

TRANSPORTATION ADVISORY BOARD
Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, April 19, 2012
1:30 P.M. – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- I. Call to Order
- II. Adoption of Agenda
- III. Approval of the Minutes from the March 15, 2012 Meeting – Action Item*
- IV. TAB Report (Kevin Roggenbuck) – Information Item
- V. 2011 Solicitation Score Challenges and Approval of Final Scores – Action Item*
- VI. 2012-2015 TIP Amendment Request from MnDOT to add SP# 8217-82045PE: St Croix River Crossing – Design & Prepare 3 Bridge Plans, Special Provisions, Estimates & conduct Review of Hydraulic Analysis and SP# 8217-82045PR: Peer Review of Final Bridge Design for 3 bridges – Action Item*
- VII. 2012-2015 TIP Amendment Request to include FTA 5310 Projects: Elderly and Persons with Disabilities Program – Action Item*
- VIII. Adoption of the Draft 2013-2016 Transportation Improvement Program (TIP) for the Purpose of Receiving Public Comment – Action Item (document will be available at the meeting)
- IX. Regional Travel Demand Management Program – Information Item
- X. Other Business
- XI. Adjourn

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TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805

Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
March 15, 2012

MEMBERS PRESENT: Chuck Ahl (Chair), Craig Jenson, Joe Lux, Ann Pung-Terwedo, Kate Garwood, Colleen Van Wagner, Brian Isaacson, Jenifer Hager, John Powell, Richard McCoy, John Sass, Cynthia Wheeler, Innocent Eyoh, Carl Ohrn, Kevin Roggenbuck, and James Andrew

OTHERS PRESENT: Jon Solberg – MnDOT, Russ Mathys – Eagan, Tim Plath – Eagan, Marie Cote – SRF Consulting, Peter Dahlberg – MnDOT, Mary Karlsson – Metropolitan Council

I. Call to Order

The meeting was called to order at 1:34 p.m by Chuck Ahl, standing in as Chair for Karl Keel.

II. Adoption of Agenda

Kate Garwood asked that a discussion of the regional TDM program be added to the agenda. C. Ahl said it would be covered under “other business.” J. Powell **moved** to approve the agenda, B. Isaacson seconded the motion. **The motion carried.**

III. Approval of the Minutes from the February 16, 2012 Meeting – Action Item*

J. Lux **moved** to approve the minutes. J. Powell seconded the motion. **The motion carried.**

IV. TAB Report (Kevin Roggenbuck) – Information Item

K. Roggenbuck reported that the TAB had not yet met in March. He said that the TAB will hear special agenda items on the Regional Development Framework and the Statewide Multimodal Transportation Plan.

V. Scope Change request for SP#145-010-010: TH 149 Reconstruction from TH 55 to I-494 – Action Item*

Russ Mathys from City of Eagan and Tim Plath from Eagan and Marie Cote from SRF presented the item. When the project was originally submitted, it followed several planning studies that identified it as a six-lane road. After funds were awarded, there were concerns from MnDOT about forecast numbers that came out of the original planning studies. The City then started a two phase re-scoping process, identifying appropriate forecast volumes and moved into operations analysis and moved into the corridor with those new numbers to determine the right scope. This is a five lane concept with three lanes northbound and two lanes southbound. This project adds one northbound through lane. The signal revisions and multi-use trail remain the same. There is one additional westbound dual-left turn lane that had been programmed by MnDOT prior to the

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award, and it was incorporated into this project. The project scope change reduces the cost slightly.

K. Roggenbuck described the findings in the staff memo from K. Roggenbuck and J. Andrew.

J Powell stated that this seems to be the result of a natural evolution of the project. J. Powell **moved** to approve the scope change. J. Lux seconded the motion.

K. Roggenbuck asked that the TIP letter be revised prior to TAC.

C. Ohrn asked why the project was revised smaller. Marie Cote stated that they did numerous studies and analysis, and the traffic needs were only in the northbound direction. Typically you go from a four lane to six lane but MnDOT questioned the need for that wide of a roadway, and so they reduced the scope where they could. We did not want to increase the width of the bridge so we dropped a southbound lane at the bridge. So the decision is in part driven by the width of the bridge.

The motion carried.

VI. 2012-2015 TIP Amendment Request from MnDOT to add SP#s: 13-00001, 27-00306, 27-00307, 62-00206, 62-00207: Rail Crossings Projects – Action Item*

Peter Dahlberg from MnDOT Office of Freight and Commercial Vehicle Operations presented the request. This amendment is to include projects funded partially from a bonding bill last year to replace antiquated equipment at several rail crossings. MnDOT has asked for \$5,000 in federal funds to be applied to each of these projects. These projects are the result of a solicitation to the railroads for their list of their crossing priorities based on the age of the equipment.

J. Lux asked if these projects will have any bearing on any other rail crossings projects. P. Dahlberg stated that it is separate from projects already identified in the STIP. This is coming out of FHWA funds that the Freight office has control over.

K. Garwood **moved** to approve the TIP amendment. C. Ohrn seconded the motion. **The motion carried.**

VII. 2012-2015 TIP Amendment Request for cost increase on Maplewood SP#138-010-018: TH36/English Street Interchange – Action Item

C. Ahl presented the request. The design process resulted in a decision to address a longer segment of the project than just the interchange. MnDOT determined that the roadway needs to be lowered under the bridge, and most of the funds for this are coming from TH funds, but federal amounts will stay the same. Ramsey County and Maplewood funds comprise the local cost. This TIP amendment adds the trunk highway funds and some additional local funds. This amendment also moves the project into 2012.

