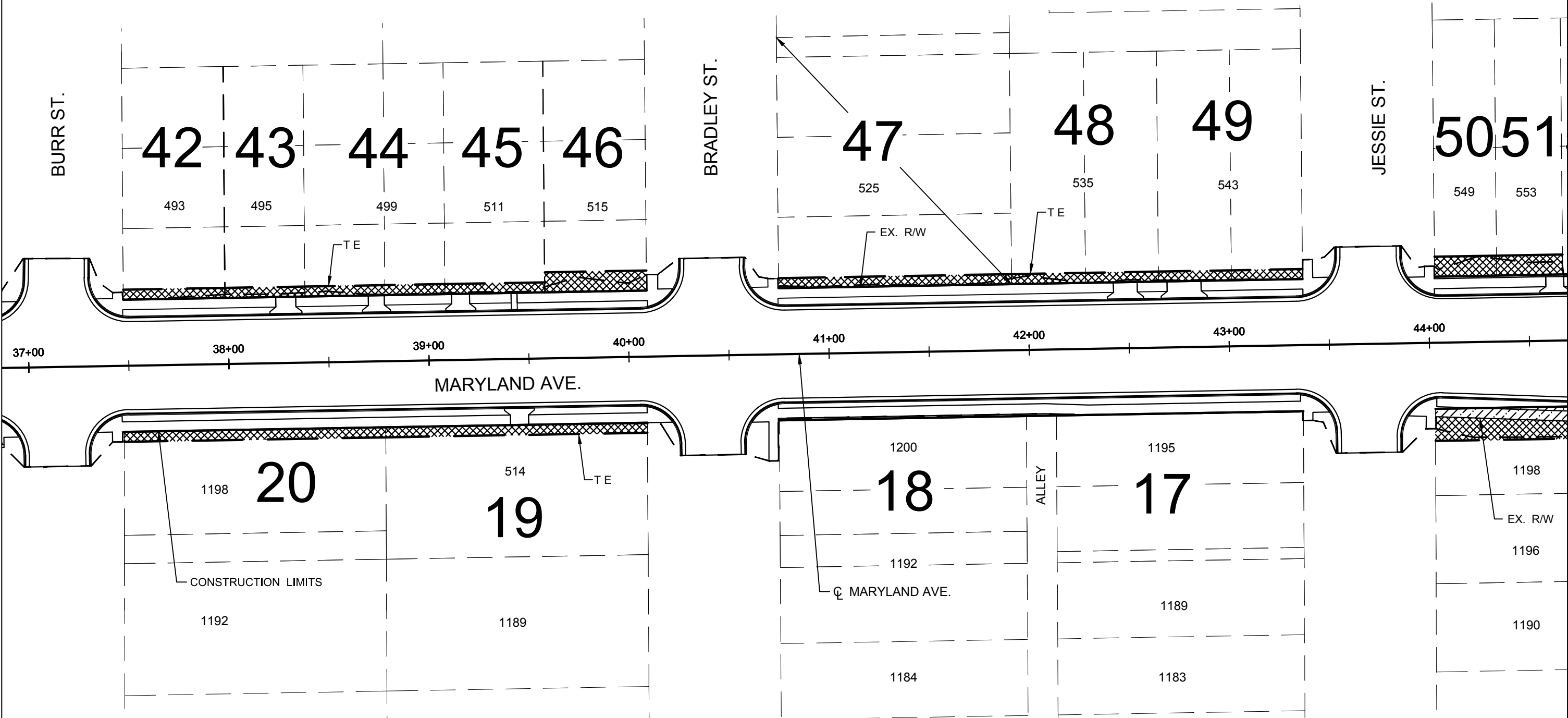
Figure 3 - Draft ROW Plan Sheet 2 of 4

LEGEND

	PROPOSED PERMANENT EASEMENT
	PROPOSED TEMPORARY EASEMENT



CITY OF SAINT PAUL



P:\PROJECTS\P-3380 MARYLAND AT EDGERTON\ROW\04-ROW PLAN.DWG November 14, 2018 10:57 AM

NO.	REV-DATE	BY:	DESCRIPTION

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.

SIGNED: _____

REG NO: _____ DATE: _____

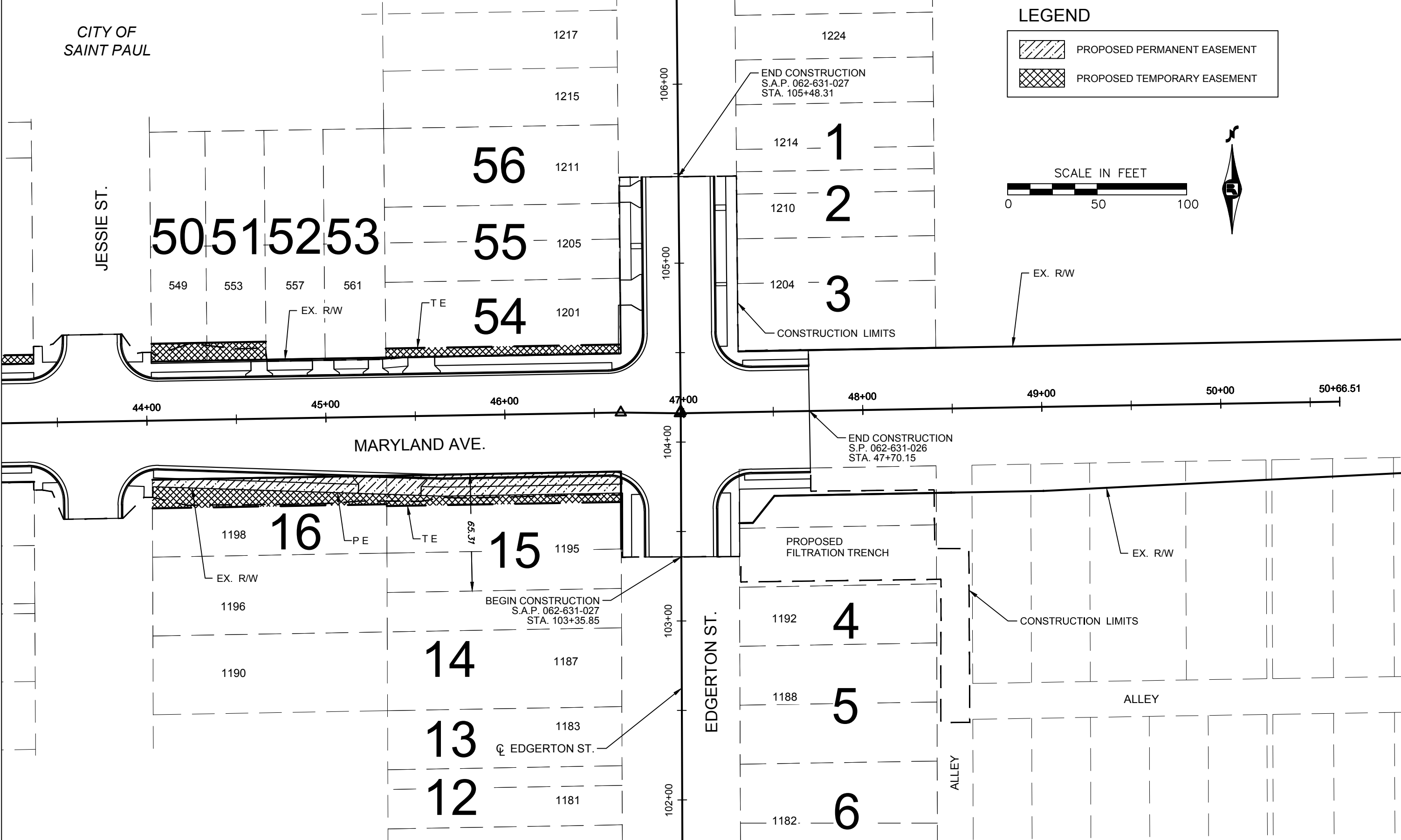
MARYLAND AVE. / CSAH 31
AT EDGERTON STREET

S.P. 062-631-026
S.A.P. 062-631-027
COUNTY PROJ. P-3380



RIGHT OF WAY PLAN
SHEET XX OF XX SHEETS
2018-02, Page 13

Figure 3 - Draft ROW Plan Sheet 3 of 4



P:\PROJECTS\P-3380 MARYLAND AT EDGERTON\MARYLAND AT EDGERTON\ROW\04-ROW PLAN.DWG November 14, 2018 10:57 AM

NO.	REV-DATE	BY:	DESCRIPTION

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.

SIGNED: _____

REG NO: _____ DATE: _____

MARYLAND AVE. / CSAH 31
AT EDGERTON STREET

S.P. 062-631-026
S.A.P. 062-631-027
COUNTY PROJ. P-3380



RIGHT OF WAY PLAN
SHEET XX OF XX SHEETS
2018-02, Page 10

Figure 3 - Draft ROW Plan Sheet 4 of 4

PARCEL NUMBER	PARCEL ID NO.	PARCEL ADDRESS	OWNER	PARCEL SIZE	PERMANENT EASEMENT	TEMPORARY EASEMENT	COMMENTS
				ACRE	SQ. FT.	SQ. FT.	
1	202922430079	1214 EDGERTON ST.	KA CHENG & ME M. LOR	0.10			
2	202922430080	1210 EDGERTON ST.	DANIEL ACOSTA	0.10			
3	202922430081	1204 EDGERTON ST.	IRMA J. THOMAS	0.16			
4	292922120100	1192 EDGERTON ST.	SINGULAR DEV. RESOURCES INC.	0.08			
5	292922120101	1188 EDGERTON ST.	JANET M. ELDRED	0.17			
6	292922120102	1182 EDGERTON ST.	NORINNE M. & JANICE C. HOBBS	0.13			
12	292922210157	1181 EDGERTON ST.	AMARANMA LLC.	0.10			
13	292922210158	1183 EDGERTON ST.	FYR SFR BORROWER LLC.	0.10			
14	292922210002	1187 EDGERTON ST.	NORTH REAL ESTATE LLC.	0.20			
15	292922210001	1195 EDGERTON ST.	XA LEE	0.20	1469	679	
16	292922210015	1198 JESSIE ST.	ANA METOS	0.13	938	1157	
17	292922210016	1195 JESSIE ST.	BER LOR	0.20			
18	292922210025	1200 BRADLEY ST.	JUAN M. VARGAS DIAZ	0.17			
19	292922210026	514 MARYLAND AVE.	DAVID R. BEAUDET	0.20		654	
20	292922210035	1198 BURR ST.	JEREMIAH LAND	0.16		654	
21	292922210036	1199 BURR ST.	GINA ROMANO & ADAM JOZEFOWSKI	0.08		393	
22	292922210046	1196 DESOTO ST.	FELIPE G. ILLESCAS	0.16		656	
23	292922220001	458 MARYLAND AVE.	KIM R. KNUTSON	0.11		187	
24	292922220002	454 MARYLAND AVE.	THOMAS A. WAGNER	0.11		187	
25	292922220003	448 MARYLAND AVE.	MYO MIN ZAW	0.11		187	
26	292922220004	444 MARYLAND AVE.	CHIT TOE	0.11		187	
27	292922220005	440 MARYLAND AVE.	JEREMIAH W. SAARI	0.11		187	
28	292922220006	436 MARYLAND AVE.	JEREMIAH W. SAARI	0.11		187	
29	292922220007	0 MARYLAND AVE.	JEREMIAH W. SAARI	0.11		187	
30	202922330168	431 MARYLAND AVE.	MOE MYINT & AH OO	0.10			
31	202922330101	435 MARYLAND AVE.	DARRELL E. LEWIS BEY	0.10		113	
32	202922330143	439 MARYLAND AVE.	JEREMIAH W. SAARI	0.21		225	
33	202922330106	447 MARYLAND AVE.	DEBRA MESSENGER	0.18		188	
34	202922330104	453 MARYLAND AVE.	AARON L. HAGLUND	0.10		188	
35	202922330105	457 MARYLAND AVE.	CHUE & KOU CHANG	0.10		113	
36	202922340061	461 MARYLAND AVE.	ANDRES & ENCARNACION JARAMILLO	0.12		134	
37	202922340062	465 MARYLAND AVE.	STEVEN D. MARK TRUSTEE	0.12		133	
38	202922340063	469 MARYLAND AVE.	BRUCE K. YANG	0.12		132	
39	202922340064	475 MARYLAND AVE.	PAH KYAW & SHWE THEIN	0.12		199	
40	202922340065	479 MARYLAND AVE.	MICHAEL C. ROACH	0.17		199	
41	202922340066	483 MARYLAND AVE.	WAHID B. TEKLU	0.12		199	
42	202922340084	493 MARYLAND AVE.	DAVID R. BEAUDET	0.13		255	
43	202922340085	495 MARYLAND AVE.	TEWODROS E. DEJENE	0.11		199	
44	202922340086	499 MARYLAND AVE.	LAI LLC.	0.18		349	
45	202922340087	511 MARYLAND AVE.	JEFFREY L. REED	0.13		250	
46	202922340088	515 MARYLAND AVE.	RICHARD CLEOPHAS DEMERS	0.13		507	
47	202922340120	525 MARYLAND AVE.	HANK CU & RUBY NGOC NGUYEN	0.34		581	
48	202922340121	535 MARYLAND AVE.	FYR SFR BORROWER LLC	0.19		367	
49	202922340122	543 MARYLAND AVE.	HOUA YANG	0.19		360	
50	202922340179	549 MARYLAND AVE.	DARRELL EVANS	0.09		310	
51	202922340180	553 MARYLAND AVE.	MICHAEL M. BRAATEN	0.10		329	
52	202922340181	557 MARYLAND AVE.	TED RIES	0.10			
53	202922340182	561 MARYLAND AVE.	JUAN JOSE ESCOBAR	0.10			
54	202922340183	1201 EDGERTON ST.	YANG BROTHERS LLC.	0.13		655	
55	202922340184	1205 EDGERTON ST.	BICH LIEN NGUYEN	0.13			
56	202922340185	1211 EDGERTON ST.	OSTERBAUER LLC.	0.13			
EASEMENT TOTALS IN SQ. FT.				6.34	2407	11486	

P:\PROJECTS\P-3380 MARYLAND AT EDGERTON\MARYLAND AT EDGERTON\ROW\04-ROW PLAN.DWG November 14, 2018 10:57 AM

NO.	REV-DATE	BY:	DESCRIPTION

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.

SIGNED: _____

REG NO: _____ DATE: _____

MARYLAND AVE. / CSAH 31
AT EDGERTON STREET

S.P. 062-631-026
S.A.P. 062-631-027
COUNTY PROJ. P-3380

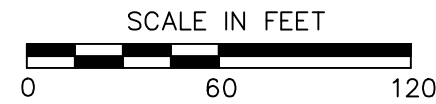


RIGHT OF WAY CHART
SHEET XX OF XX SHEETS
2018-02, Page 17

MARYLAND AVE. AT EDGERTON ST.

RAMSEY COUNTY PROJECT NO. P-3380

NOVEMBER 13, 2018



LEGEND

- PROPOSED BITUMINOUS PAVEMENT
- PROPOSED CONCRETE DRIVEWAY
- PROPOSED CONCRETE SIDEWALK
- PROPOSED CONCRETE CURB & GUTTER

- DIRECTIONAL TRAFFIC FLOW
- CONSTRUCTION LIMITS
- EXISTING RIGHT-OF-WAY
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY EASEMENT

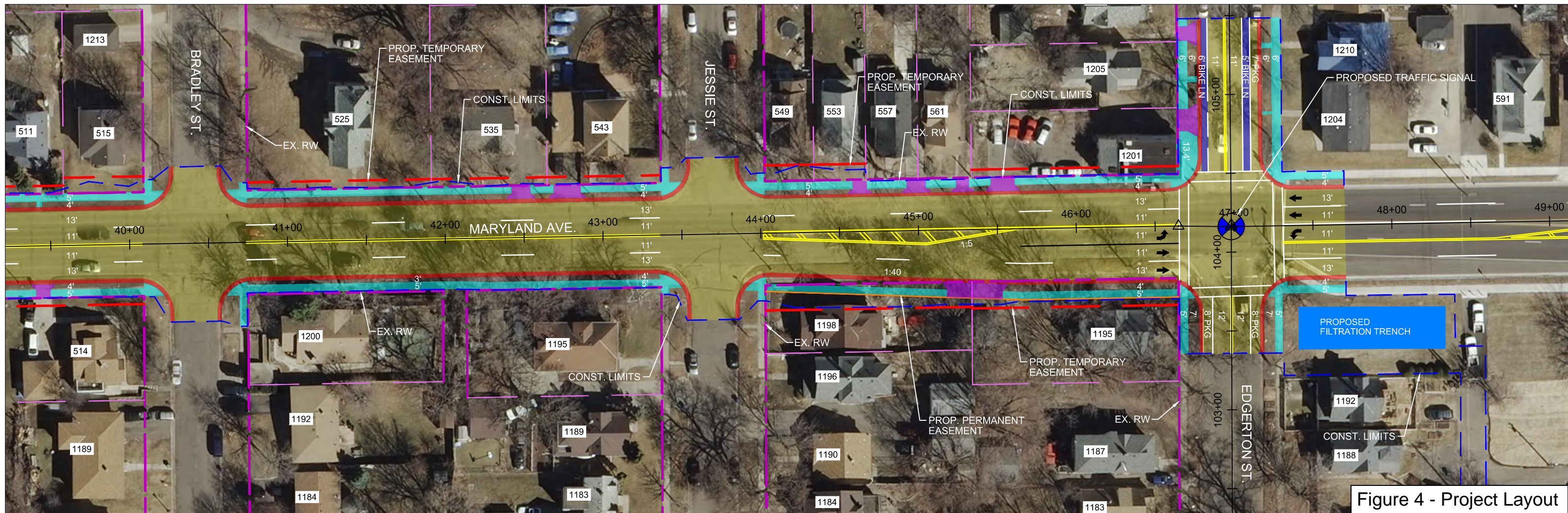
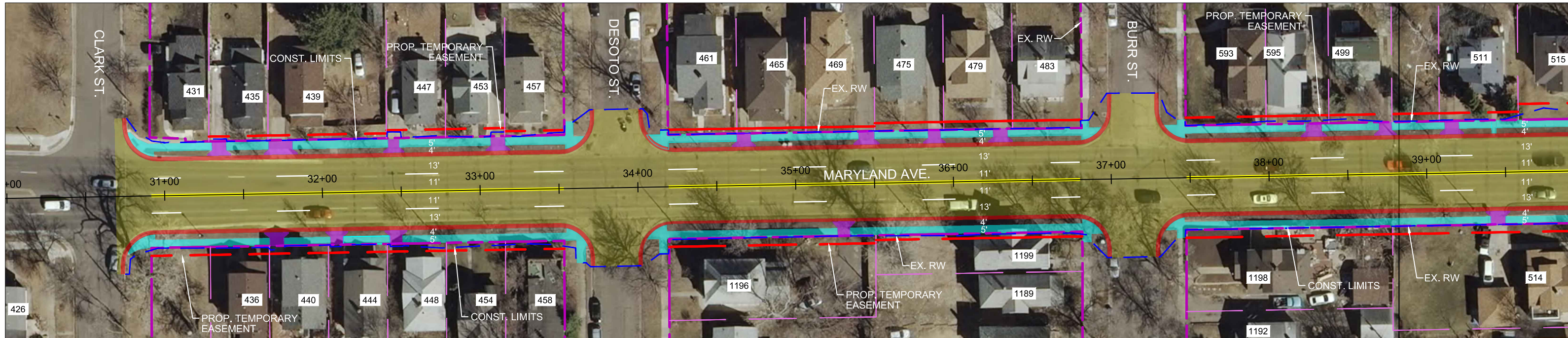


Figure 4 - Project Layout

ACTION TRANSMITTAL No. 2019-03

DATE: November 28, 2018

TO: TAC Funding and Programming Committee

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

SUBJECT: 2018 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 TAC Funding & Programming Committee recommend to TAC approval of the attached 25 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation and inclusion of all Urbanized Area projects in the draft 2020-23 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 in 2022 and 2023. The attached projects, if approved, will be included in the 2020-2023 TIP to be released for public comment in June, 2019. The attached proposed program shows over-programming of 8% for a total federal budget of approximately \$24.5 million.