K. Roggenbuck handed out the staff analysis on the cost increase and its impact on cost effectiveness. This is not technically a scope change because the project elements are not changing but the cost increase does affect the evaluation criteria in the cost effectiveness criteria and the project would have likely received a lower score with the higher price.

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B. Isaacson stated that we should think about how other projects have also resulted in higher costs. He knew, for instance, that the top ranked project from Dakota County has also increased in cost.

J. Sass stated that because of this difficulty, we should have standard costs for everyone on different types of projects. K. Roggenbuck stated that we have considered this but have encountered opposition because of different contexts for projects. J. Lux has stated that we have better cost estimate requirements now and is confident that we should have less variation in the future.

C. Ohrn stated that he was uncomfortable with this request because this project received a scope change last year that made it inconsistent with regional policies. They made it a complete diamond interchange rather than the split diamond interchange of the application. He questioned whether this scope change would have passed had these significant new costs been identified at that time.

C. Ahl explained that as they went through the design process, their task was to put a bridge over TH 36 and add the signal. They were prepared to build the roadway without touching TH 36. MnDOT looked at their segment, they chose to address the mainline as well to take advantage of the construction. From Maplewood's standpoint, the project is the same. MnDOT has asked to take advantage of this work in the area to do work they feel is needed. The original intent of the project is the exactly as it was proposed. This increase has nothing to do with the access management. We are trying to create efficiencies among partners.

I. Eyoh asked if they expect better traffic flow with the full diamond than the split diamond interchange. C. Ahl stated that they do and that they looked at the various movements between 61 and English that required the full diamond.

J. Powell **moved** to approve the TIP amendment. J. Sass seconded the motion.

C. Ohrn stated that the cost of the additional work on the mainline should have been attached to the scope change when it came forward. The suggestion about needing to modify the elevation of TH 36 should have been made apparent at the scope change request. B. Isaacson stated that the approval of the full diamond wasn't approved until June. The decisions to change elevation came from final design issues that were the result of grade problems at the ramps. He stated that MnDOT and Maplewood did not hold any information back but that these needs came to light after the scope change request.

K. Garwood stated that there are rules that we have on this committee that keep us from doing the practical thing. She felt this work makes sense.

C. Ahl relinquished his chair position because of his stake in the question on the table. J. Powell acted as the Chair for the remainder of the item.

C. Van Wagner stated that the project sponsor was not as far in design when they asked for the scope change. This project is barely at the point where it would need a TIP amendment for cost increase but they chose to do this in case the costs increase any more.

B. Isaacson stated that MnDOT could say that the lowering of the highway is not associated with the scope change. MnDOT is taking advantage of the closing of the roadway to do work it feels is

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necessary. The moving of the Vento Trail bridge and other project elements stalled out the design effort so we are learning things as we go along.

The motion carried one vote of no.

J. Powell relinquished his position as Chair. Chuck Ahl assumed the role of Chair.

VIII. Adoption Schedule for 2013-2016 Transportation Improvement Program – Action Item*

J. Andrew went over the adoption schedule for the TIP. A question was raised about how the unselected projects will affect the TIP. B. Isaacson stated that they will have one line item that has regional federal dollars as a set-aside for an amount that is consistent with previous years.

K. Garwood **moved** to approve the schedule. B. Isaacson seconded the motion. **The motion carried.**

IX. Other Business

K. Garwood stated that she had been told that the committee would hear a report from Metropolitan Council staff on the regional TDM program. She requested that this be brought to the committee as soon as possible. K. Roggenbuck stated that he has spoken with Council staff. We will need to get this information to you. He agreed to ask them to attend the next meeting to give us a status report.

X. Adjourn

The meeting adjourned at 2:36 p.m.

Submitted by:
James Andrew

STP – Non Freeway-Principal Arterial
PA-11-04: TH 169 Improvements
City of Champlin

Project description:

Access control, new turn lanes, traffic signals, pedestrian crossings multi-use paths on TH 169 from south of Hayden Lake Rd to north of Dayton River Rd in Champlin.

Request:

Applicant requested re-evaluation of the **B3: Congestion Reduction (75 points)**, **C3: Congestion Reduction Cost Effectiveness (100 points)**, **D2: Progress Toward Affordable Housing Goals (50 points)**, and **E: Maturity of Project Concept (100 points)**.

B3: Congestion Reduction. Applicant asked for an explanation of how the criterion was evaluated and asked if consideration was given to high existing V/C ratios and corridor constraints like the Mississippi River Bridge. The applicant also asked if credit was given to reducing the V/C ratio in the PM peak hour from over 1.0 to less than 1.0.

Applicants Response to the Criterion:

The volume to capacity (v/c) ratio analysis was conducted at the intersection of TH 169 and Dayton Road for the AM and PM peak hours.

Existing Conditions:

Southbound AM peak hour volume = 2,244

Vehicle Capacity = 1,700 (a left-turn lane, 2 through lanes, and a right-turn lane)

Even though TH 169 is an expressway, each through lane's capacity was reduced from 700 vph to 600 vph since the traffic signal is currently split phase on the minor approaches. The split phase signal reduces the green time along TH 169 and thus reduces the capacity of its through lanes.

AM V/C Ratio = $2,244/1,700 = 1.32$

Northbound PM peak hour volume = 2,182

Vehicle Capacity = 2,000 (2 left-turn lanes, 2 through lanes, and a right-turn lane). Same through-lane capacity reduction as above.

PM V/C Ratio = $2,182/2,000 = 1.09$

Proposed Conditions:

Southbound AM peak hour volume = 2,244

Vehicle Capacity = 1,900 (a left-turn lane, 2 through lanes, and a right-turn lane)

Expressway through-lane capacity assumed (700 vph).

AM V/C Ratio = $2,244/1,900 = 1.18$

Northbound PM peak hour volume = 2,182

Vehicle Capacity = 2,200 (2 left-turn lanes, 2 through lanes, and a right-turn lane)

Expressway through-lane capacity assumed (700 vph).

PM V/C Ratio = $2,182/2,200 = 0.99$

AM Improvement in V/C Ratio = $1.32 - 1.18 = 0.14$

PM Improvement in V/C Ratio = $1.09 - 0.99 = 0.10$

Total Improvement in V/C Ratio = $0.14 + 0.10 = 0.24$

Scoring Methodology and Scorer's Re-evaluation

This section was scored based on the greatest change of V/C ratio from existing to proposed condition. An argument can be made that comparing all the projects to the top V/C ratio of 1.41 is unreasonable. A 1.41 V/C ratio is unrealistic because if there is that much traffic people will change to a different route. The scorer changed the methodology to compare all projects to a 1.2 V/C ratio. However, in redoing the calculation, the scorer discovered a typo in the points already awarded to Champlin. The score originally given was 21 and should have been 12 points.

Original Scoring:

Agency	V/C Ratio	Points	Rank
Rogers	1.41	75	1
Dakota Co	0.97	52	2
Eagan	0.54	28	3
Champlin	0.24	21	4
Scott Co	0.19	10	5

21 was supposed to be 12

Suggested Change using 1.2 as the ratio:

Agency	V/C Ratio	Points	Rank
Rogers	1.41	75	1
Dakota Co	0.97	61	2
Eagan	0.54	34	3
Champlin	0.24	15	4
Scott Co	0.19	12	5

Scoring Committee Chair Opinion (Tom Johnson)

The Chair’s recommendation is to accept the changes recommended in the response above and to change all scores accordingly.

C3: Congestion Reduction Cost Effectiveness. The applicant asked for an explanation of how the criterion was evaluated and asked if consideration was given to high congestion areas and the relative increase in throughput from the project. The applicant questioned the difference in scoring between B3 and C3.

Applicants Response to the Criterion

The hourly throughput in the AM peak hour, in the peak direction of travel (Southbound), at the most congested location (TH 169 at Dayton Road) was calculated for existing and proposed conditions. Details on the analysis are shown below:

Existing Conditions:

- Vehicle Capacity = 1,700 (a left-turn lane, 2 through lanes, and a right-turn lane)
- AM peak hour vehicle occupancy = 1.07
- AM peak hour ridership = 0, assume no increase in service
- Hourly person throughput = 1,819 persons/hour

Proposed Conditions:

- Vehicle Capacity = 1,900 (a left-turn lane, 2 through lanes, and a right-turn lane)
- AM peak hour vehicle occupancy = 1.07
- AM peak hour ridership = 0, assume no increase in service
- Hourly person throughput = 2,033 persons/hour

Total increase in hourly person throughput = **214 persons/hour**
Cost per increase in hourly person throughput = **\$35,047**

Scoring Methodology and Scorer's Re-evaluation

The scorer awarded the most points to the lowest cost per person hourly throughput. Adjusting the cost per hourly throughput would only hurt the Champlain score because they had the second lowest change in V/C ratio.

Scoring Committee Chair Opinion

The Chair's recommendation is to accept the response from the scorer and not change the the scores in this criterion.

D2: Affordable Housing. The applicant asked for an explanation of the scoring methodology.

Applicant's Response to the Criteria

This criterion is evaluated solely by Metropolitan Council staff and does not require a response from the applicant.

Scoring Methodology and Scorer's Re-evaluation

For communities that participate in the Livable communities Local Housing Incentives Program, data from their 1996-2010 negotiated housing goals was used to determine the progress they have made toward providing opportunities to address their affordable housing goals.

For communities that do not participate in the Local Housing Incentives Program, progress will be measured against what the benchmarks were for their community in the Council's LCA goal setting methodology used in determining goals for 1996 to 2010.

Communities negotiated goals for both ownership and rental housing. Analysis consisted of comparing the goal, progress made to date and determining the percentage of the goal achieved for both ownership and rental combined.

Example of Analysis:

	Negotiated Goal	Progress to Date	Overall Progress Made - %
Rental Units	900	200	
Ownership Units	200	125	

Total Housing Units	1,100	325	30%
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Scoring:

<u>Percent of Progress Made:</u>	<u>Points Awarded:</u>
90-100%	50
71-89%	40
51-70%	30
31-50%	20
11-30%	10
1-10%	5

For projects with 2 or more communities, scores are averaged and then applied to the project. Communities that do not have negotiated goals are given the same average score of the other communities within their group.

The evaluation of housing progress is base on the community or communities in which the physical project and segment affected is located. For the Champlin application the score determined by the Livable Communities staff analysis was 20 points. Since no applicant in the pool for the Non-Freeway Principal Arterial received the maximum point score of 50 all the scores were adjusted to that he top applicant got the 50 points available. Champlin’s score was thereby adjusted to 25 points.

Scoring Committee Chair Opinion

The scoring committee chair does not recommend changing the criterion scores.

E: Maturity of Project Concept. The applicant asked for an explanation of the scoring criteria and explained that the City has begun work on all aspects of the project except for construction plans including acquiring right-of-way.

The applicant’s response to the criterion:

The applicant completes a checklist (appendix K). The checklist provided by the applicant is attached.

The scorers methodology:

Although the City of Champlin has begun some of its work and states it is going to AC the project, there were three projects that actually had progressed farther in the project development process.