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 2020-23 TIP.

ROUTING

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

2018 Funding Cycle for 2022/2023 HSIP Projects (Reactive)

11/1/2018

Project #	Submitting Agency	Roadway	Location	Project Description	Funding Year Requested			HSIP FUNDING					POINTS		TOTAL POINTS (1,000)	
					Any	2022	2023	Original HSIP Amount Requested	2022 HSIP \$ Awarded	2023 HSIP \$ Awarded	Local Match (10%)	TOTAL PROJECT COST	B/C Ratio	B/C Points (750)		Meets Intent of HSIP Program Points (250)
R21	St. Paul	Minnehaha Ave	at Forest St, at Earl St, at Johnson Pkwy, at Ruth St	Rebuild signal systems at each intersection including adding mast arms, countdown timers, APS, upgrade from 8" to 12" indications		X		\$1,080,000	\$1,080,000		\$120,000	\$1,200,000	7.75	712	180	892
R18	Minneapolis	Lake Street	at Dean Pkwy, at Thomas Ave, at Minnehaha Pkwy	Replace 3 signal systems, add mast arms, countdown timers, APS, increase from 8" signal lenses to 12"	X			\$990,000	\$990,000		\$110,000	\$1,100,000	8.16	750	130	880
R7	Bloomington	CSAH 1	at Xerxes Avenue	Install left turn lanes on each approach; convert thru lane to right turn lane on both Xerxes approaches; signal upgrades to include FYA and retroreflective pavement markings		X		\$469,800	\$469,800		\$52,200	\$522,000	7.77	714	120	834
R1	Anoka County	CSAH 83	at Alpine Drive	Construct roundabout	X			\$1,350,000	\$1,350,000		\$150,000	\$1,500,000	5.20	478	200	678
R12	Dakota County	CSAH 9 (Dodd Blvd)	at Icenic Trail / Heritage Drive	Construct center median to allow Dodd left turns and restrict east/west thru and lefts		X		\$360,000	\$360,000		\$40,000	\$400,000	5.57	512	150	662
R15	Hennepin County	CSAH 34	at 98th Street	Remove channelized right turn islands; Replace signal system; install blue enforcement lights; bike/ped/ADA		X		\$1,170,000	\$1,170,000		\$130,000	\$1,300,000	4.76	438	190	628
R8	Carver County	TH 5	at CSAH 33 / Reform Street	Construct roundabout	X			\$1,346,400	\$1,346,400		\$149,600	\$1,496,000	4.30	395	200	595
R14	Columbia Heights Fridley	53rd Ave	from TH 65 to 1,100' west	Extend center median; construct Turnabout	X			\$730,800	\$730,800		\$81,200	\$812,000	4.75	437	140	577
R9*	Chisago County	CSAH 23	at CSAH 24 (Lofton Avenue)	Construct roundabout; flatten horizontal curve	X			\$1,512,000	\$1,512,000		\$168,000	\$1,680,000	3.96	364	210	574
R17	Hennepin County	CSAH 35 (Portland Ave) CSAH 52	CSAH 35 within City of Bloomington CSAH 52 within City of Richfield	Signal improvements including signal head replacement, retiming, additional signal heads, enforcement lights, left turn phasing; Ped improvements including curb extensions, ADA, APS, countdown timers		X		\$846,000	\$846,000		\$94,000	\$940,000	5.06	465	80	545
R16	Hennepin County	CSAH 50 Rebecca ParkTri	from west of Koala Street to east of CSAH 92 (Dogwood St)	Eliminate bypass lanes, restripe to introduce left turn lanes at Koala and Sterling; widen to construct WB LTL at CSAH 92; install intersection lighting; raised center median			X	\$405,000	\$405,000		\$45,000	\$450,000	3.74	344	130	474
R20	Ramsey County	CSAH 51 (Lexington Ave)	at CSAH 78 (County Road B2)	Widen CR B2 to provide dedicated right and left turn lanes; Replace signal system, FYA, ADA, APS, ped ramps, countdown timers	X			\$746,690	\$746,690		\$82,965	\$829,655	3.75	345	90	435
R2	Anoka County	CSAH 1	at Blackfoot Street	Install additional signal heads; change from protected only to FYA	X			\$405,000	\$405,000		\$45,000	\$450,000	2.82	259	140	399
R19	MnDOT	Multiple	WB TH 55 to EB TH 5, WB 694 to SB TH 100, SB TH 77 to EB Killebrew, WB 494 to SB I-35E	Apply high friction treatment on 4 ramps	X			\$410,130	\$410,130		\$45,570	\$455,700	3.04	279	90	369
R6	Anoka County	CSAH 1	at Mississippi Blvd	Install additional signal heads; change from protected only to FYA	X			\$450,000	\$450,000		\$450,000	\$500,000	2.51	231	120	351
R3	Anoka County	CSAH 35	at Gardena Avenue	Construct roundabout	X			\$1,350,000	\$1,350,000		\$150,000	\$1,500,000	2.55	234	80	314
R13	Dakota County	CSAH 62 (190th St)	at County Road 47 (Northfield Blvd)	Reconstruct intersection by removing skew; construct left and right turn lanes		X		\$1,350,000			\$150,000	\$1,500,000	1.55	142	170	312
R11	Dakota County	CSAH 73	at County Road 6	Construct roundabout		X		\$1,395,000			\$155,000	\$1,550,000	2.01	185	120	305
R4	Anoka County	CSAH 22	at County Road 66	Construct roundabout	X			\$1,350,000			\$150,000	\$1,500,000	1.57	144	100	244
R10	Columbia Heights	TH 65	from 43rd Ave to 47th Ave	Install ped-level and vehicle-level lighting; reconstruct sidewalk and ped ramps	X			\$1,117,710			\$124,190	\$1,241,900	1.33	122	100	222
R5	Anoka County	CSAH 17	at CSAH 23 (Lake Drive)	Install additional signal heads; change from protected only to FYA	X			\$450,000			\$50,000	\$500,000	1.22	112	80	192
								\$16,744,730	\$7,242,930	\$6,378,890	\$2,542,725	\$21,427,255				

Projects above the red line are recommended for funding. R9 approved separately by MnDOT.

2018 Funding Cycle for 2022/2023 HSIP Projects (Proactive)

11/1/2018

Project #	Submitting Agency	Roadway	Location	Project Description	Funding Year Requested		Original HSIP Amount Requested	Available 2020 HSIP \$ Awarded	Available 2021 HSIP \$ Awarded	HSIP FUNDING		Local Match (10%)	TOTAL PROJECT COST	POINTS							TOTAL POINTS (1,000)
					Any	2023				2022 HSIP \$ Awarded	2023 HSIP \$ Awarded			Connection to SHSP (100)	Cost per mile or Intersection (200)	Wide Strategy vs Single Spot (200)	AADT (50)	Fatal and A injury crashes (50)	Crash Reduction Factor (250)	Part of a Plan (150)	
P16	Scott County	Multiple locations	County wide	Install 40-50 miles of ground in reflective lane lines and pavement markings; install street lights at at least 10 rural intersections		X	\$1,017,000			\$1,017,000	\$113,000	\$1,130,000	100	200	200	4	8	120	150	782	
P2	Carver County	County Wide	County Wide	Rural intersection lighting improvements at 30-40 intersections	X		\$292,500		\$292,500		\$32,500	\$325,000	100	200	200	4	21	99	150	774	
P14	MnDOT	TH 169 N	from 85th St to West River Road	Install cable median barrier	X		\$963,000			\$963,000	\$107,000	\$1,070,000	100	26	200	50	5	250	75	706	
P12	MnDOT	TH 51	from County Road C to I-694	Install cable median barrier, close median at Hamline Ave, restrict median at Glenhill Rd, lengthen SB LTL's at CR C, CR C2, Lydia Ave		X	\$585,000			\$585,000	\$65,000	\$650,000	100	21	200	32	13	250	75	691	
P13	MnDOT	TH 169	from TH 19 to TH 25	Install cable median barrier, close or modify access or median for up to 12 access/medians	X		\$1,800,000			\$1,800,000	\$200,000	\$2,000,000	100	20	200	17	16	250	75	678	
P7	Minneapolis	Nicollet Ave	Minnehaha Parkway to 60th Street	Signal system and ped ramp improvements at 8 intersections, install overhead signals on mast arms and curb extensions	X		\$1,755,000			\$1,755,000	\$195,000	\$1,950,000	100	8	150	11	3	193	75	540	
P5	Hennepin County	CSAH 3 (Lake St)	CSAH 42 (42nd St)	Ped Crossing Safety Improvements: Curb extensions, raised medians, crossing beacons, ADA, pavement markings, signage		X	\$828,000			\$828,000	\$92,000	\$920,000	60	10	100	14	18	182	150	534	
P10	MnDOT	I-694	from TH 61 to CSAH 10	Install continuous freeway lighting	X		\$1,800,000	\$1,800,000			\$200,000	\$2,000,000	60	22	200	39	50	83	75	529	
P6	Hennepin County	CSAH 17 (France Ave)	American Blvd to 76th Street	Safety Improvements: remove raised right turn islands, upgrade ped ramps, APS, off road facilities, enhance medians, signal upgrades including additional signal heads, improved timing, wayward signing, revised pavement markings		X	\$1,800,000			\$1,800,000	\$200,000	\$2,000,000	60	2	200	31	5	73	150	521	
P9	MnDOT	I-494	from Minnesota River to TH 3	Install continuous freeway lighting	X		\$1,620,000				\$180,000	\$1,800,000	60	2	200	50	29	83	75	499	
P1	Andover	CSAH 18	Nightingale Street	Construct roundabout, and possibly 2 ped underpasses	X		\$2,000,000				\$853,000	\$2,853,000	100	1	50	9	0	188	150	498	
P8	Minneapolis	Park Ave Portland Ave	34th St to Diamond Lake Road	Signal system and ped ramp improvements at 5 intersections, install overhead signals on mast arms and curb extensions		X	\$1,485,000				\$165,000	\$1,650,000	100	6	100	7	11	193	75	492	
P15	Ramsey County	University Ave	from Curfew St to Farrington St	Install RRFB's at 15 locations on University; also 2 on Grotto St at Concordia and at St. Anthony Av; and 2 on Chatsworth St at Concordia and at St. Anthony Ave	X		\$665,042				\$73,894	\$738,936	60	48	200	15	0	138	0	461	
P18	Washington County	CSAH 15 (Manning)	at 124th St, at CSAH 7 (122nd), and at Lynch Road	Construct left turn lanes at 3 intersections	X		\$1,575,000				\$175,000	\$1,750,000	100	3	100	6	0	70	150	429	
P3	Carver County	TH 25	CSAH 20	Realign TH 25 / CSAH 20 intersection to remove skew, widen shoulders, add turn lanes, improve sight lines	X		\$1,073,700				\$119,300	\$1,193,000	100	2	50	4	0	99	150	405	
P4	East Bethel	TH 65	187th Lane to Viking Blvd	Construct new east side frontage road	X		\$1,765,800				\$196,200	\$1,962,000	60	2	50	1	16	0	150	279	
P17	St. Francis	TH 47	Pederson Drive	Install a new signal	X		\$378,000				\$42,000	\$420,000	100	4	50	11	0	0	75	240	
							\$21,403,042	\$1,800,000	\$292,500	\$3,168,000	\$5,580,000	\$3,008,894	\$24,411,936								

Projects above the red line are recommended for funding.

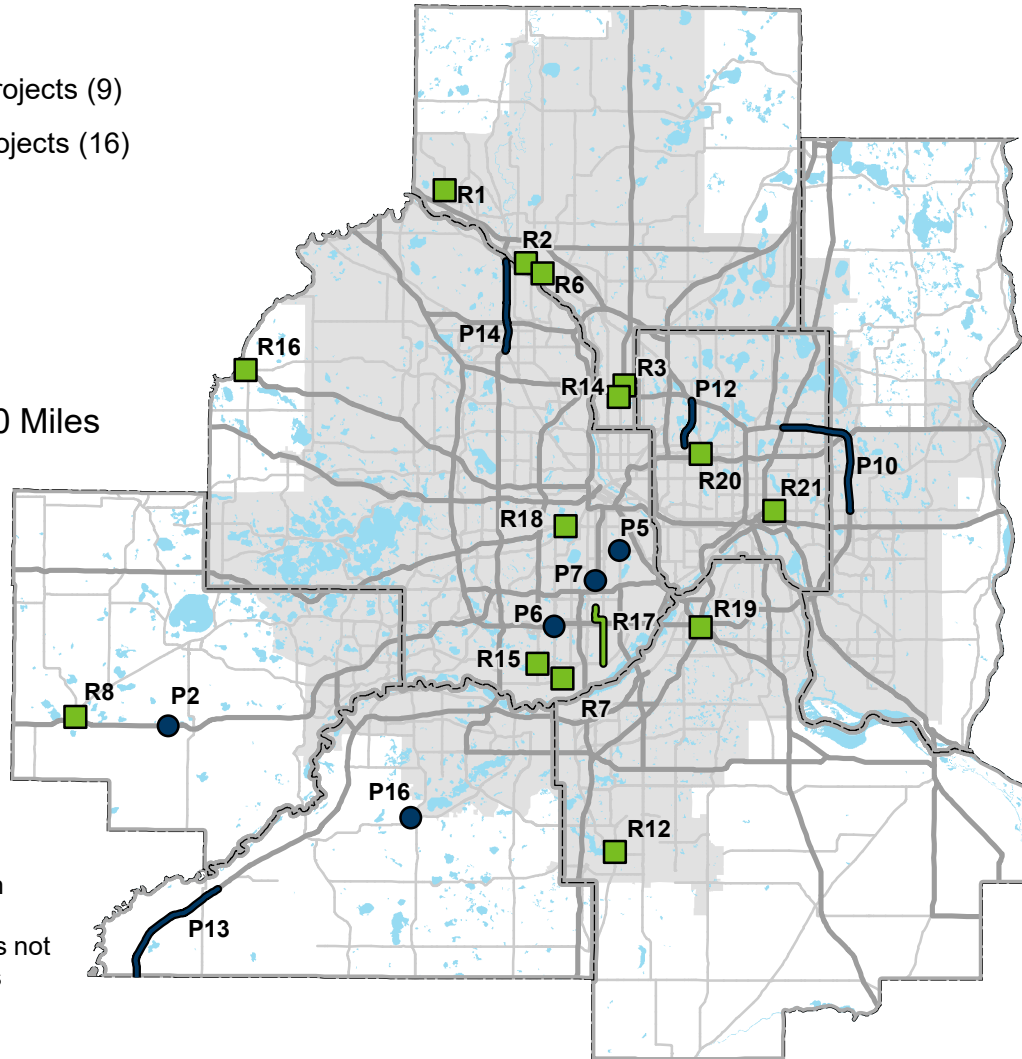
SHSP = Minnesota Strategic Highway Safety Plan

Recommended Locations for 2018 Highway Safety Improvement Program Projects

Reference Items:

- Proactive Safety Projects (9)
- Reactive Safety Projects (16)
- Principal Arterials
- A-Minor Arterials
- Lakes And Rivers
- Urbanized Area

0 5 10 15 20 Miles



Projects with an asterisk are countywide projects. Location noted is the county highway department location and does not represent all project locations included in the application.

Proactive Projects

- P2.* Carver County - Rural intersection lighting improvements at 30-40 intersections
- P5. CSAH 3 (Lake St) at CSAH 42 (42nd St) - Pedestrian crossing safety improvements
- P6. CSAH 17 (France Ave) - Safety improvements
- P7. Nicollet Ave - Signal system and ped ramp improvements
- P10. I-694 - Install continuous freeway lighting
- P12. TH 51 - Safety improvements including installing cable median barriers
- P13. TH 169 - Install cable median barrier and median access modification
- P14. TH 169 - Install cable median barrier
- P16.* Scott County - Install 40-50 miles of ground in reflective lane lines and 10 street lights at rural intersections

Reactive Projects

- R1. CSAH 83 (Armstrong Blvd) at Alpine Dr - Construct roundabout
- R2. CSAH 1 (Coon Rapids Blvd) at Blackfoot St - Install additional signal heads
- R3. CSAH 35 (Old Central) at Gardena Ave - Construct roundabout

- R6. CSAH 1 (Coon Rapids Blvd) at Mississippi Blvd - Install additional signal heads
- R7. CSAH 1 (Old Shakopee Rd) at Xerxes Ave - Lane modifications and signal upgrades
- R8. TH 5 at CSAH 33 (Reform St) - Construct roundabout
- R9. CSAH 23 (Chisago Blvd) at CSAH 24 (Lofton Ave) - Construct roundabout (approved separately by MnDOT)
- R12. CSAH 9 (Dodd Blvd) at Icenic Trail / Heritage Dr - Construct center median
- R14. 53rd Ave - Extend center median; construct turnabout
- R15. CSAH 34 (Normandale Blvd) at 98th Street - Replace signal system; bike/ped/ADA accommodations
- R16. CSAH 50 Rebecca Park Trl - Lane modifications and intersection lighting
- R17. CSAH 35 (Portland Ave) and CSAH 52 (Nicollet Ave) - Signal and ped improvements
- R18. Lake St and Minnehaha Pkwy - Replace 3 signal systems
- R19. Multiple locations - Apply high friction treatment on 4 ramps
- R20. CSAH 51 (Lexington Ave) at CSAH 78 (County Road B2) - Provide dedicated right and left turn lanes; Replace signal system.
- R21. Minnehaha Ave - Rebuild signal systems

ACTION TRANSMITTAL No. 2019-05

DATE: December 13, 2018

TO: TAC Funding & Programming Committee

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

SUBJECT: Program Year Change Request: City of Brooklyn Center

REQUESTED ACTION: The City of Brooklyn Center and MnDOT request a program year change for its Highway 252 projects at 66th Avenue (109-010-007) and 70th Avenue (109-090-002) from 2021 to 2023.

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC approval of the program year change request to move Brooklyn Center's Highway 252 projects at 66th Avenue (109-010-007) and 70th Avenue (109-090-002) from 2021 to 2023.

BACKGROUND AND PURPOSE OF ACTION: The City of Brooklyn Center received two projects on Highway 252 in the 2016 Regional Solicitation: \$7 million for construction of an interchange at 66th Avenue North and \$1,902,640 for a pedestrian overpass at 70th Avenue North. Both projects are programmed for 2021. MnDOT recently received Corridors of Commerce funding for converting Highway 252 to a freeway and adding MnPASS to Highway 252/I-94. This larger Corridors of Commerce project is slated for delivery in 2023 and encompasses the two Regional Solicitation projects within its project area. The Corridors of Commerce project on Highway 252 needs to wait until 2023 because a parallel north-south corridor, I-35W, will be under construction from 2019-2022 to add a MnPASS lane and make other improvements. MnDOT and other project partners do not want to have major construction projects on parallel corridors due to the negative congestion impacts this would cause.

In an effort to coordinate all the Highway 252 projects, the City of Brooklyn Center, along with MnDOT, is requesting that its two Regional Solicitation projects be moved from 2021 to 2023.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) manages the \$90 million annual program of projects programmed by the Regional Solicitation.

STAFF ANALYSIS: While the program year policy only allows for one-year project extensions, this is a unique circumstance in that MnDOT is making this request after receiving competitive funding for a project that overlaps the City's projects. From a stewardship perspective, it is preferred for these projects to be on the same schedule. Between projects in the 2018 Regional Solicitation requesting 2021 (or earlier) funding and other previously selected projects seeking advance construction payback, staff is confident that 2021 funds can be fully utilized if this program year change is granted.

ROUTING

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



December 6, 2018

Mr. Paul Oehme
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Program Year Change Request for SP 109-010-007 and SP 109-090-002
MN Hwy 252 at 66th Avenue and 70th Avenue Improvements

Dear Mr. Oehme,

The City of Brooklyn Center respectfully requests that the Funding and Programming Committee consider a program year change for the above referenced project. The current program year is 2021 and includes the construction of an interchange at Hwy 252 and 66th Avenue and a pedestrian bridge at Hwy 252 and 70th Avenue. We request the programmed funding be made available in fiscal year 2023.

MnDOT received Corridors of Commerce bond funding for converting Hwy 252 to a freeway and adding MnPASS to Hwy 252/I-94 from Hwy 610 to Dowling Avenue through the Corridors of Commerce competitive process in 2018. The Brooklyn Center projects are within MnDOT's project corridor. The City of Brooklyn Center is working with the Metropolitan Council, MnDOT and Hennepin County to coordinate the development and delivery all three of these projects. The Corridors of Commerce project is likely to be delivered in 2023 due to coordination with other major projects on parallel and adjacent routes on I-35W, US 10 and I-94. In addition, the Corridor of Commerce bonds for the project are not available until 2023.

We request the Funding and Programming Committee's support for changing the Brooklyn Center interchange and pedestrian bridge projects' program year to 2023 to align with the Corridors of Commerce project. Please contact me if additional information is needed.

Sincerely,

Doran M. Cote, P.E.
Public Works Director

CC: April Crockett, West Area Manager, MnDOT-Metro
Mike Albers, Brooklyn Center City Engineer

City of Brooklyn Center | Public Works - Engineering Division



MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

December 5, 2018

Mr. Paul Oehme
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Program Extension Request for SP 109-010-007 and SP 109-090-002
MN Hwy 252 at 66th Avenue and 70th Avenue Improvements

Greetings Mr. Oehme,

The Minnesota Department of Transportation respectfully requests that the Funding and Programming Committee consider a program year change for the above referenced projects, whose sponsor is the City of Brooklyn Center. The projects' current program year is 2021 and includes the construction of an interchange at Hwy 252 and 66th Avenue and a pedestrian bridge at Hwy 252 and 70th Avenue. At this time, we request the funding be made available in fiscal year 2023.

MnDOT received Corridors of Commerce bond funding through a competitive process in 2018 for a corridor including Hwy 252 and I-94. The above referenced projects are within that corridor. MnDOT is working with Brooklyn Center and Hennepin County to coordinate the development and delivery the Corridors of Commerce project along with these local projects. The Corridors of Commerce project is likely to be delivered in 2023 due to coordination of other major projects on parallel and adjacent routes in the I-35W, US 10 and I-94 corridors. In addition, the Corridor of Commerce bonds for this project are not currently available until 2023 because the bonding legislation provides funding for this project starting in 2023.

We request the Funding and Programming Committee's support for extending these projects' program year to 2023. Please contact me if additional information is needed.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride
Metro District Engineer

CC: Doran M. Cote, Director of Public Works, City of Brooklyn Center
Lynne Bly, Director of Planning, Program Management, and Transit, MnDOT-Metro
April Crockett, West Area Manager, MnDOT-Metro

ACTION TRANSMITTAL No. 2019-04

DATE: December 13, 2018

TO: TAC Funding & Programming Committee

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

SUBJECT: 2018 Regional Solicitation Funding Scenario Options

REQUESTED ACTION: MTS staff requests that the Funding & Programming Committee forward one or more preferred funding scenarios to TAC.

RECOMMENDED MOTION: Recommend forwarding preferred funding scenario(s) to TAC.

NOTE: At its December 19, 2018, meeting, the Transportation Advisory Board (TAB) will be asked to reduce the number of scenarios to be considered, identify the preferred amount of program year flexibility level (overprogramming), and provide guidance on St. Paul's unique project request. Therefore, some of the funding scenarios may be eliminated from consideration and/or other direction may come from TAB on this action item. Any direction from TAB will be shared at the December 20, 2018, Committee meeting.

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

1. **Base Scenario (Blue):** This is the funding scenario selected by TAB in the 2014 and 2016 Regional Solicitations. It focuses on the mid-points of the TAB-approved funding ranges (58% for Roadways, 27% for Transit, and 15% for Bicycle/Pedestrian) and then, as a starting point, divides 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):** Funds more heavily in the roadway expansion and transit expansion categories to meet the needs of a growing region and economy. Same modal splits as the Base Scenario, but funds three additional roadway expansion projects and one additional transit expansion project. Funding for the four new projects comes from removing four projects (two roadway modernization projects, one traffic management technology project, and one transit modernization project) from the Base Scenario.
3. **Bicycle/Pedestrian-Heavy Scenario (Green):** Funds an additional seven bicycle and pedestrian projects to reflect the 60 applications and high amount of dollars requested in this funding cycle. This scenario goes to the top end of the TAB-established modal funding range at 20% of total funds (modal range is 10% to 20%). Funding for the seven additional projects comes from shifting \$9 million from roadways and transit (i.e., removes one roadway expansion project and one transit expansion project from the Base Scenario).
4. **Modernization-Heavy Scenario (Pink):** Funds more heavily in the roadway reconstruction/modernization and transit modernization categories, providing a contrast to the Expansion-Heavy scenario. Same modal splits as the Base Scenario, but funds two additional roadway expansion projects and one additional transit expansion project.

Funding for the three new projects comes from removing three projects (two roadway expansion projects and one transit expansion project) from the Base Scenario.

5. Roadways-Heavy Scenario (Purple): This was a funding scenario suggested by TAC as another option to be considered along with the other four scenarios. Relative to the Base Scenario, this scenario shifts approximately \$10 million from transit to roadways and funds three additional roadway expansion projects and one additional roadway modernization project. Funding for the four new projects comes from removing three projects (one traffic management technology project, one transit expansion project, and one transit modernization project) from the Base Scenario.

The projects funded in each scenario are shown in the attachments (tabular and map formats). The scores displayed represent the final scores and account for all changes made as part of the scoring appeals process at the November 15, 2018, TAC Funding & Programming meeting. Recommended Highway Safety Improvement Program (HSIP) projects are also shown on the maps. These recommended projects will also go before TAB for approval at the January 16, 2019, meeting.

Other Assumptions or Observations:

Going into its December 19, 2018, meeting, TAB has not yet decided on the \$6,667,000 unique project request submitted by the City of Saint Paul for HOURCAR vehicles and electric vehicle charging stations. As such, the funding scenarios are shown with and without funding for this project until further direction is provided by TAB.

All funding scenarios assume that \$585,000 is allocated off the top to the Regional Model/Travel Behavior Inventory as this request is for years 7 and 8 of the 10-year program discussed by TAB as part of the 2016 funding cycle.

The draft scenarios assume a program level flexibility (i.e., overprogramming) of 8% to account for selected projects that withdraw or change their scopes and give funds back to the region (in the 2016 funding cycle, program level flexibility of 8% was approved by TAB). This level of overprogramming increases the total federal funds available from \$179 million to \$194 million. An additional \$2 million is being made available from underbudget transit bus purchases funded previously through the Regional Solicitation. Therefore, a total of \$196 million is available for projects.

The 2018 TAB-approved application states: within the Roadways Including Multimodal Elements category, at least one project will be funded from each of the five eligible functional classifications: A-Minor Arterial Augmentors, Connectors, Expanders, and Relievers, as well as Non-Freeway Principal Arterials. The A-Minor Connector project shown as funded in the draft scenarios is a bridge project that requires skipping over higher-ranked projects. However, funding this lower-cost project at \$1.4 million helps satisfy the \$10 million minimum requirement in the bridge application category.

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.

COMMITTEE FEEDBACK:

At the November 29, 2018, Funding & Programming meeting, the following general comments were provided:

1. The 327-point scoring gap between the fourth and fifth highest-ranked transit modernization projects creates a clear distinction between projects and is a good funding line. However, the fifth-place project is shown as funded in the modernization-heavy scenario. If funded, the committee also provided input that the sixth-ranked project, which is only \$616,000 should be funded.
2. In addition to identifying projects that have been awarded partial funding from one or more MnDOT/DEED competitive grant programs (National Highway Freight Program, Corridors of Commerce, Transportation and Economic Development/Infrastructure), the group requested that Council staff identify projects in all modes that have applied for funding in the past funding cycles. Both pieces of information are shown on the ranked number list on the far left of the tables with footnotes.
3. The Committee also requested that the \$2.2 million of returned extra transit funds be shown in the total funding tables. These returned funds were added to transit expansion projects since the returned funds were for new bus purchases. In calculating the modal percentages out of the \$194 million available, the \$2.2 million was excluded.
4. The Committee noted that one of the negative outcomes of a \$5.5 million maximum federal award in the multiuse trails category is that fewer projects are funded. It also impacted the number of funded pedestrian and Safe Routes to School projects, where only two projects are shown as funded in the four of the five scenarios in each application category. Another element that impacted the categorical balance in this mode is that Washington County may only receive one project; the 11th-ranked multiuse trails project. This also resulted in several high scoring projects not being shown as funded.
5. The Committee questioned why funding the unique project request would result in fewer pedestrian projects when the electric vehicle charging stations and carsharing project has little to do with pedestrian projects. Council staff made this recommended change in the updated tables and noted that the draft approach was to attempt to take some of the \$6.67 million from more than one mode. Staff said that they need further direction from TAB as to which projects would be eliminated from receiving funding if TAB decides to fund all or part the unique project request. It was suggested that the pedestrian projects could be retained by reducing the award to the unique project by \$1 million.
6. The Committee requested a table showing the total project cost by mode (see Table 1). It was noted that many of the roadway projects submitted are leveraging large amounts of outside funds. In some cases, the roadway projects are seeking the remaining gap funding, whereas for many of the other projects, this will be the first funding dedicated to the project. Members also noted that historically about 3% of the roadway project budgets were for bicycle and pedestrian improvements, so consideration for going slightly above the mid-point (58%) for roadways should be discussed. The Committee commented that Roadways is currently funded below the midpoint of its modal range in all the draft scenarios. This occurs because the current approach is to fully fund project requests and lower-cost bicycle and pedestrian projects can accept the remaining budgets in other modes.

- The concept of program level flexibility was discussed. The group generally was in favor of flexing at the same level (roughly 8%) as last funding cycle, but to be clearer with applicants that some project(s) may have to either be delayed or receive delayed reimbursement if there are not volunteers to delay their projects or not enough projects drop out of the program.

Table 1: Funding Requests by Mode

	Applications	Federal Request	%	Range Midpoint	Total Project Cost	%
Roadway	43 (32%)	\$220,677,812	53%	58%	\$492,148,742	65%
Transit/TDM	32 (24%)	\$87,837,695	21%	27%	\$111,436,778	15%
Bike/Ped	60 (44%)	\$110,404,307	26%	15%	\$152,224,081	20%
TOTAL	135	\$418,919,814			\$755,809,601	

At the December 5, 2018, TAC meeting, the following general comments were provided:

- TAC requested that Council staff convene a special workgroup to further develop a proposed roadways-heavy scenario. The new scenario, titled “Roadways-Heavy,” was proposed for TAB’s consideration to increase geographic balance and provide additional funding to roadways. This workgroup met on December 10, 2018.
- TAC requested that Council staff show the potential effect of increasing program level flexibility from 8% to 10% to fund more projects. Approximately \$3 million is shown in the tables in yellow shading to depict the general impact of this extra funding. The amount is shown to be primarily added as partial funding on large roadway projects. This was done since roadways as a mode was slightly below the 58% target midpoint. In addition, many of the projects could accept partial funding as they have already received partial funding from other competitive sources.

The group also suggested adding the two highest ranking, unfunded Safe Routes to School projects, which only have a total federal funding request of \$500,000. Council staff noted that the downside to increasing program-level flexibility levels is that repayment to local agencies may be delayed and/or less funding may be available for future funding cycles to distribute to projects.

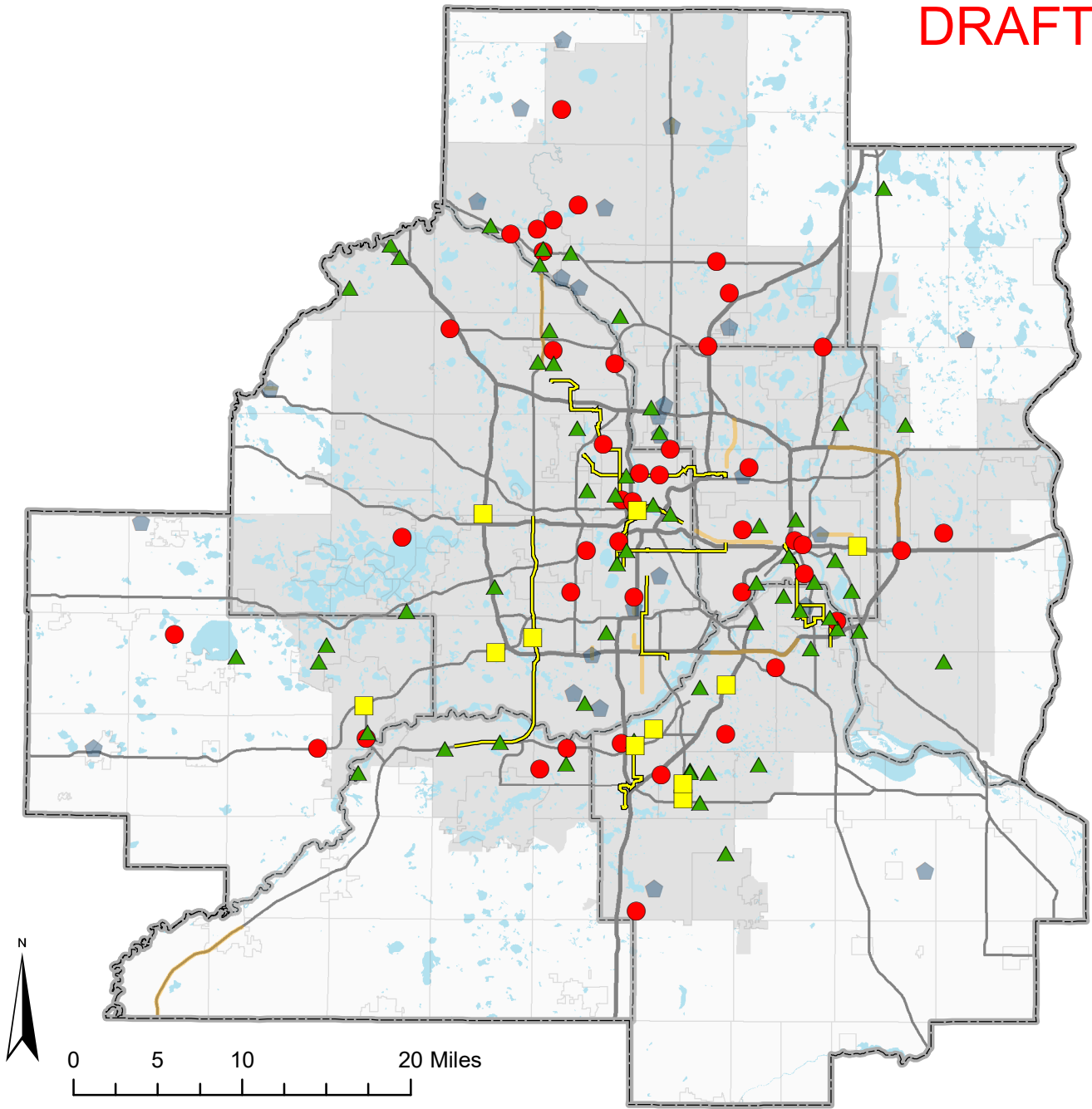
- There was a robust discussion on the regional balance of the funds, specifically, the minimal funding most scenarios provide to Washington County and the low number of applications submitted from Washington County and agencies within Washington County. The group asked if the Streetlight data or employment flows data could be used to better understand the issue in future rounds.
- While there have been comments about roadway expansion being counter to the region’s Transportation Policy Plan (TPP), some TAC members commented that the roadway expansion projects are consistent with the TPP and that many of the projects are filling gaps in the existing transportation system and/or will benefit future transitways. Others noted that the scoring system favors higher-volume projects on MnDOT’s system, so local agencies submit projects on this system.