PA-11-01 – Dakota County

Layout/Preliminary Plan is completed – Champlin has “started” theirs.
Environmental Documentation is completed and approved – Champlin’s document is “in progress”.

PA-11-02 – Scott County

Layout/Preliminary Plan is completed – Champlin has “started” theirs.

Construction plans are “in progress” – Champlin has not started their construction plans.

PA-11-03 – City of Rogers

Construction Plans are “in progress” – Champlin has not started their construction plans.

The scorer gave the project with the highest “raw” score the 100 points and then prorated the others. Champlin finished behind these three projects since they were not as far along in the process.

Scoring Committee Chair Opinion:

The Chair agrees with the scorer’s evaluation and recommends no change to the scoring for this criterion.

Summary of Scoring Committee Chair Recommendations

B3: Congestion Reduction (75 points)

Original Scoring:

Agency	V/C Ratio	Points	Rank
Rogers	1.41	75	1
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Eagan	0.54	28	3
Champlin	0.24	21	4
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21 was supposed to be 12

Suggested Change using 1.2 as the ratio:

Agency	V/C Ratio	Points	Rank
Rogers	1.41	75	1
Dakota Co	0.97	61	2
Eagan	0.54	34	3
Champlin	0.24	15	4
Scott Co	0.19	12	5

C3: Congestion Reduction Cost Effectiveness (100 points)

No change recommended.

D2: Progress Toward Affordable Housing Goals (50 points)

No change recommended.

E: Maturity of Project Concept (100 points)

No change recommended.

Federal STP-UG Funding Application (Form 1)

PA-11-04

INSTRUCTIONS: Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's Regional Solicitation website for instructions. **Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011. *Be sure to complete and attach the Project Information form.**

Office Use Only


I. GENERAL INFORMATION

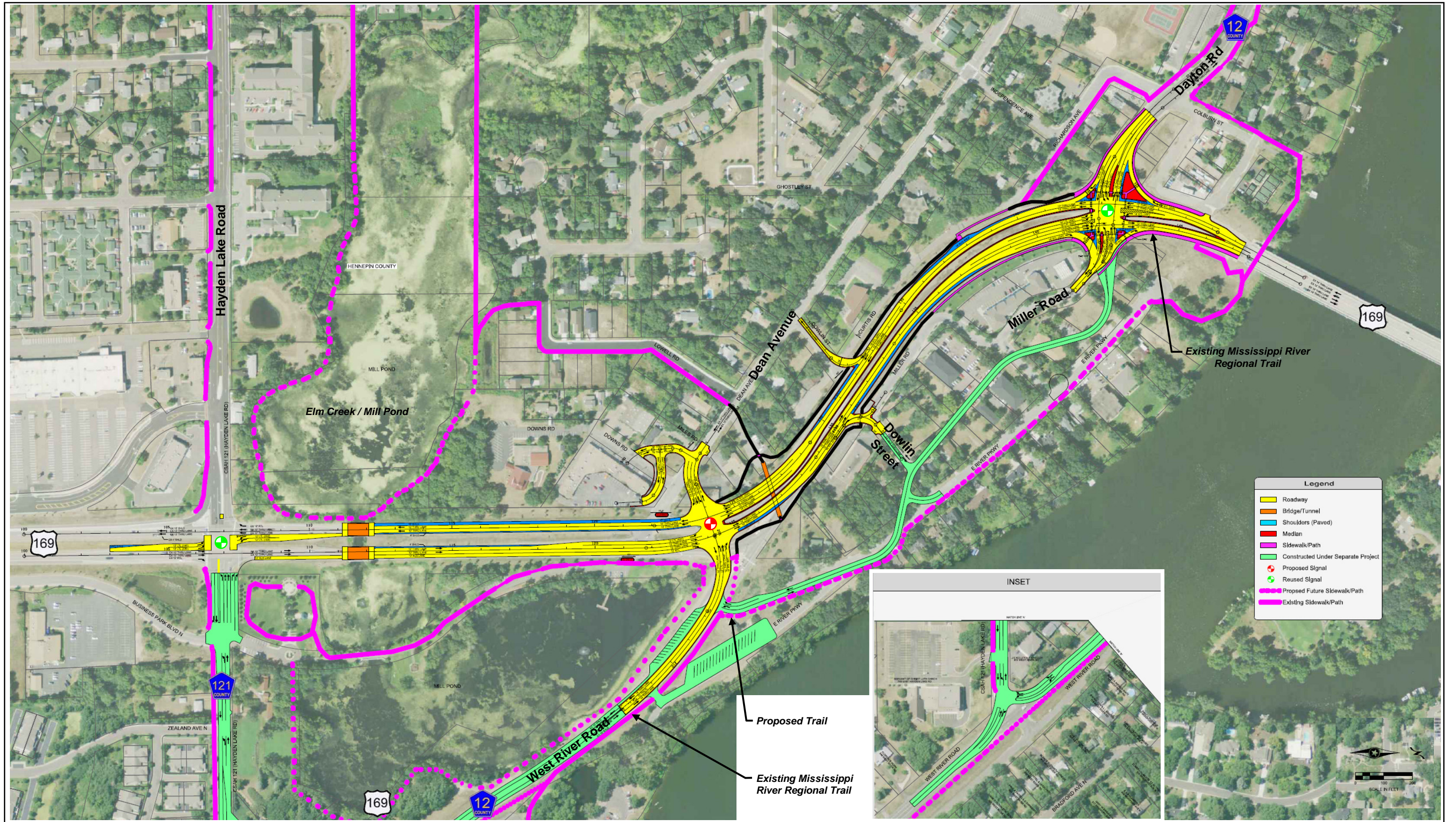
1. APPLICANT: <u>City of Champlin</u>			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: <u>11955 Champlin Drive</u>			
CITY: <u>Champlin</u>	STATE: <u>MN</u>	ZIP CODE: <u>55316</u>	4. COUNTY: <u>Hennepin</u>
5. CONTACT PERSON: <u>Bret Heitkamp</u>	TITLE: <u>City Administrator</u>	PHONE NO. <u>(763)923-7110</u>	
CONTACT E-MAIL ADDRESS: <u>bheitkamp@ci.champlin.mn.us</u>			