ROUTING

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

Locations of 2018 Submitted Applications for Regional Solicitation and Highway Safety Improvement Program Projects

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Legend

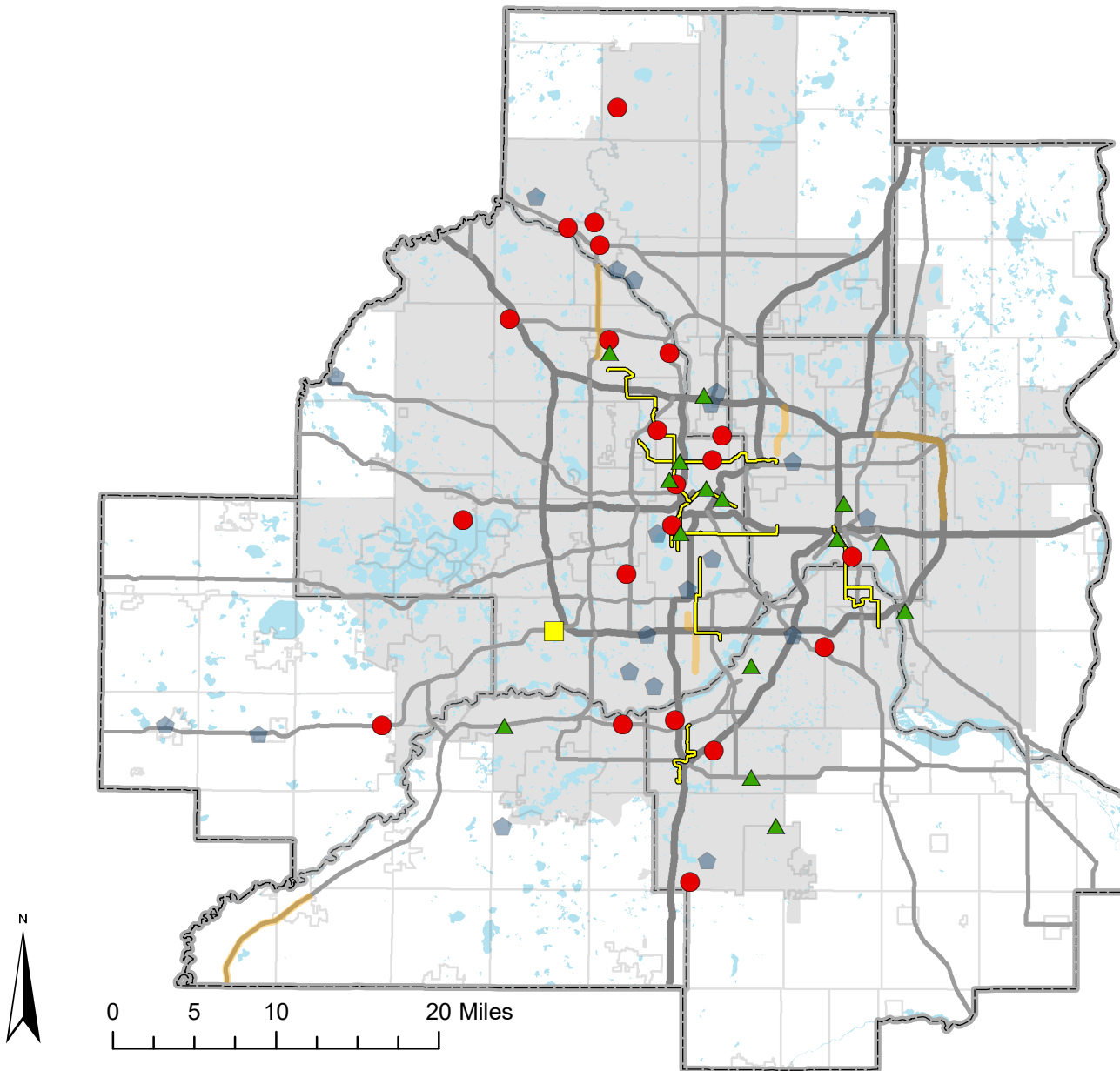
- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

Modal Funding Category

- Roadways
- Transit and Travel Demand Management
- Bicycle and Pedestrian
- Transit Project Corridors
- HSIP Projects
- HSIP Project Corridors

Locations of 2018 Regional Solicitation Projects: Base Funding Scenario

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Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

Modal Funding Category

Type

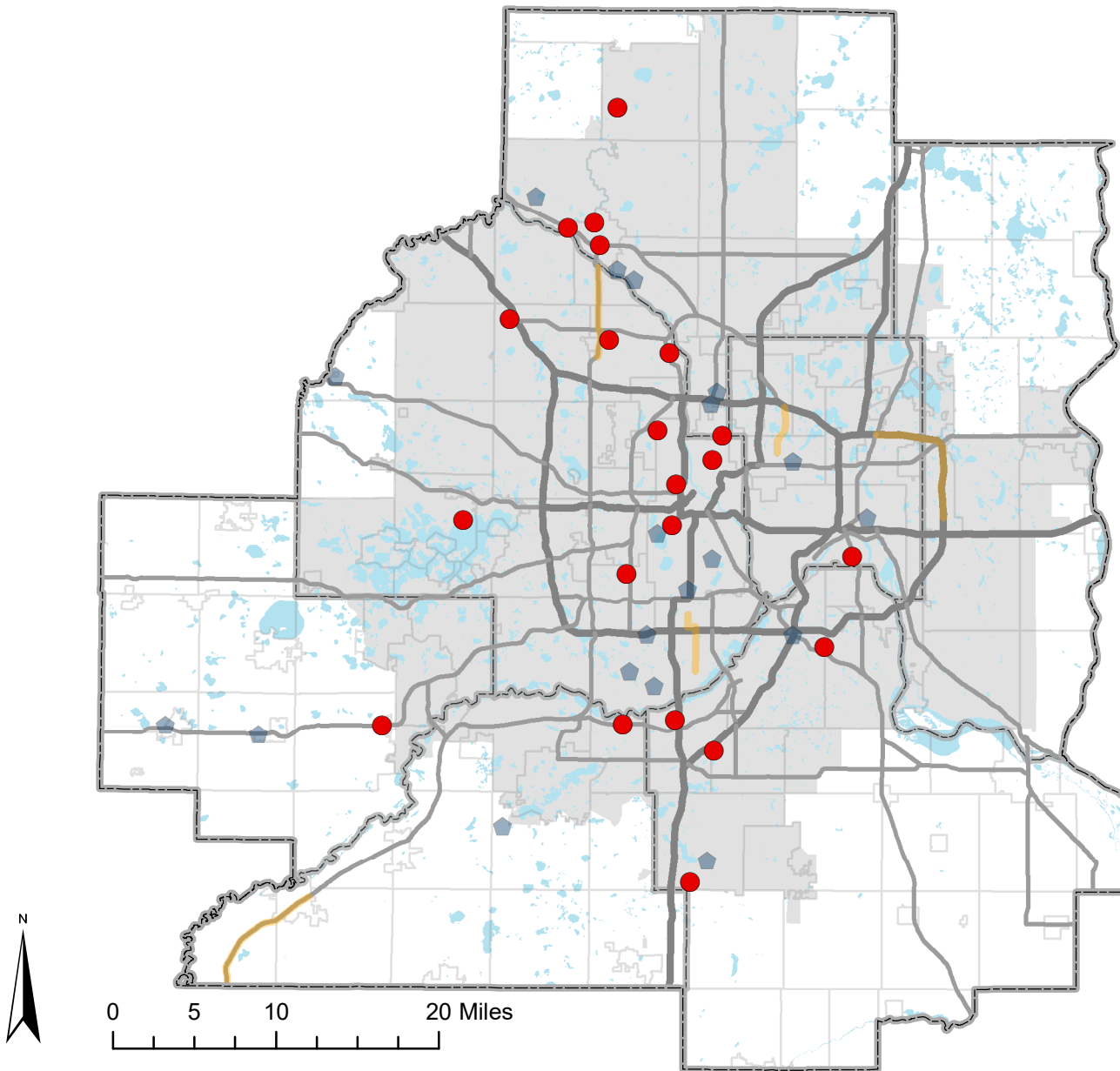
- Roadways
- Bicycle and Pedestrian
- Transit
- Transit Project Corridors
- HSIP Projects
- HSIP Project Corridors

Total Regional Solicitation Projects: 48

Total Highway Safety Improvement Program Projects: 25

Locations of 2018 Regional Solicitation Projects: Base Funding Scenario - Roadways

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Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

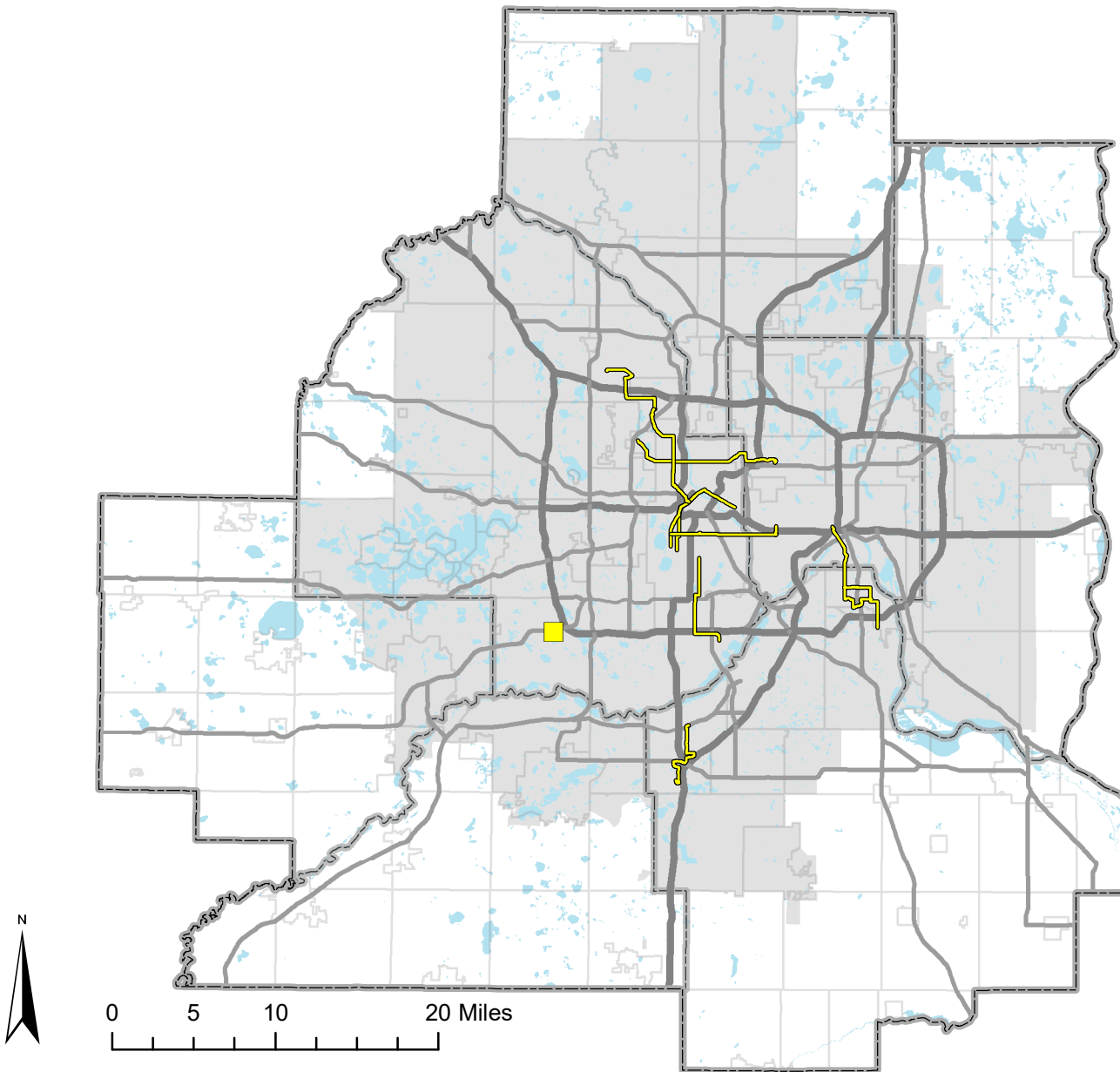
Modal Funding Category

- Roadways
- HSIP Projects
- HSIP Project Corridors

Total Regional Solicitation Projects: 48
Total Highway Safety Improvement Program Projects: 25

Locations of 2018 Regional Solicitation Projects: Base Funding Scenario - Transit

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Reference Items

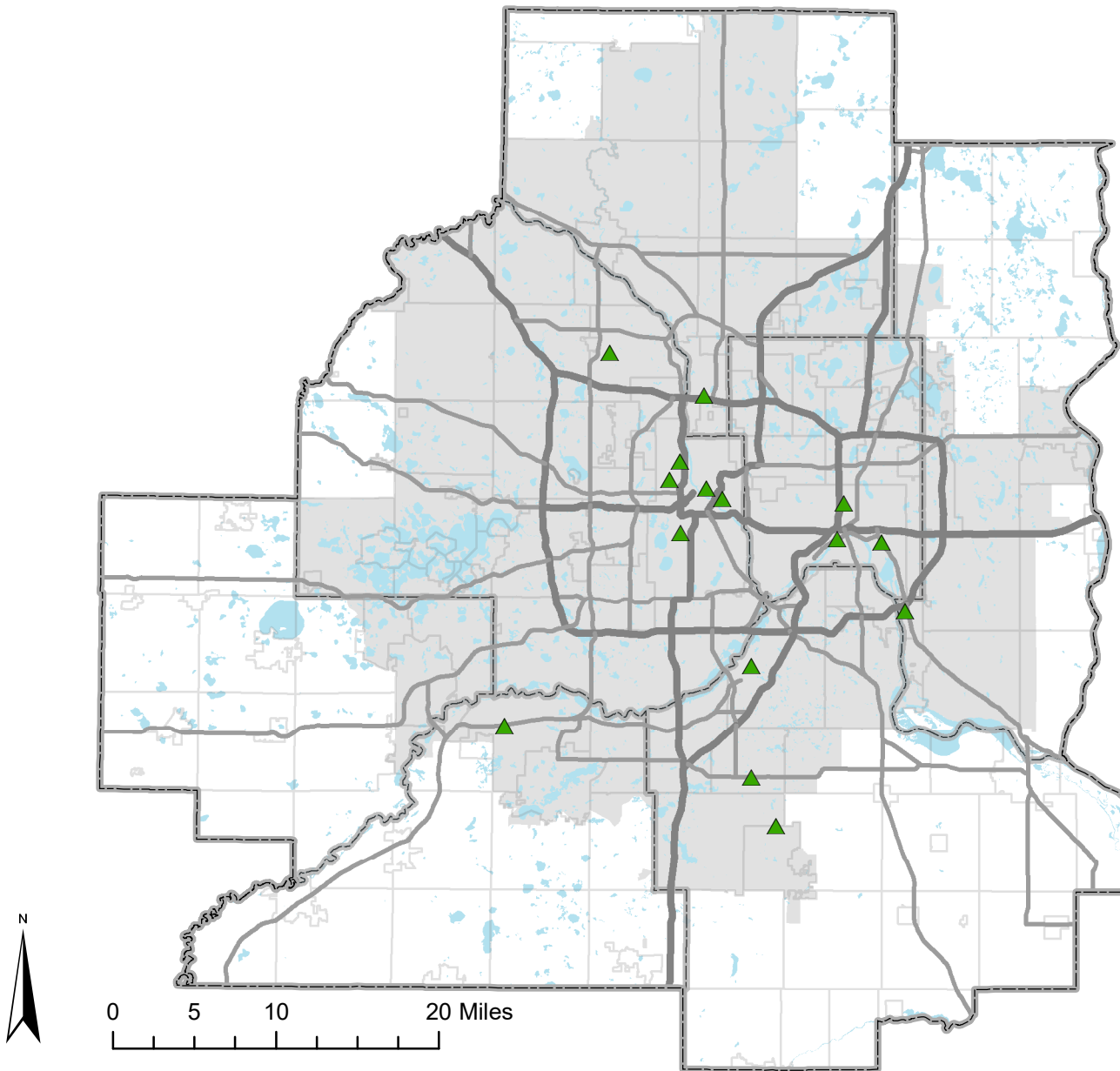
- Interstate Highways
- State, US Highways and County Roads
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Lakes and Rivers
- ▭ Urbanized Area

Modal Funding Category

- ▭ Transit
- Transit Project Corridors

Total Regional Solicitation Projects: 48


Locations of 2018 Regional Solicitation Projects: Base Funding Scenario - Bicycle and Pedestrian **DRAFT**



Reference Items

-  Interstate Highways
-  State, US Highways and County Roads
-  County Boundaries
-  City Boundaries
-  Lakes and Rivers
-  Urbanized Area

Modal Funding Category

-  Bicycle and Pedestrian

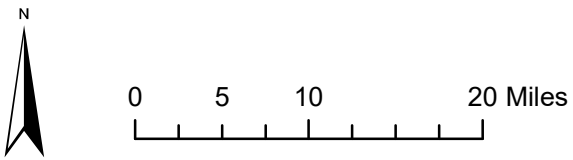
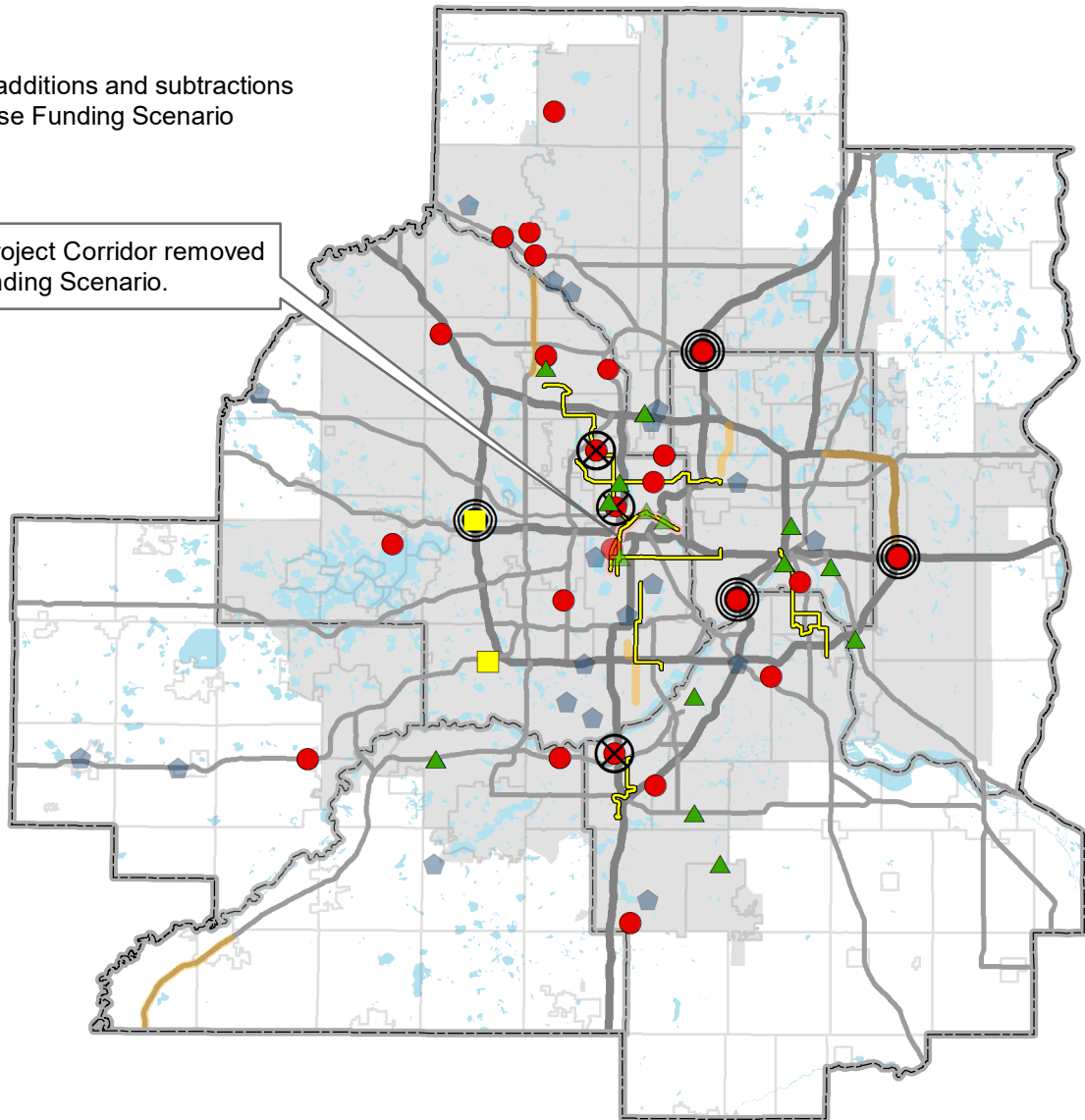
Total Regional Solicitation Projects: 48

Locations of 2018 Regional Solicitation Projects: Expansion-Heavy Funding Scenario

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Map shows project additions and subtractions compared to the Base Funding Scenario

One Transit Project Corridor removed from Base Funding Scenario.



Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

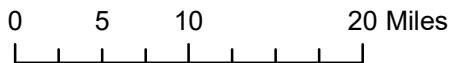
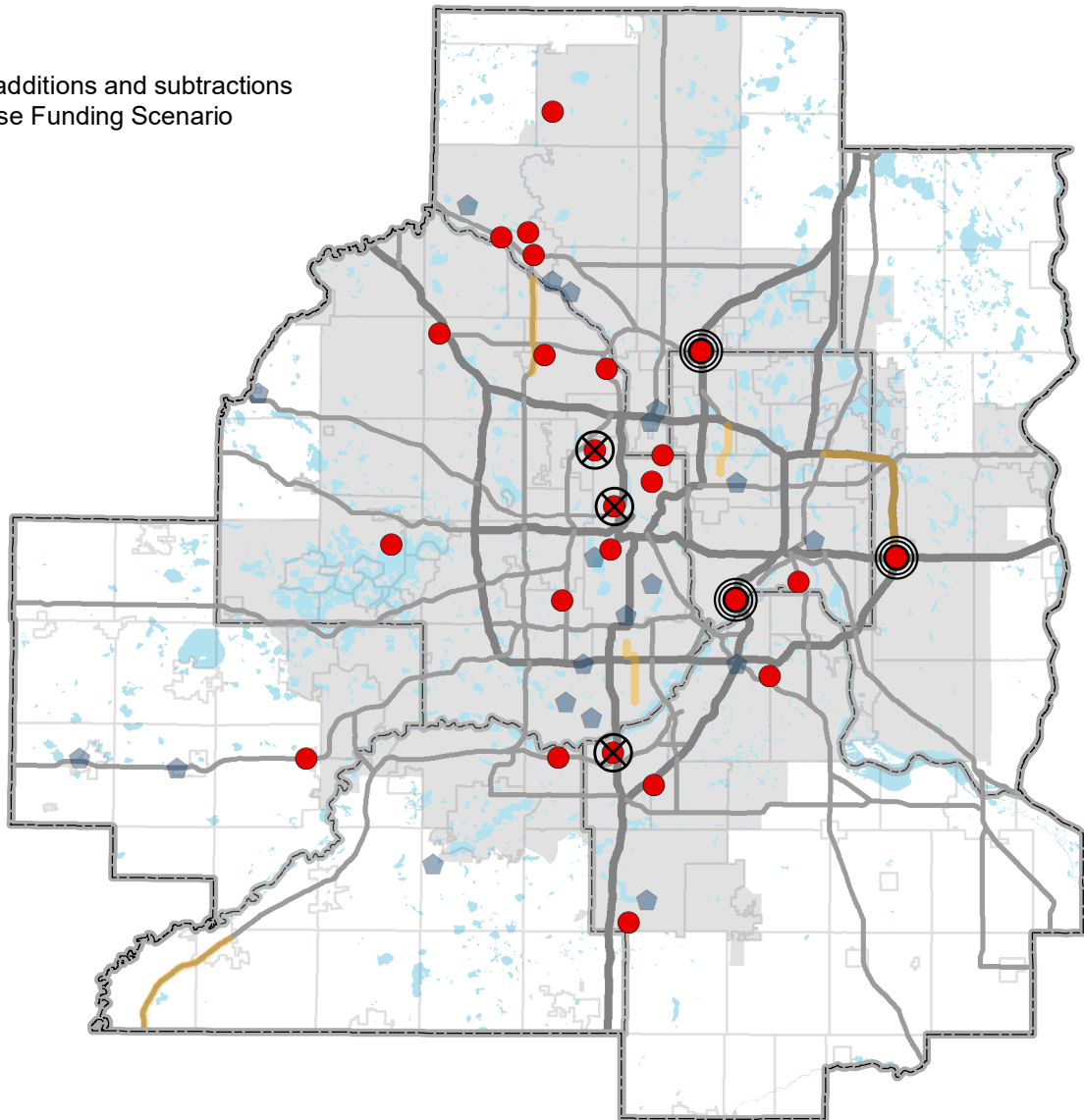
Modal Funding Category

- Roadways
- Roadway Additions
- Roadway Subtractions
- Bicycle and Pedestrian
- Transit
- Transit Addition
- Transit Project Corridor
- Transit Project Corridor Subtraction
- HSIP Projects
- HSIP Project Corridors

Total Regional Solicitation Projects: 48
Total Highway Safety Improvement Program Projects: 25

Locations of 2018 Regional Solicitation Projects: Expansion-Heavy Funding Scenario - Roadways **DRAFT**

Map shows project additions and subtractions compared to the Base Funding Scenario



Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

Modal Funding Category

- Roadways
- Roadway Additions
- Roadway Subtractions
- HSIP Projects
- HSIP Project Corridors

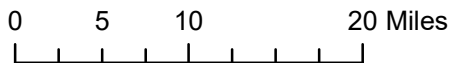
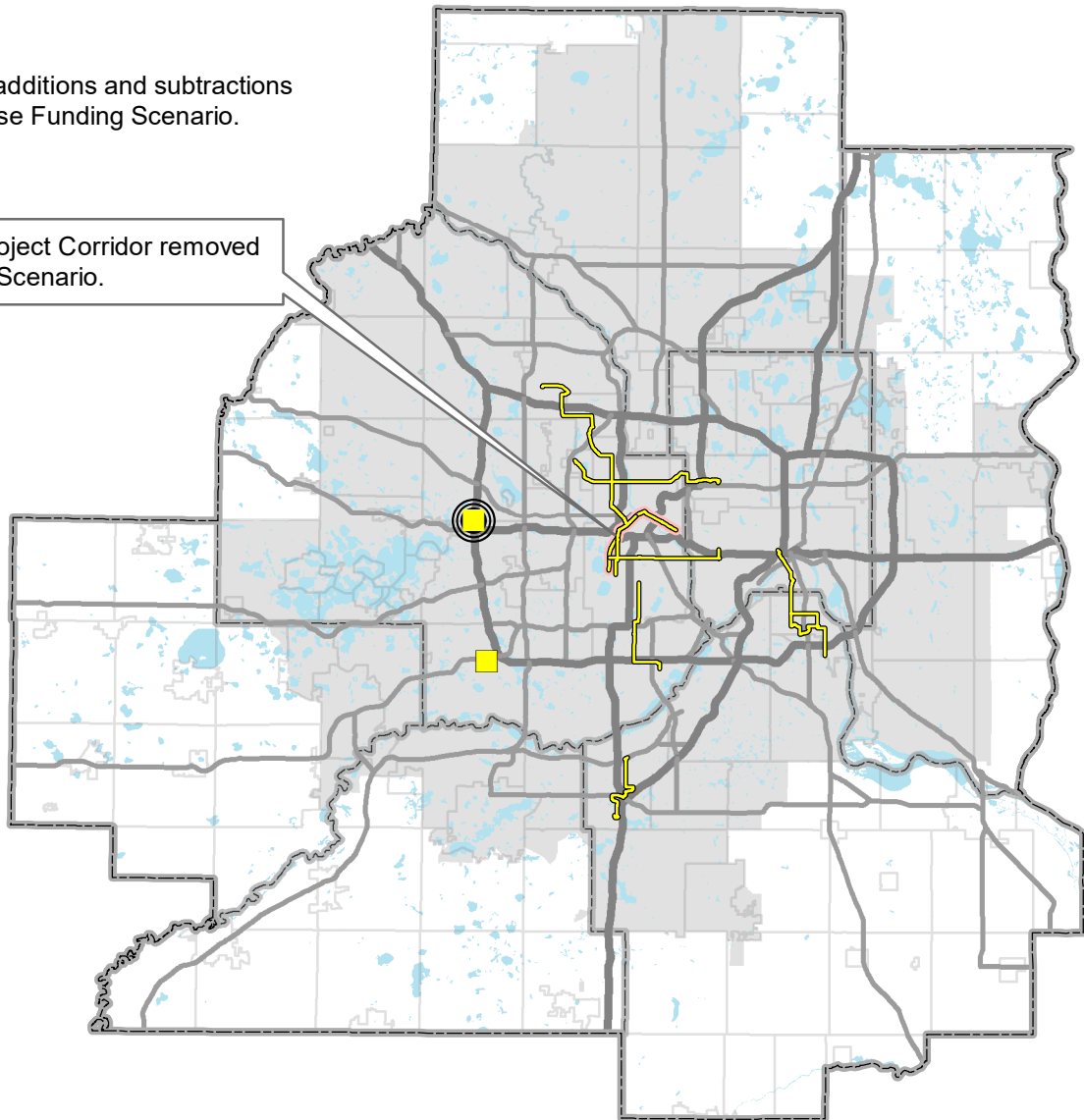
Total Regional Solicitation Projects: 48
Total Highway Safety Improvement Program Projects: 25

Locations of 2018 Regional Solicitation Projects: Expansion-Heavy Funding Scenario - Transit

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Map shows project additions and subtractions compared to the Base Funding Scenario.

One Transit Project Corridor removed Base Funding Scenario.



Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

Modal Funding Category

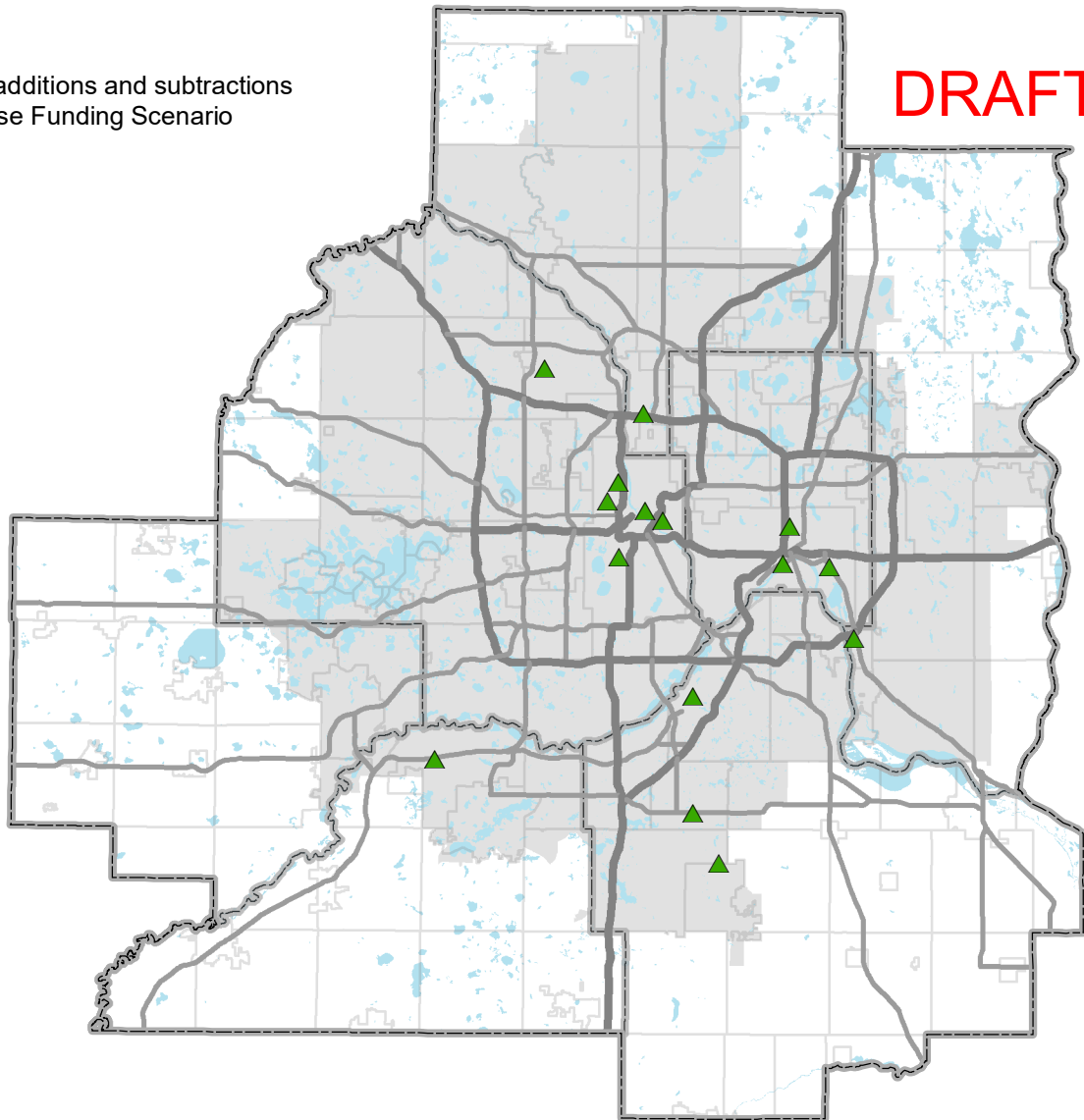
- Transit
- Transit Addition
- Transit Project Corridor
- Transit Project Corridor Subtraction

Total Regional Solicitation Projects: 48

Locations of 2018 Regional Solicitation Projects: Expansion-Heavy Funding Scenario - Bicycle and Pedestrian

Map shows project additions and subtractions compared to the Base Funding Scenario

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Reference Items

- Interstate Highways
- State, US Highways and County Roads
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Lakes and Rivers
- ▭ Urbanized Area

Modal Funding Category

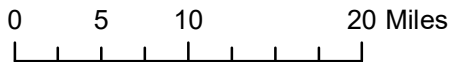
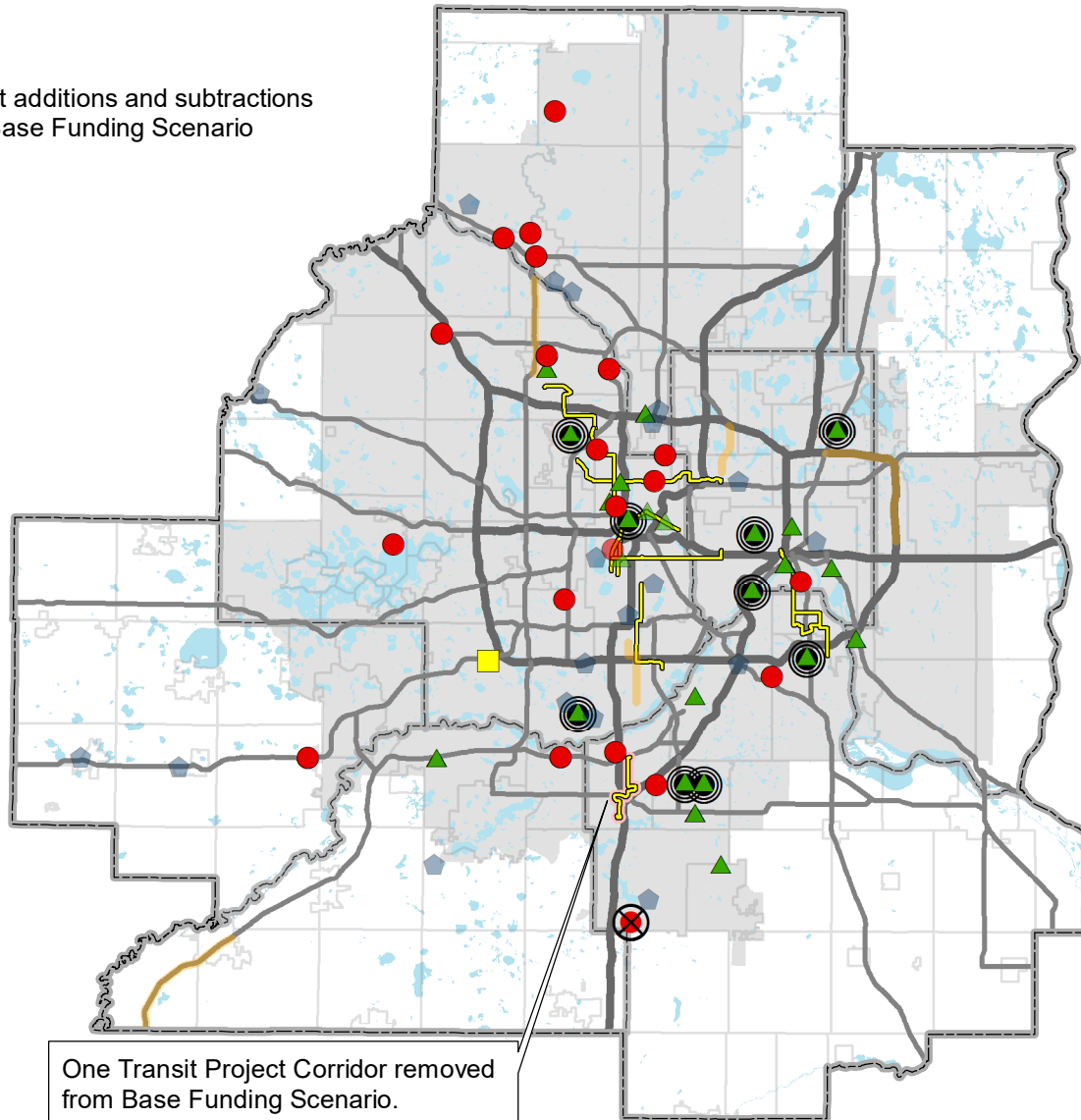
- ▲ Bicycle and Pedestrian

Total Regional Solicitation Projects: 48

Locations of 2018 Regional Solicitation Projects: Bike/Ped Heavy Funding Scenario

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Map shows project additions and subtractions compared to the Base Funding Scenario



Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

Modal Funding Categories

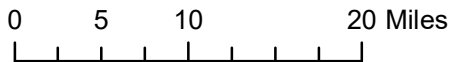
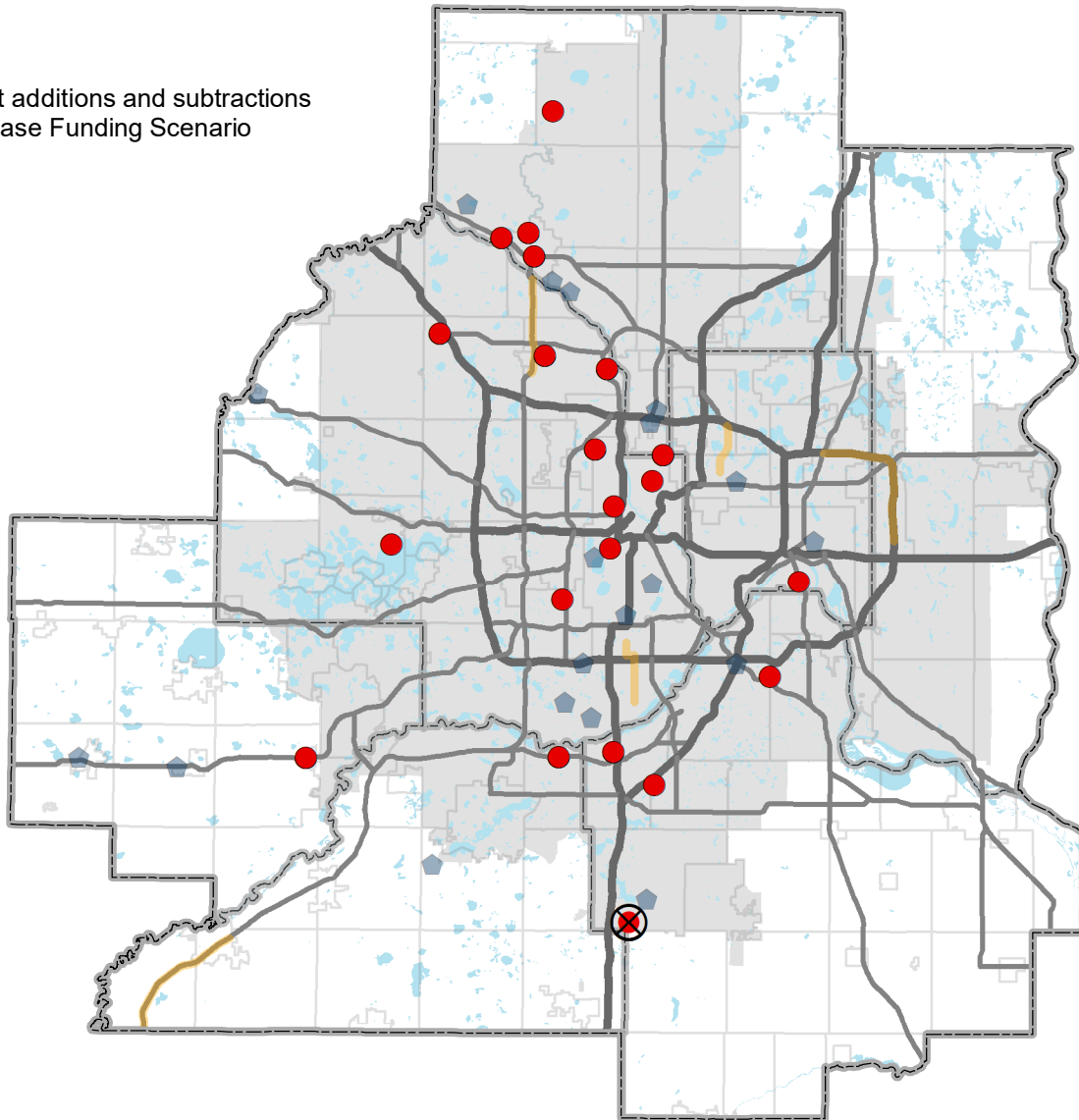
- Roadways
- Roadway Subtraction
- Bicycle and Pedestrian
- Bicycle and Pedestrian Additions
- Transit
- Transit Project Corridor
- Transit Project Corridor Subtraction
- HSIP Projects
- HSIP Project Corridors

Total Regional Solicitation Projects: 55
Total Highway Safety Improvement Program Projects: 25

Locations of 2018 Regional Solicitation Projects: Bike/Ped Heavy Funding Scenario - Roadways

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Map shows project additions and subtractions compared to the Base Funding Scenario



Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

Modal Funding Categories

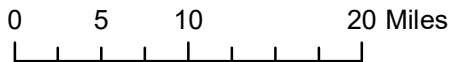
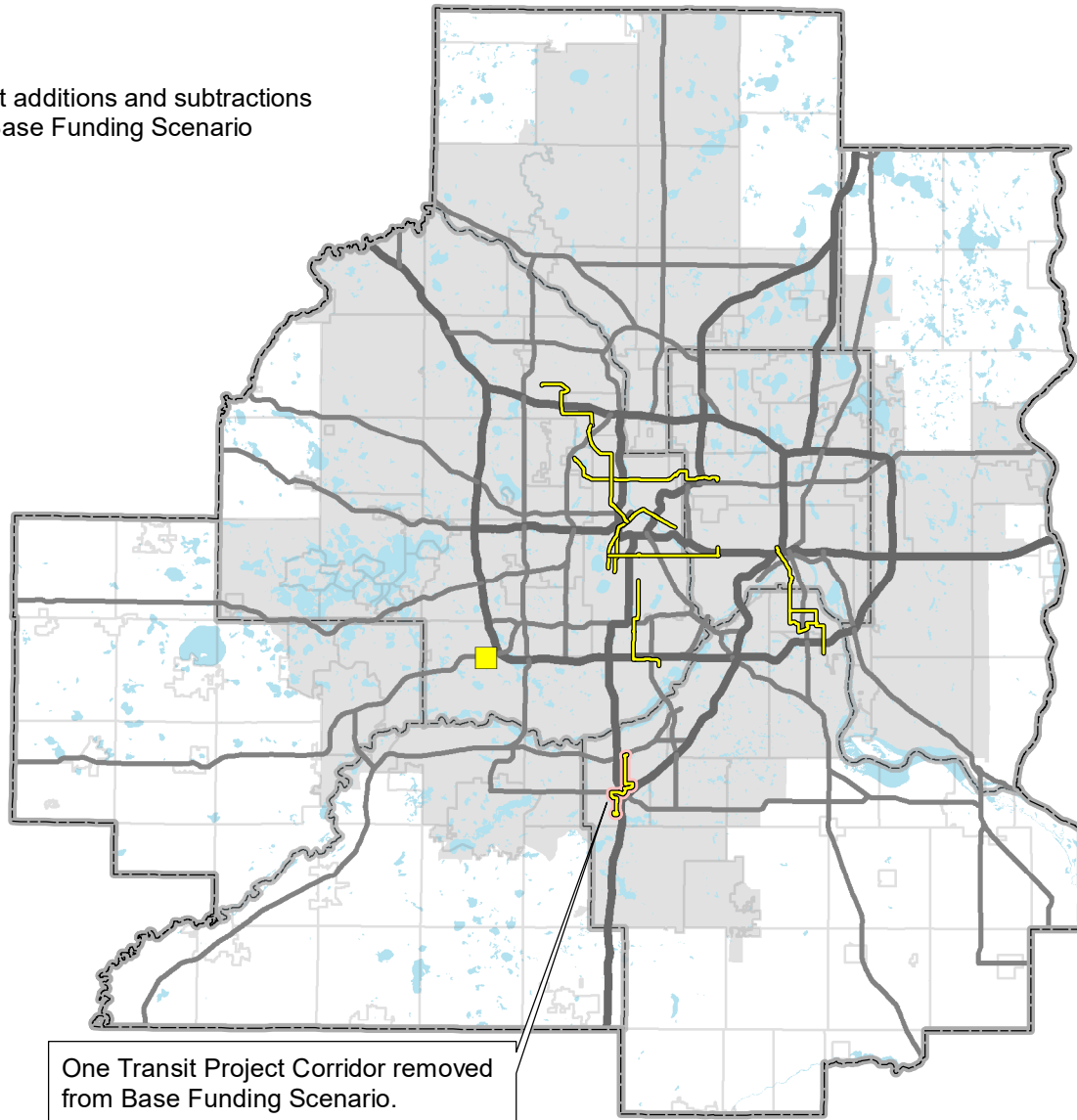
- Roadways
- Roadway Subtraction
- HSIP Projects
- HSIP Project Corridors

Total Regional Solicitation Projects: 55
Total Highway Safety Improvement Program Projects: 25

Locations of 2018 Regional Solicitation Projects: Bike/Ped Heavy Funding Scenario - Transit

DRAFT

Map shows project additions and subtractions compared to the Base Funding Scenario



Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

Modal Funding Categories

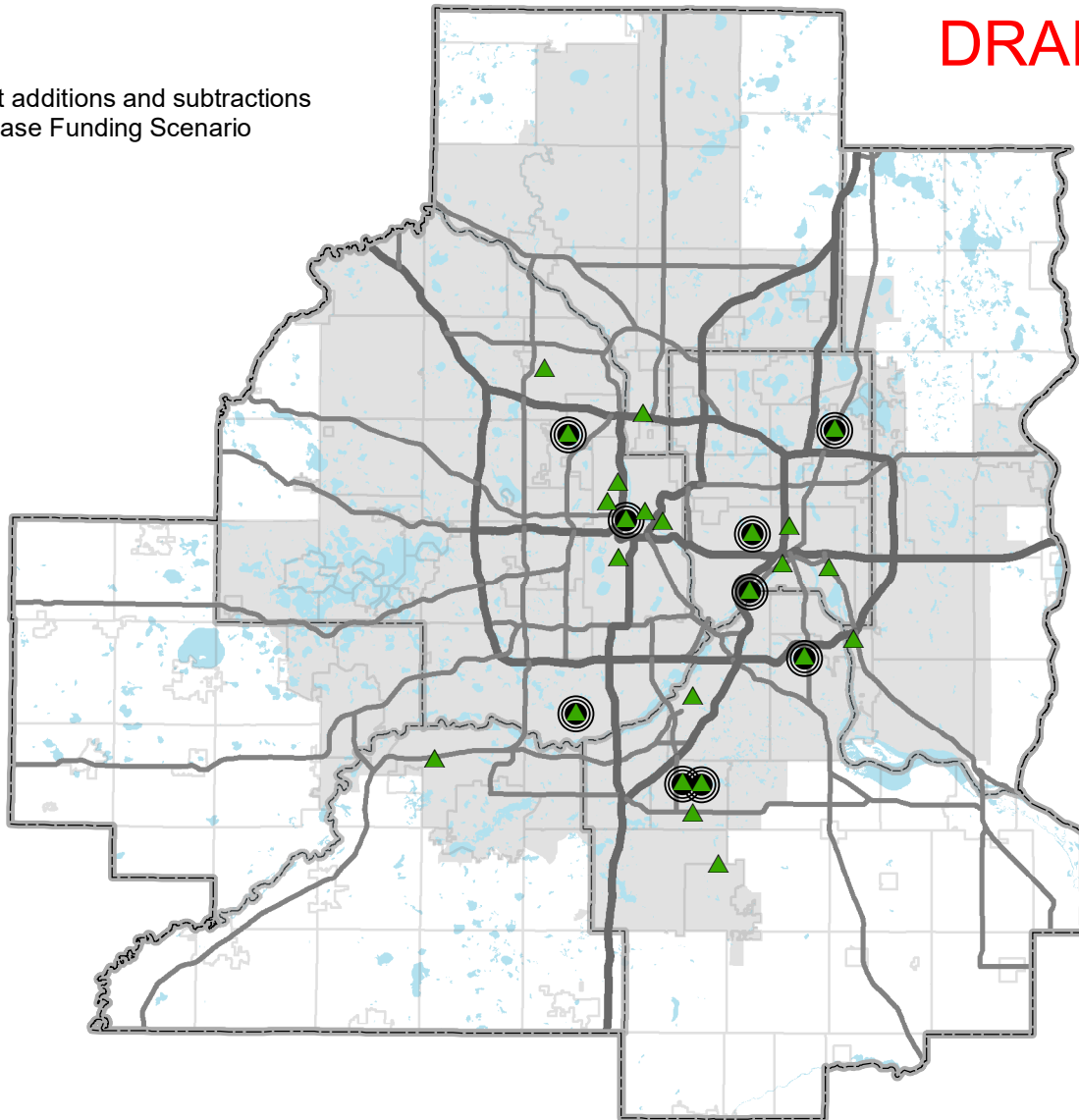
- Transit
- Transit Project Corridor
- Transit Project Corridor Subtraction

Total Regional Solicitation Projects: 55

Locations of 2018 Regional Solicitation Projects: Bike/Ped Heavy Funding Scenario - Bike/Ped Projects

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Map shows project additions and subtractions compared to the Base Funding Scenario



Reference Items

-  Interstate Highways
-  State, US Highways and County Roads
-  County Boundaries
-  City Boundaries
-  Lakes and Rivers
-  Urbanized Area

Modal Funding Categories

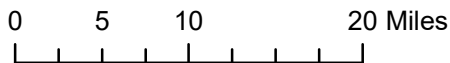
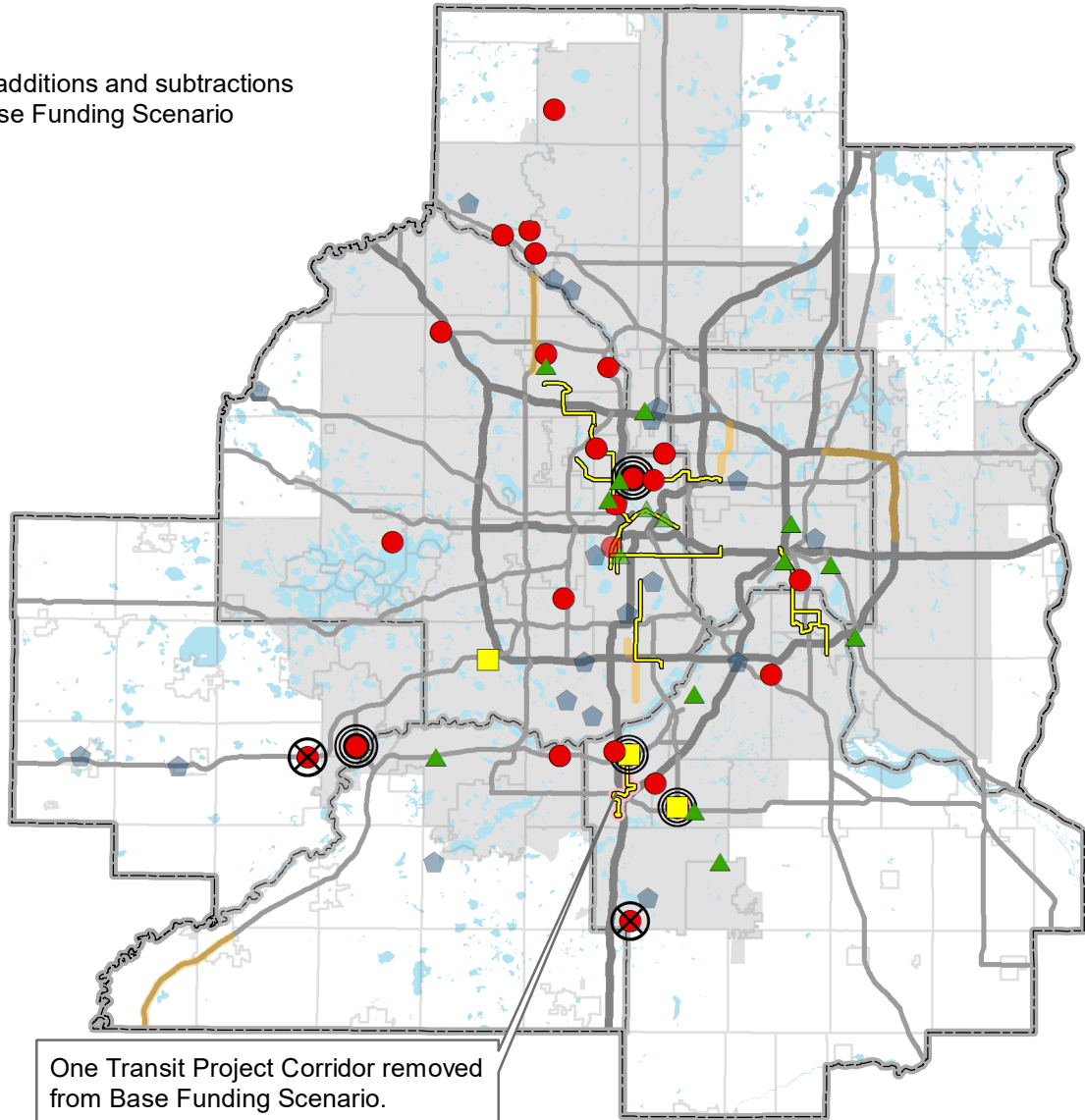
-  Bicycle and Pedestrian
-  Bicycle and Pedestrian Additions

Total Regional Solicitation Projects: 55

Locations of 2018 Regional Solicitation Projects: Modernization-Heavy Funding Scenario

DRAFT

Map shows project additions and subtractions compared to the Base Funding Scenario



Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

Modal Funding Category

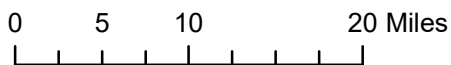
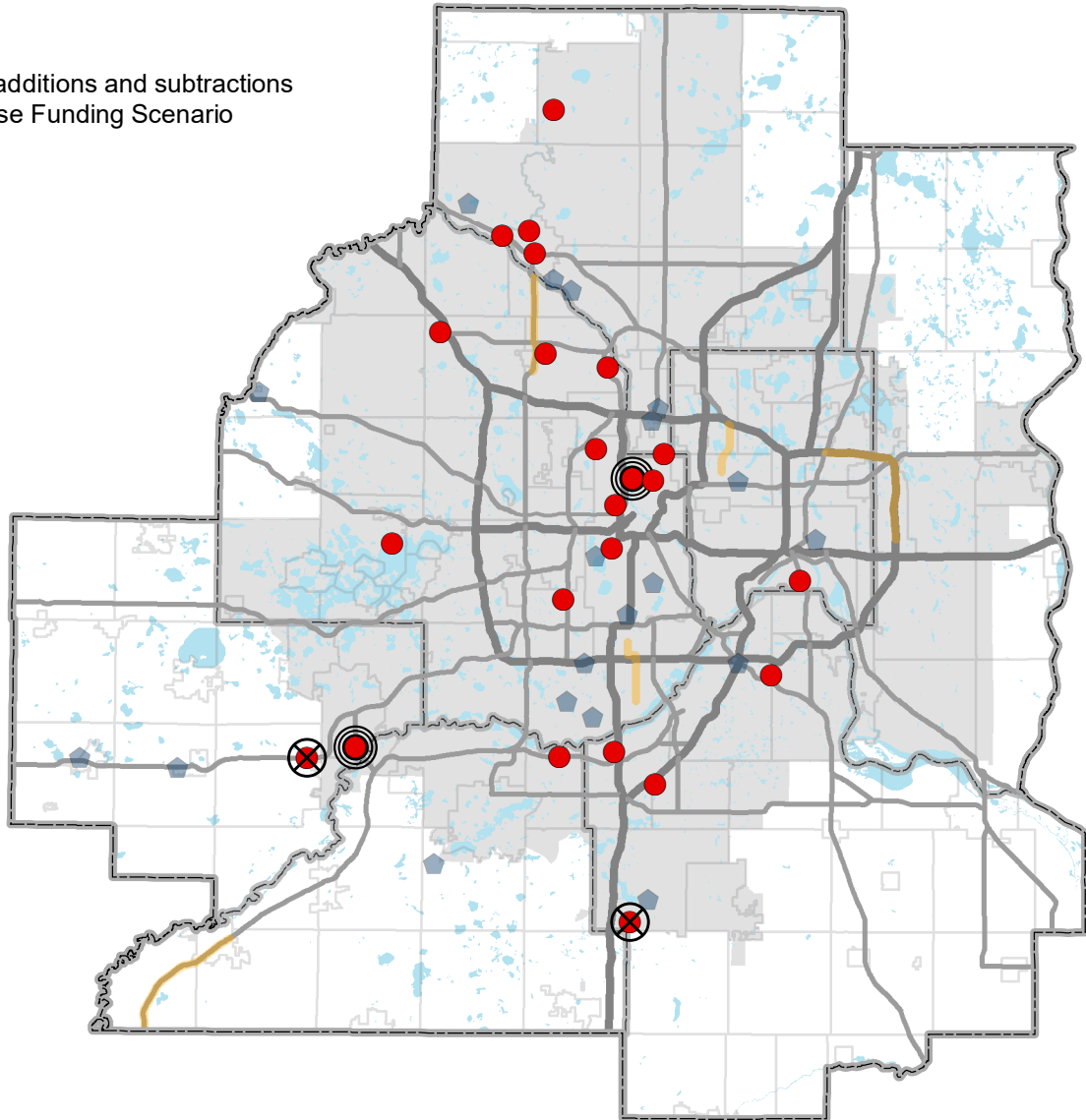
- Roadways
- Roadway Additions
- Roadway Subtraction
- Bicycle and Pedestrian
- Transit
- Transit Addition
- Transit Project Corridor
- Transit Project Corridor Subtraction
- HSIP Projects
- HSIP Project Corridors