II. PROJECT INFORMATION

6. PROJECT NAME: <u>Trunk Highway 169, Hayden Lake Road to Dayton Road Improvements</u>
7. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc...): <u>The proposed project includes congestion, safety and capacity improvements to Trunk Highway (TH) 169 from Hayden Lake Road to Dayton Road (CSAH 12) in the City of Champlin, Hennepin County, Minnesota. The improvements include: removing the full access intersections at Dowlin Street and Dean Avenue; providing safety and capacity improvements at Hayden Lake Road, West River Road and Dayton Road with the addition of turn lanes, new traffic signal systems and upgrading pedestrian access and crossing with APS and countdown timers; construction of a pedestrian crossing north of West River Road with path / sidewalk connections to the local and regional system; providing an auxiliary lane for northbound TH 169 from Hayden Lake Road to West River Road; providing northbound and southbound right-in only access to the future development area between West River Road and Dayton Road; construction of a revised free right turn lane with acceleration lane at Dayton Road; relocation of the bus pullout at Dayton Road with pedestrian connections.</u>
8. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored. "A" Minor Arterials: <input type="checkbox"/> Reliever <input type="checkbox"/> Expander <input checked="" type="checkbox"/> Non-Fwy. Principal Arterial <input type="checkbox"/> Connector <input type="checkbox"/> Augmenter <input type="checkbox"/> Bikeway/Walkway

III. PROJECT FUNDING

9. Are you applying or have you applied for funds from another source(s) to implement this project? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, please identify the source(s):	
10. FEDERAL AMOUNT: <u>\$5,976,230</u>	13. MATCH % OF PROJECT TOTAL: <u>20%</u>
11. MATCH AMOUNT: <u>\$1,493,392</u>	14. SOURCE OF MATCH FUNDS: <u>State Aid, TIF</u>
12.* PROJECT TOTAL: <u>\$7,469,622</u>	15. REQUESTED PROGRAM YEAR (CIRCLE): <input checked="" type="checkbox"/> 2015 <input type="checkbox"/> 2016
16. SIGNATURE 	17. TITLE: <u>City Administrator</u> <u>CITY ADMINISTRATOR</u>



Proposed Improvements

TH 169, HAYDEN LAKE ROAD TO DAYTON ROAD IMPROVEMENTS
STP Application (Non-freeway Principal Arterial)
City of Champlin

Figure 4

STP-Reliever
AR-11-02: Kenrick Avenue Construction
City of Lakeville

Project Description

Construction of new two-lane roadway between existing portions of Kenrick Avenue from 181st Street to just south of Juniper Path, in Lakeville.

Request

Applicant requested the re-evaluation of **B1: Crash Reduction (100 points)**, **C1: Crash Reduction Cost Effectiveness (125 points)**, **C2: Congestion Reduction Cost Effectiveness (75 points)**, **D4: Access Management Improvements (75 points)**.

B1: Crash Reduction and C1: Crash Reduction Cost Effectiveness. The applicant asked for a summary of the methodology used to score these criteria in comparison with projects that are on existing roadways with actual traffic and crash data. This project is unique in that it is a new roadway.

The applicant's response to the criterion:

On the principal arterial being relieved: Using MnDOT's TIS system data, the corresponding section of I-35 between CSAH 50 and CSAH 60 had a total of 125 crashes from January 1, 2007 through December 31, 2009. The crash rate for I-35 (Principal Arterial) is 0.9 crashes per million vehicle miles per year (see Appendix C).

On the Reliever: With the gap in Kenrick Avenue, motorists currently use CSAH 50 and CSAH 60 as an alternative reliever route to I-35. In addition, as local trips are being made to/from residential areas north and east of CSAH 50 to commercial areas near I-35/CSAH 60 or, to/from residential areas south of CSAH 60 to commercial areas near I-35/CSAH 50, motorists currently use I-35 or CSAH 50 and CSAH 60 for shorter trips. The proposed construction of the Kenrick Avenue extension will provide a continuous reliever route to I-35 and an improved linkage between two major commercial nodes and several areas of residential development.

Due to the construction of Kenrick Avenue, existing traffic volumes on CSAH 50 and CSAH 60 are expected to decrease by 16 and 20 percent, respectively. An unpublished analysis using the Met Council Regional Model was conducted to determine the change in traffic volumes on CSAH 50 and CSAH 60, due to the new Kenrick Avenue segment.

Since the proposed segment of Kenrick Avenue is a new facility, the crash reduction calculation will be conducted for the following roadways:

- The existing segment of CSAH 50 between Kenrick Avenue and CSAH 60
- The existing segment of CSAH 60 between Kenrick Avenue and CSAH 50

According to Mn/DOT's TIS system data from January 1, 2007 through December 31, 2009, there are a total of 8 crashes on the study segment of CSAH 50 and 3 crashes on the study segment of CSAH 60 (see Appendix C). The proposed project is unique and the methodology in Appendix E of the

solicitation guidelines to estimate the crash reduction of the existing segment of Kenrick Avenue cannot be used. Therefore, the following calculations indicate the reduction in crashes on CSAH 50 and CSAH 60 due to the construction of the proposed Kenrick Avenue segment.

CSAH 50 between Kenrick Avenue and CSAH 60 – Existing Conditions:

Total number of crashes = 8

Distance = 0.94 mile

AADT = 17,700 vehicles per day

Accident Rate = $(1 \times 10^6) \times 8 \text{ crashes} = 0.44 \text{ crashes per million vehicle miles}$
 $365(3 \text{ years})(0.94 \text{ mile})17,700$

Due to the construction of Kenrick Avenue, the overall segment volumes are expected to decrease by 16 percent on CSAH 50. An unpublished analysis using the Met Council Regional Model was conducted to determine the change in traffic volumes on CSAH 50, due to the new Kenrick Avenue segment.

CSAH 50 between Kenrick Avenue and CSAH 60 – Future Conditions: ADT reduced by 16 percent = 14,900
Number of crashes = $0.44 (365) (3 \text{ years}) (0.94 \text{ mile}) 14,900 = 7 \text{ crashes} \times 10^6$

Crash Reduction on CSAH 50 = 1 crash

CSAH 60 between Kenrick Avenue and CSAH 50 – Existing Conditions:

Total number of crashes = 3

Distance = 0.61 mile

AADT = 13,500 vehicles per day

Accident Rate = $(1 \times 10^6) \times 3 \text{ crashes} = 0.33 \text{ crashes per million vehicle miles}$
 $365(3 \text{ years})(0.61 \text{ mile})13,500$

Due to the construction of Kenrick Avenue, the overall segment volumes are expected to decrease by 20 percent on CSAH 60. An unpublished analysis using the Met Council Regional Model was conducted to determine the change in traffic volumes on CSAH 60, due to the new Kenrick Avenue segment.

CSAH 60 between Kenrick Avenue and CSAH 50 – Future Conditions:

ADT reduced by 20 percent = 10,800

Number of crashes = $0.33 (365) (3 \text{ years}) (0.61 \text{ mile}) 10,800 = 2 \text{ crashes}$
 1×10^6

Crash Reduction on CSAH 60 = 1 crash

Total Crash Reduction due to the Kenrick Avenue Extension = 2 crashes

It is also important to note that the construction of the remaining segment of Kenrick Avenue will result in shorter trips being relocated from I-35 to the new roadway segment. This will relieve congestion, improve the operations and provide a safer I-35 facility during peak hour conditions.

The scorers methodology:

Scoring for crash reduction was done using a straight line relationship. The project with the highest number of “crashes reduced” was awarded the total 50 points. A project with 0 crashes reduced would have been awarded 0 points for crash reduction

This same method was used for the Principal Arterial (PA) crash rate. Scoring for PA crash rate was done using a straight line relationship. The project relieving the PA with the highest crash rate was awarded the total 50 points. A project relieving a PA with a zero crash rate would have been awarded 0 points for the PA crash rate.

These two numbers were added together for the total for B1.

The highest number of crashes reduced was 68, and the lowest number was 2 (3 projects). The highest PA crash rate was 2.46, the lowest was 0.0. This project had a PA with a crash rate of 0.9 and reduced 2 crashes. The scorer did not adjust the information given by the applicant when applying the score.

Scoring for cost effectiveness gave the project with the lowest cost per crash reduced the maximum 125 points.

To distribute points to the other projects, the project's cost per crash reduced was compared to the lowest cost per crash reduced. The percent difference was multiplied by 125 to obtain that projects score.

The best cost effectiveness was \$221,206 per crash reduced; the least cost effective was \$5,144,000 per crash reduced.

The Lakeville project reduced 2 crashes on the Reliever. This resulted in a cost per crash reduced of \$716,265. $125 * (221,206 / 716,265) = 39$.

Scoring Committee Chair Opinion (Brian Sorenson):

The scoring committee chair agrees with the assessment of the scorer and does not recommend a change to the criterion scores.

C2: Congestion Reduction Cost Effectiveness. The applicant requested a summary of the methodology used for this criterion since it scored lower than the congestion reduction score.

The applicant's response to the criterion:

Due to the construction of Kenrick Avenue, a percentage of the motorists will shift from their current route of CSAH 50 and CSAH 60 to the direct route provided by the proposed project.

Therefore, the hourly person throughout was compared for the existing CSAH 60 roadway and proposed Kenrick Avenue conditions.

Existing Conditions (southbound CSAH 50 at CSAH 60):

Vehicle capacity = 1,100 vph (left-turn lane, through lane and a right-turn lane)

A.M. peak hour vehicle occupancy = 1.10

A.M. peak hour ridership = 0, assume no increase in service

Hourly person through put = $1,100 \times 1.10 = 1210$ persons per hour

Proposed Conditions (Kenrick Avenue and CSAH 60):

Vehicle capacity = 1,700 vph (left-turn lane, two through lanes and a right-turn lane)

A.M. peak hour vehicle occupancy = 1.10

A.M. peak hour ridership = 0, assume no increase in ridership with this project

Hourly person through put = $1700 \times 1.10 = 1870$ persons per hour

Total increase in hourly person throughput = 660 persons per hour
Cost per increase in hourly person throughput = $\$1,432,530/660 = \$2,171$

The scorers methodology and re-evaluation:

Per Appendix I, “The applicant must calculate the increase in hourly person throughput in the AM peak hour, in the peak direction of travel, at the most congested location in the project area.”