Total Regional Solicitation Projects: 49
Total Highway Safety Improvement Program Projects: 25

Locations of 2018 Regional Solicitation Projects: Modernization-Heavy Funding Scenario - Roadways

DRAFT

Map shows project additions and subtractions compared to the Base Funding Scenario



Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

Modal Funding Category

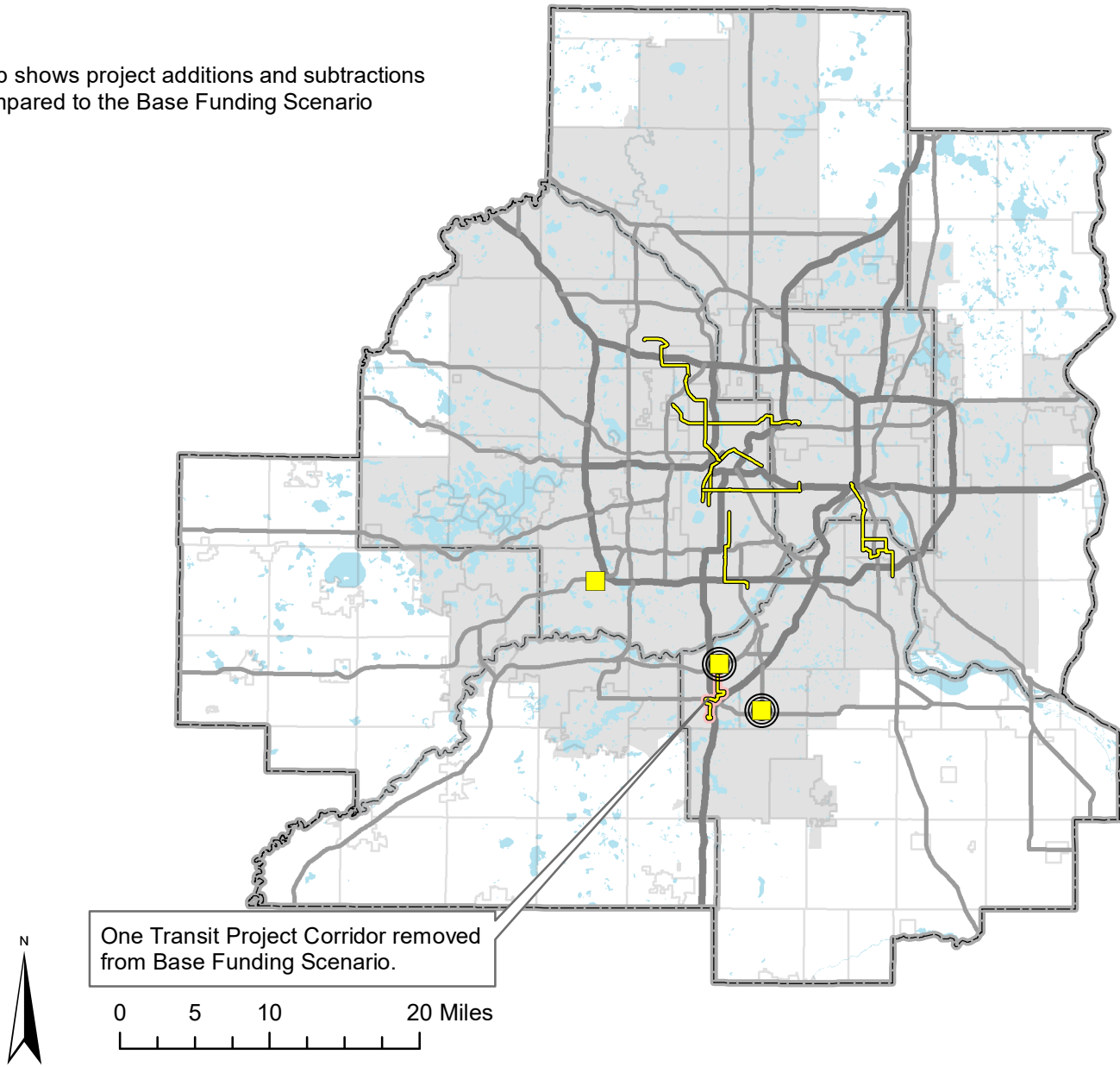
- Roadways
- Roadway Additions
- Roadway Subtractions
- HSIP Projects
- HSIP Project Corridors

Total Regional Solicitation Projects: 49
Total Highway Safety Improvement Program
Projects: 25

Locations of 2018 Regional Solicitation Projects: Modernization-Heavy Funding Scenario - Transit

DRAFT

Map shows project additions and subtractions compared to the Base Funding Scenario



Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

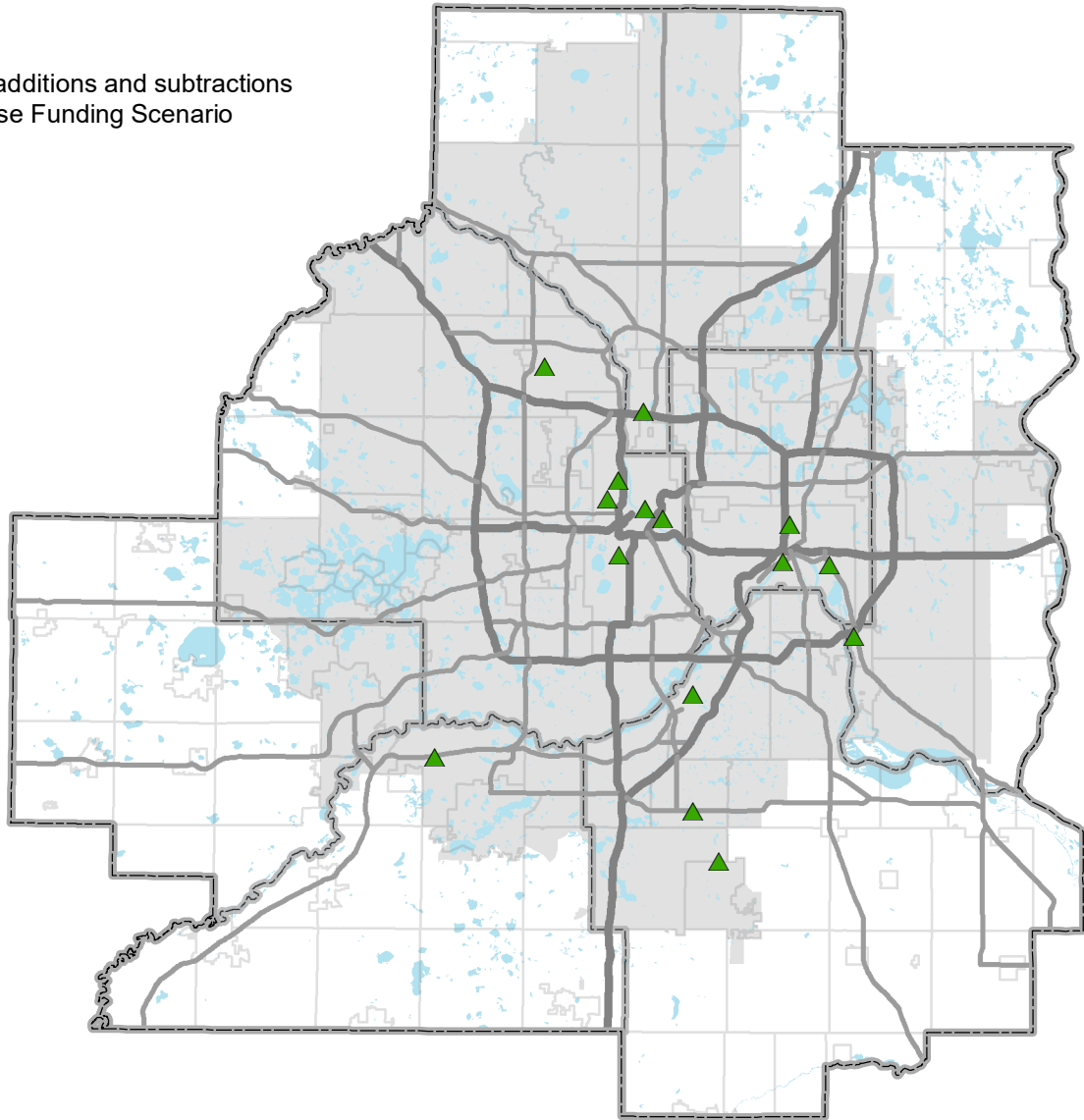
Modal Funding Category

- Transit
- Transit Addition
- Transit Project Corridor
- Transit Project Corridor Subtraction

Total Regional Solicitation Projects: 49

Locations of 2018 Regional Solicitation Projects: **DRAFT** Modernization-Heavy Funding Scenario - Bicycle and Pedestrian

Map shows project additions and subtractions compared to the Base Funding Scenario



Reference Items

- Interstate Highways
- State, US Highways and County Roads
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Lakes and Rivers
- ▭ Urbanized Area

Modal Funding Category

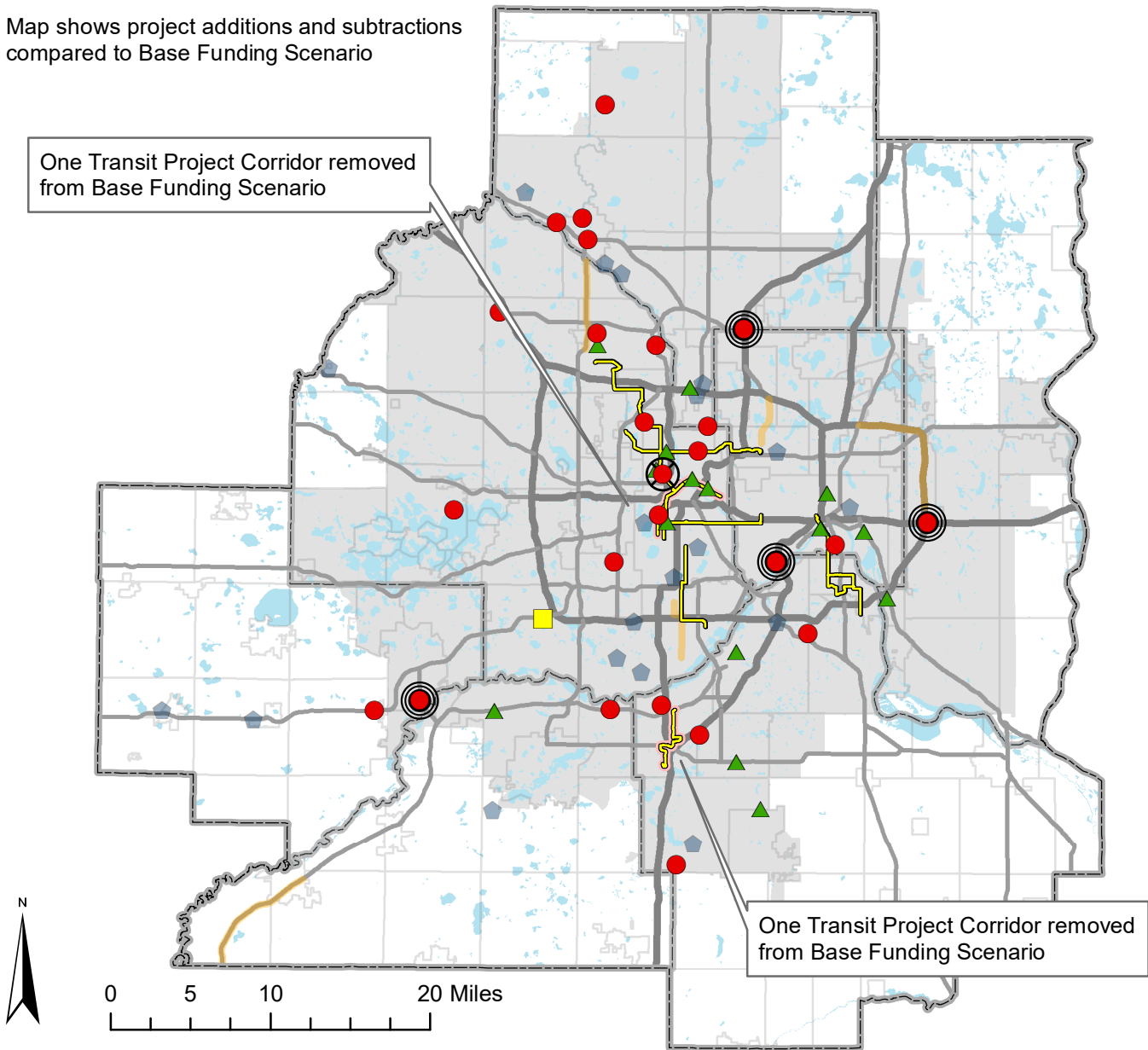
- ▲ Bicycle and Pedestrian

Total Regional Solicitation Projects: 49

Locations of 2018 Regional Solicitation Projects: Roadway Funding Scenario

DRAFT

Map shows project additions and subtractions compared to Base Funding Scenario



Reference Items

- Interstate Highways
- State, US Highways and County Roads
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Lakes and Rivers
- ▭ Urbanized Area

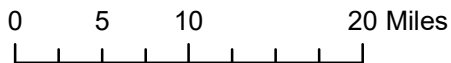
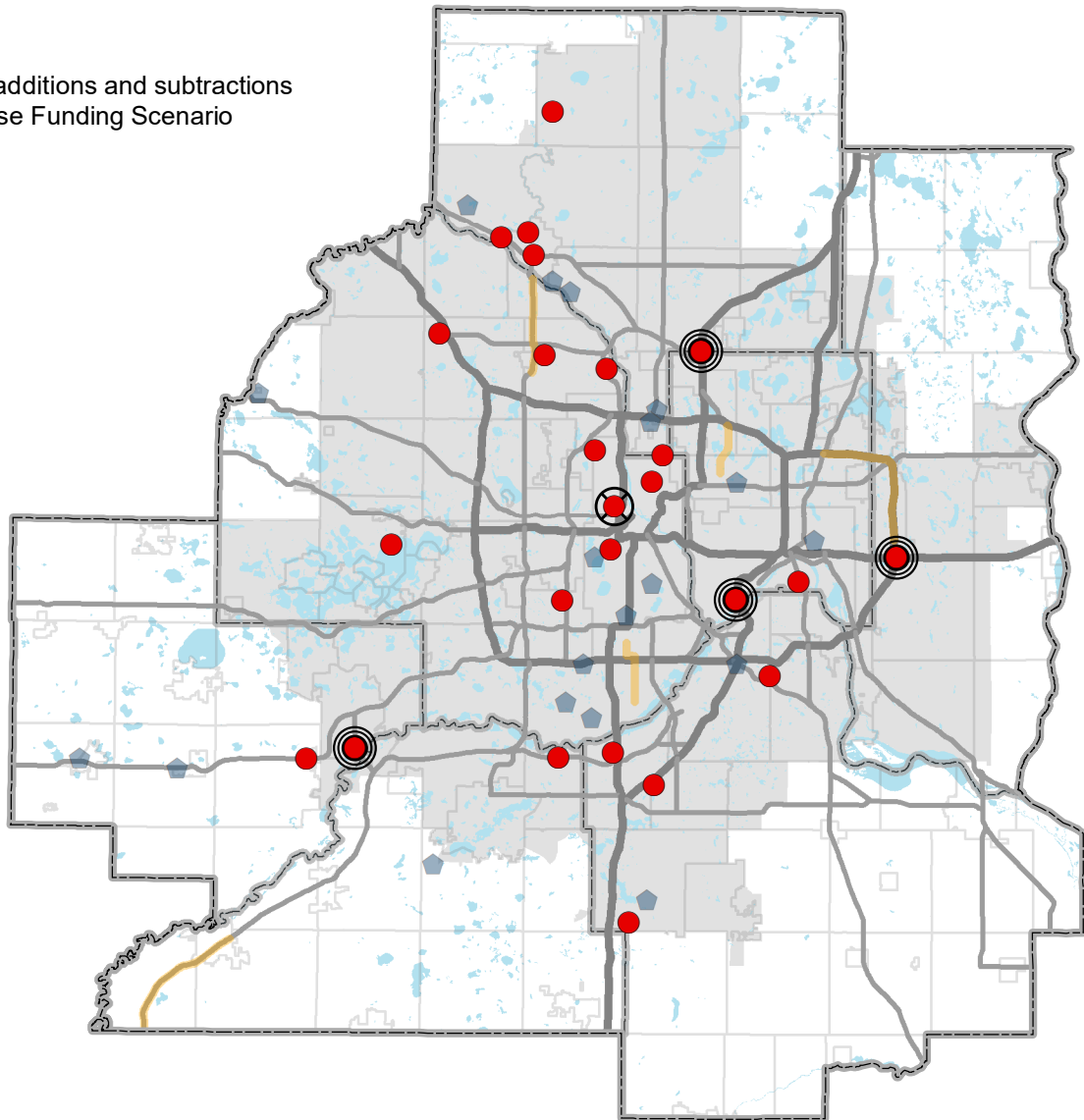
Modal Funding Category

- Roadways
- ⊙ Roadway Additions
- ⊙ Roadway Subtraction
- ▲ Bicycle and Pedestrian
- Transit
- Transit Project Corridors
- ◆ HSIP Projects
- HSIP Project Corridors

Total Regional Solicitation Projects: 48
Total Highway Safety Improvement Program Projects: 25

Locations of 2018 Regional Solicitation Projects: Roadways-Heavy Funding Scenario - Roadways DRAFT

Map shows project additions and subtractions compared to the Base Funding Scenario



Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

Modal Funding Category

- Roadways
- Roadway Additions
- Roadway Subtraction
- HSIP Projects
- HSIP Project Corridors

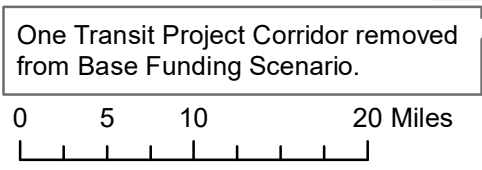
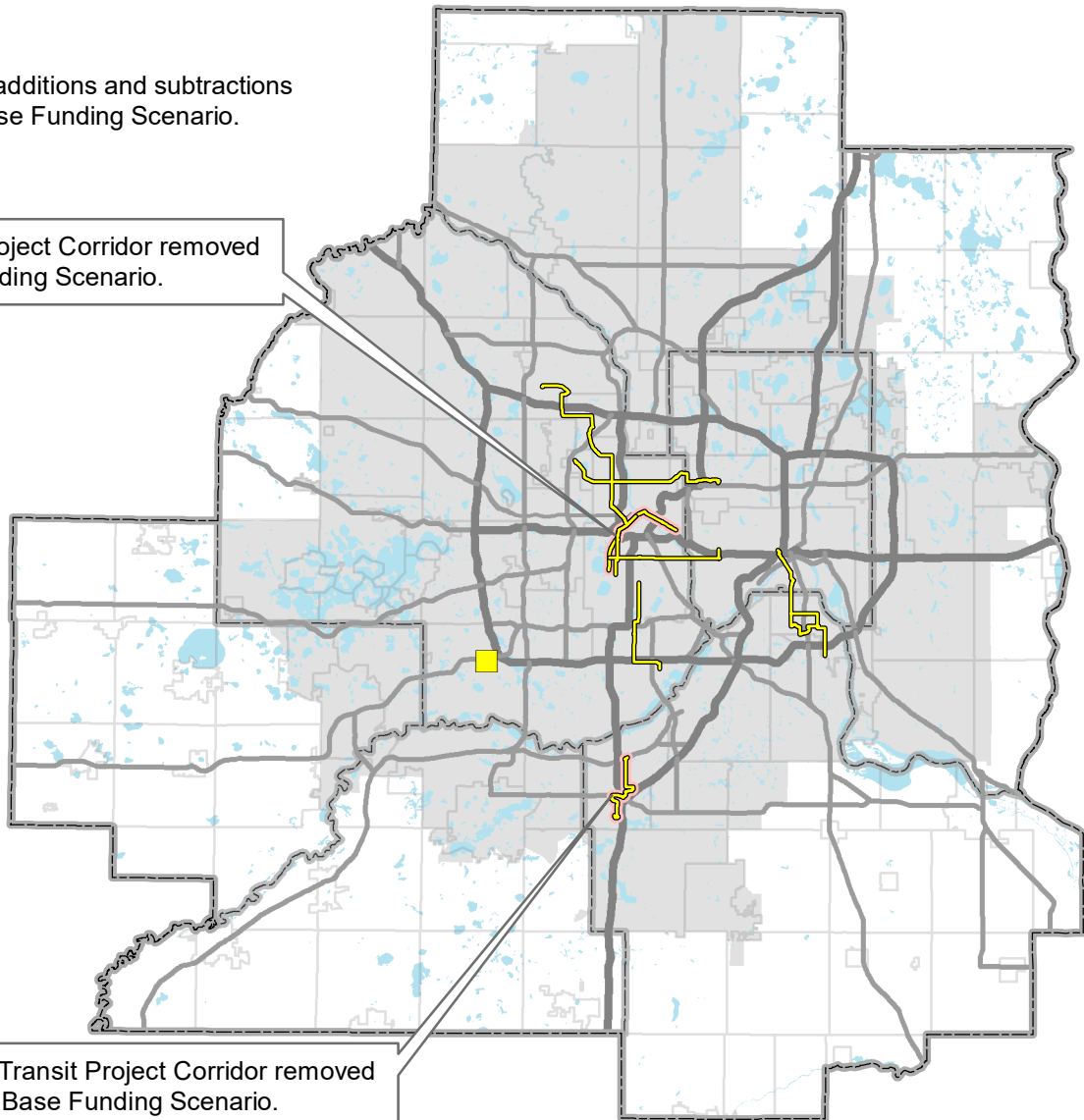
Total Regional Solicitation Projects: 48
Total Highway Safety Improvement Program Projects: 25

Locations of 2018 Regional Solicitation Projects: Roadway-Heavy Funding Scenario - Transit

DRAFT

Map shows project additions and subtractions compared to the Base Funding Scenario.




One Transit Project Corridor removed from Base Funding Scenario.



Reference Items

-  Interstate Highways
-  State, US Highways and County Roads
-  County Boundaries
-  City Boundaries
-  Lakes and Rivers
-  Urbanized Area

Modal Funding Category

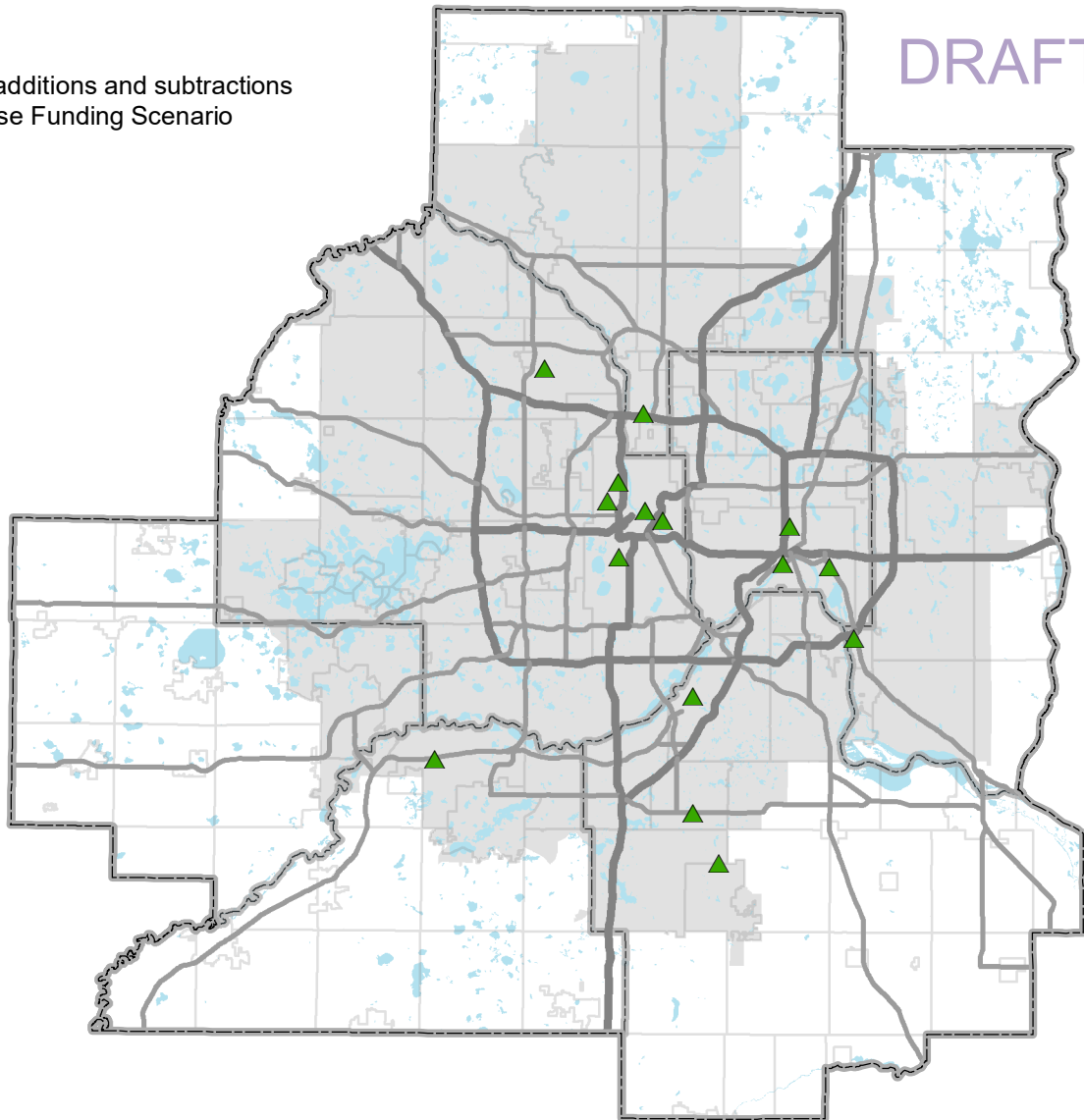
-  Transit
-  Transit Project Corridor
-  Transit Project Corridor Subtractions

Total Regional Solicitation Projects: 48

Locations of 2018 Regional Solicitation Projects: Roadway-Heavy Funding Scenario - Bicycle and Pedestrian

Map shows project additions and subtractions compared to the Base Funding Scenario

DRAFT



0 5 10 20 Miles

Reference Items

- Interstate Highways
- State, US Highways and County Roads
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Lakes and Rivers
- ▭ Urbanized Area

Modal Funding Category

- ▲ Bicycle and Pedestrian

Total Regional Solicitation Projects: 48

2014 AND 2016 Regional Solicitation Funding Results

	2014			2016		
	Federal \$	Funded	Submitted	Federal \$	Funded	Submitted
Roadway Expansion	\$57,236,800	10	23	\$42,420,725	7	21
Roadway Recon/Mod	\$35,850,436	8	21	\$68,346,340	13	34
Roadway System Mgmt	\$10,033,719	10	10	\$5,856,200	4	4
Bridge	\$7,000,000	1	6	\$14,000,000	2	8
TOTAL	\$110,120,955	29	60	\$130,623,265	26	67
Transit Expansion	\$27,375,741	4	12	\$31,867,509	5	10
Transit Modernization	\$5,288,800	1	1	\$21,200,000	4	13
TMO/TDM	\$7,000,000			\$7,000,000		
TOTAL	\$39,664,541	5	13	\$60,067,509	9	23
Multiuse Trails/Bikeways	\$22,385,855	11	31	\$28,943,889	12	39
Pedestrian	\$2,640,000	3	9	\$3,839,840	6	7
Safe Routes	\$1,131,484	3	3	\$2,539,360	3	3
TOTAL	\$26,157,339	17	43	\$35,323,089	21	49
UNIQUE	\$0	0		\$2,700,000	1	

2018 Regional Solicitation Applications Submitted

County	Submitted Apps
Anoka	15.50
Carver	8.50
Dakota	26.50
Hennepin	43.00
Ramsey	15.50
Scott	6.50
Washington	6.50
Region-wide*	2.00
TOTAL	124

*Regional Travel Behavior Inventory and TDM/TMO set-aside. Funding for the St. Paul unique project still being discussed by TAB.

Regional Solicitation Funding by County (2003-2016)

2016 Census Estimate									
County	Population	Pop %	Jobs %	2003-2013		2014-2016		Total	
Anoka	345,957	11%	7.0%	\$ 84,493,281	11%	\$ 25,445,022	6%	\$109,938,303	9%
Carver	100,262	3%	2.0%	\$ 46,739,804	6%	\$ 10,769,728	3%	\$57,509,532	5%
Dakota	417,486	14%	11.0%	\$ 97,050,235	13%	\$ 36,220,700	9%	\$133,270,935	11%
Hennepin	1,232,483	41%	53.0%	\$ 308,185,317	40%	\$ 230,107,133	54%	\$538,292,450	45%
Ramsey	540,649	18%	19.0%	\$ 134,020,012	18%	\$ 73,264,151	17%	\$207,284,163	17%
Scott	143,680	5%	3.0%	\$ 52,293,396	7%	\$ 29,739,649	7%	\$82,033,045	7%
Washington	253,117	8%	5.0%	\$ 43,018,036	6%	\$ 20,554,656	5%	\$63,572,692	5%
	3,033,634			\$765,800,080		\$426,101,039		\$1,191,901,119	

Data for population and employment based on Metropolitan Council 2016 estimates.

Regional Solicitation Funding by County (2003-2016 and Draft 2018 Base Senario)

2016 Census Estimate										Total					
County	Population	Pop %	Jobs %	2003-2013		2014-2016		2018		2003-2018		Percent	2014-2018		Percent
Anoka	345,957	11%	7%	\$ 84,493,281	11%	\$ 25,445,022	6%	\$17,304,296	9%	\$127,242,599	9%	\$42,749,318	7%		
Carver	100,262	3%	2%	\$ 46,739,804	6%	\$ 10,769,728	3%	\$8,836,400	5%	\$66,345,932	5%	\$19,606,128	3%		
Dakota	417,486	14%	11%	\$ 97,050,235	13%	\$ 36,220,700	9%	\$27,850,955	15%	\$161,121,890	12%	\$64,071,655	10%		
Hennepin	1,232,483	41%	53%	\$ 308,185,317	40%	\$ 230,107,133	54%	\$110,709,034	59%	\$649,001,483	47%	\$340,816,167	55%		
Ramsey	540,649	18%	19%	\$ 134,020,012	18%	\$ 73,264,151	17%	\$17,284,175	9%	\$224,568,338	16%	\$90,548,326	15%		
Scott	143,680	5%	3%	\$ 52,293,396	7%	\$ 29,739,649	7%	\$6,700,080	4%	\$88,733,125	6%	\$36,439,729	6%		
Washington	253,117	8%	5%	\$ 43,018,036	6%	\$ 20,554,656	5%	\$460,800	0.2%	\$64,033,492	5%	\$21,015,456	3%		
	3,033,634			\$765,800,080		\$426,101,039		\$189,147,757		\$1,381,046,858		\$615,246,778			

Data for population and employment based on Metropolitan Council 2016 estimates.

Regional Solicitation Funding by County (2003-2016 and Draft 2018 Expansion-Heavy Scenario)

2016 Census Estimate										Total					
County	Population	Pop %	Jobs %	2003-2013		2014-2016		2018		2003-2018		Percent	2014-2018		Percent
Anoka	345,957	11%	7%	\$ 84,493,281	11%	\$ 25,445,022	6%	\$23,424,976	12%	\$133,363,279	10%	\$48,869,998	8%		
Carver	100,262	3%	2%	\$ 46,739,804	6%	\$ 10,769,728	3%	\$8,836,400	5%	\$66,345,932	5%	\$19,606,128	3%		
Dakota	417,486	14%	11%	\$ 97,050,235	13%	\$ 36,220,700	9%	\$25,218,955	13%	\$158,489,890	11%	\$61,439,655	10%		
Hennepin	1,232,483	41%	53%	\$ 308,185,317	40%	\$ 230,107,133	54%	\$100,189,034	53%	\$638,481,483	46%	\$330,296,167	54%		
Ramsey	540,649	18%	19%	\$ 134,020,012	18%	\$ 73,264,151	17%	\$19,524,175	10%	\$226,808,338	16%	\$92,788,326	15%		
Scott	143,680	5%	3%	\$ 52,293,396	7%	\$ 29,739,649	7%	\$6,700,080	4%	\$88,733,125	6%	\$36,439,729	6%		
Washington	253,117	8%	5%	\$ 43,018,036	6%	\$ 20,554,656	5%	\$4,860,800	3%	\$68,433,492	5%	\$25,415,456	4%		
	3,033,634			\$765,800,080		\$426,101,039		\$188,756,437		\$1,380,655,538		\$614,855,458			

Data for population and employment based on Metropolitan Council 2016 estimates.

Regional Solicitation Funding by County (2003-2016 and Draft 2018 Bike/Ped-Heavy Scenario)

2016 Census Estimate										Total					
County	Population	Pop %	Jobs %	2003-2013		2014-2016		2018		2003-2018		Percent	2014-2018		Percent
Anoka	345,957	11%	7%	\$ 84,493,281	11%	\$ 25,445,022	6%	\$17,304,296	9%	\$127,242,599	9%	\$42,749,318	7%		
Carver	100,262	3%	2%	\$ 46,739,804	6%	\$ 10,769,728	3%	\$8,836,400	5%	\$66,345,932	5%	\$19,606,128	3%		
Dakota	417,486	14%	11%	\$ 97,050,235	13%	\$ 36,220,700	9%	\$19,120,839	10%	\$152,391,774	11%	\$55,341,539	9%		
Hennepin	1,232,483	41%	53%	\$ 308,185,317	40%	\$ 230,107,133	54%	\$112,468,036	60%	\$650,760,485	47%	\$342,575,169	56%		
Ramsey	540,649	18%	19%	\$ 134,020,012	18%	\$ 73,264,151	17%	\$23,564,853	13%	\$230,849,016	17%	\$96,829,004	16%		
Scott	143,680	5%	3%	\$ 52,293,396	7%	\$ 29,739,649	7%	\$6,700,080	4%	\$88,733,125	6%	\$36,439,729	6%		
Washington	253,117	8%	5%	\$ 43,018,036	6%	\$ 20,554,656	5%	\$460,800	0.2%	\$64,033,492	5%	\$21,015,456	3%		
	3,033,634			\$765,800,080		\$426,101,039		\$188,457,321		\$1,380,356,422		\$614,556,342			

Data for population and employment based on Metropolitan Council 2016 estimates.

Regional Solicitation Funding by County (2003-2016 and Draft 2018 Modernization-Heavy Scenario)

2016 Census Estimate										Total					
County	Population	Pop %	Jobs %	2003-2013		2014-2016		2018		2003-2018		Percent	2014-2018		Percent
Anoka	345,957	11%	7%	\$ 84,493,281	11%	\$ 25,445,022	6%	\$17,820,416	9%	\$127,758,719	9%	\$43,265,438	7%		
Carver	100,262	3%	2%	\$ 46,739,804	6%	\$ 10,769,728	3%	\$8,836,400	5%	\$66,345,932	5%	\$19,606,128	3%		
Dakota	417,486	14%	11%	\$ 97,050,235	13%	\$ 36,220,700	9%	\$22,242,995	12%	\$155,513,930	11%	\$58,463,695	9%		
Hennepin	1,232,483	41%	53%	\$ 308,185,317	40%	\$ 230,107,133	54%	\$116,796,914	61%	\$655,089,364	47%	\$346,904,047	56%		
Ramsey	540,649	18%	19%	\$ 134,020,012	18%	\$ 73,264,151	17%	\$17,284,216	9%	\$224,568,379	16%	\$90,548,367	15%		
Scott	143,680	5%	3%	\$ 52,293,396	7%	\$ 29,739,649	7%	\$6,700,080	4%	\$88,733,125	6%	\$36,439,729	6%		
Washington	253,117	8%	5%	\$ 43,018,036	6%	\$ 20,554,656	5%	\$460,800	0%	\$64,033,492	5%	\$21,015,456	3%		
	3,033,634			\$765,800,080		\$426,101,039		\$190,143,839		\$1,382,042,940		\$616,242,860			

Data for population and employment based on Metropolitan Council 2016 estimates.

Regional Solicitation Funding by County (2003-2016 and Draft 2018 Roadways-Heavy Scenario)

2016 Census Estimate										Total					
County	Population	Pop %	Jobs %	2003-2013		2014-2016		2018		2003-2018		Percent	2014-2018		Percent
Anoka	345,957	11%	7%	\$ 84,493,281	11%	\$ 25,445,022	6%	\$19,270,416	10%	\$129,208,719	9%	\$44,715,438	7%		
Carver	100,262	3%	2%	\$ 46,739,804	6%	\$ 10,769,728	3%	\$12,136,400	6%	\$69,645,932	5%	\$22,906,128	4%		
Dakota	417,486	14%	11%	\$ 97,050,235	13%	\$ 36,220,700	9%	\$25,106,955	13%	\$158,377,890	11%	\$61,327,655	10%		
Hennepin	1,232,483	41%	53%	\$ 308,185,317	40%	\$ 230,107,133	54%	\$100,192,914	53%	\$638,485,364	46%	\$330,300,047	54%		
Ramsey	540,649	18%	19%	\$ 134,020,012	18%	\$ 73,264,151	17%	\$20,973,887	11%	\$228,258,050	17%	\$94,238,038	15%		
Scott	143,680	5%	3%	\$ 52,293,396	7%	\$ 29,739,649	7%	\$6,700,080	4%	\$88,733,125	6%	\$36,439,729	6%		
Washington	253,117	8%	5%	\$ 43,018,036	6%	\$ 20,554,656	5%	\$4,860,800	3%	\$68,433,492	5%	\$25,415,456	4%		
	3,033,634			\$765,800,080		\$426,101,039		\$189,243,470		\$1,381,142,571		\$615,342,491			

Data for population and employment based on Metropolitan Council 2016 estimates.