Instead of calculating throughput at the same location (to get a before and after), the applicant calculated throughput at two different existing intersections (CSAH 50/CSAH 60 and Kenrick Avenue/CSAH 60) that do not change as part of the project. Neither of these intersections gain increases in hourly person throughput based on the methodology the applicant must follow in Appendix I. The applicant received 5 points for attempting to answer the question.

Scoring Committee Chair Opinion:

If they are inferring that some traffic today that uses 50 to 60 would use this new connection, then you really need to look only at the EB to NB LTL at 50/60 – this traffic would not use the thru or RTL at 50/60. In the after condition, they are again counting lanes that exist today as part of the project, and they are using the SB approach, which would not be the peak direction in the AM.

The Scoring Committee Chair does not recommend a change to the score in this criterion. However, the Chair recommends that the TAC take up the issue of application guidance for new alignments for the solicitation revision. Today, applicants are expected to conduct a corridor analysis of parallel routes but there is not a common methodology for this analysis.

D4: Access Management Improvements. The applicant requested that this criterion be re-evaluated because, as a new roadway, it cannot improve poor access management but it would be constructed to current standards for access management.

The applicant’s response to the criterion:

As previously described, the proposed project includes a new roadway extension which does not currently exist, therefore there are currently no access points. The proposed Kenrick Avenue extension will adhere to the City’s Access Management Policies as discussed herein. As new development occurs along the proposed roadway extension, access points will be managed to best fit these guidelines, taking into account that existing wetlands and the layout of individual parcels will require some parcels to have direct access in order to avoid being land locked.

a. Private Residential Driveways/Field Entrances:

No roadway currently. Private residential driveways are not allowed access to a minor arterial roadway.

b. Low-Volume Private Driveways * (Under 500 trips per day)

No roadway currently. Individual private driveways are not permitted. Shared commercial driveways are required to have 1/8 mile access spacing. The City of Lakeville will evaluate each site and access plan as new development occurs along the proposed roadway extension. Access points will be managed to best fit these guidelines.

c. High-Volume Private Driveways * (Over 500 trips per day)

No roadway currently. Individual private driveways are not permitted. Shared commercial driveways are required to have 1/8 mile access spacing. The City of Lakeville will evaluate each site and access plan as new development occurs along the proposed roadway extension. Access points will be managed to best fit these guidelines.

d. Public Streets

No roadway currently. 1/4 mile spacing is required.

The scorer's re-evaluation and methodology:

AR-11-02 scored a 57/75 and 0/75 for sections D3 and D4, respectively. Based on their re-evaluation request, Lakeville would like further consideration of their points for section D4, Corridor Access Management Improvement. The scoring criteria specifically stated that these projects will be scored based on their ability "to implement the access management plan by removing or modifying nonconforming access points". Unfortunately, this style of project does not lend itself to scoring well based on this criterion. The score received is consistent with other projects of similar nature. There is no removal or modification of nonconforming access points.

Furthermore, their application states that as new development occurs access point will only be managed to best fit their access guidelines and will require some parcels to have direct access to the new alignment to avoid wetlands and may be required based on the layout of the new parcels. Commercial access will be allowed at 1/8 mile spacing. Public street access will be allowed at 1/4 mile spacing. This is inconsistent with the goal of this scoring category. Access points are to be eliminated based on this scoring criterion.

So while this project did not score well in section D4 Corridor Access Management Improvements, they did score a 57 out of 75 on the previous section related to Land Use and Access Management Planning.

Scoring Committee Chair Opinion:

The Chair agrees with the re-evaluation and does not recommend changes to the criterion scores.

Summary of Scoring Committee Chair Recommendations

No changes recommended to criteria scores.

Federal STP-UG Funding Application (Form 1)

INSTRUCTIONS: Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's Regional Solicitation website for instructions. Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011. *Be sure to complete and attach the Project Information form.	Office Use Only
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I. GENERAL INFORMATION

1. APPLICANT: City of Lakeville			
2. JURISDICTIONAL AGENCY (IF DIFFERENT): Same as Applicant (City of Lakeville)			
3. MAILING ADDRESS: 20195 Holyoke Avenue			
CITY: Lakeville	STATE: MN	ZIP CODE: 55044	4. COUNTY: Dakota
5. CONTACT PERSON: Steve Mielke	TITLE: City Administrator	PHONE NO. (952)985-4403	
CONTACT E-MAIL ADDRESS: smielke@ci.lakeville.mn.us			

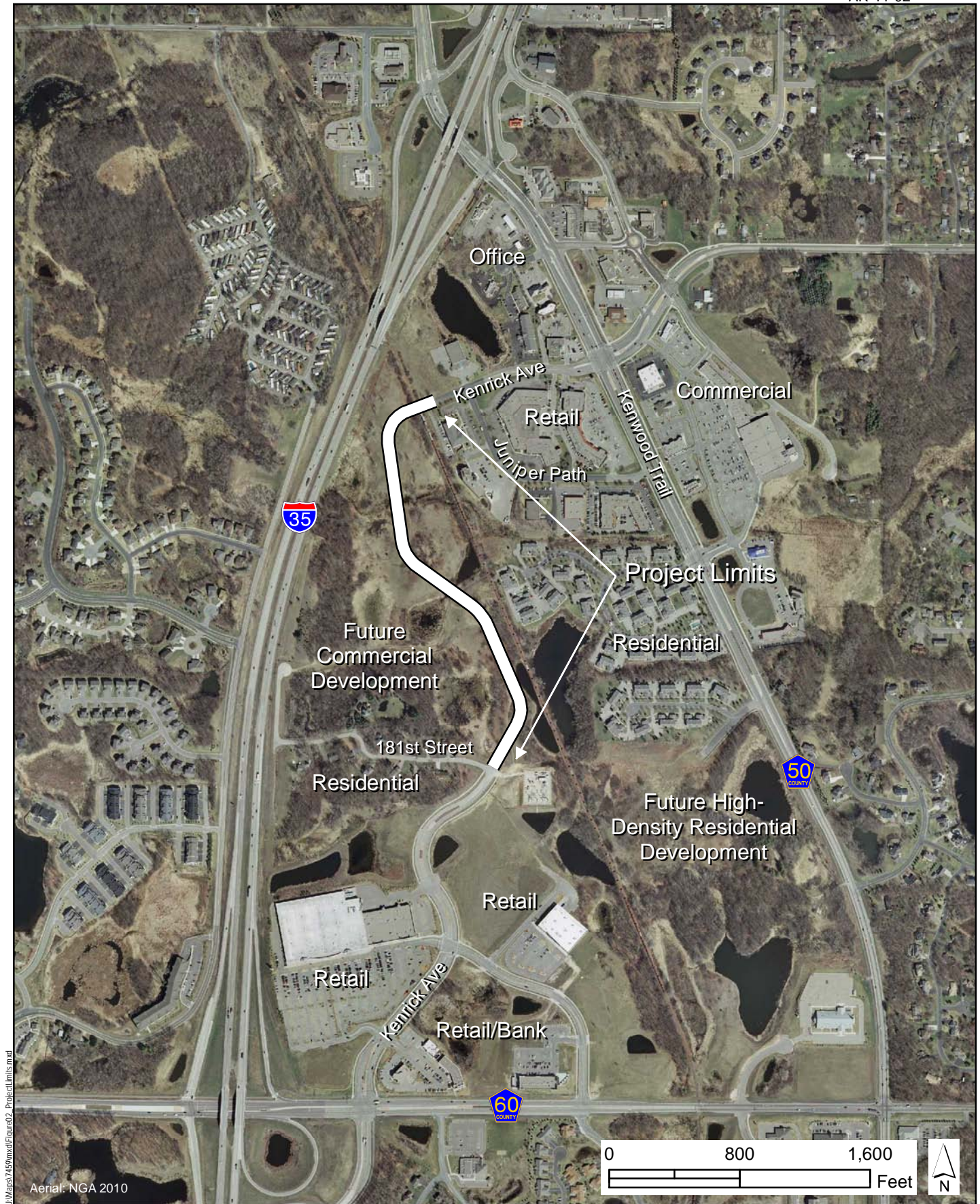
II. PROJECT INFORMATION

6. PROJECT NAME: Kenrick Avenue Extension
7. BRIEF PROJECT DESCRIPTION: <p>The proposed project includes construction of a new two-lane roadway between the existing portions of Kenrick Avenue from 181st Street to just south of Juniper Path. The construction of this 0.5 mile segment of Kenrick Avenue will provide a continuous "A" Minor Arterial Reliever route from Kenwood Trail (CSAH 50) in the City of Lakeville to 260th Street (CSAH 2) in New Market township. Upon completion, this route will provide an alternative option for north/south travel, serving as a reliever to I-35, a parallel Principal Arterial facility. It will also provide a more efficient local arterial street system with the construction of a continuous roadway segment between Kenwood Trail (CSAH 50) and 185th Street (CSAH 60).</p>
8. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored. <p style="margin-left: 40px;">"A" Minor Arterials:</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <input checked="" type="checkbox"/> Reliever <input type="checkbox"/> Connector </div> <div style="width: 30%;"> <input type="checkbox"/> Expander <input type="checkbox"/> Augmenter </div> <div style="width: 30%;"> <input type="checkbox"/> Non-Fwy. Principal Arterial <input type="checkbox"/> Bikeway/Walkway </div> </div>

III. PROJECT FUNDING

9. Are you applying or have you applied for funds from another source(s) to implement this project? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, please identify the source(s):	
10. FEDERAL AMOUNT: \$1,146,024	13. MATCH % OF PROJECT TOTAL: 20 percent
11. MATCH AMOUNT: \$286,506	14. SOURCE OF MATCH FUNDS: Special Assessments
12.* PROJECT TOTAL: \$1,432,530	15. REQUESTED PROGRAM YEAR (CIRCLE): <input type="checkbox"/> 2015 <input checked="" type="checkbox"/> 2016
16. SIGNATURE 	17. TITLE: City Administrator

*Figure should match the subtotal on the Project Elements and Construction Cost table



Project Limits

Kenrick Avenue Extension Funding Application
City of Lakeville

Figure 2

STP-BW

BW-11-03: Nine-Mile Creek Regional Trail: East Segment Three Rivers Park District

Project Description

Pedestrian/Bicycle trail between Tracy Avenue and France Avenue/Edina Promenade in Edina.

Request

The applicant requested a re-evaluation of **A: Adding System Segments (250 points)**, and **E2: Progress Toward Affordable Housing Goals (50 points)**.

A: Adding System Segments. The applicant asserts that the project makes significant connections to existing bicycle transportation systems. The applicant questions the scoring methodology to assign 25 point breaks between the top project and each subsequent project and that projects that overcome barriers or connect system segments similarly get very different points in this criterion.

The applicant's response to the criterion:

Three Rivers Park District is planning to construct a total of 11 miles of the Nine Mile Creek Regional Trail as an off-road bikeway facility in the Cities of Edina, Hopkins, Minnetonka, Richfield, with future expansion into Bloomington. This project, Nine Mile Creek Regional Trail: East Segment is a 3.75-mile segment connecting east to a 3 mile segment in Richfield currently under construction and proposed to ultimately connect to the Minnesota Valley National Wildlife Bloomington Visitor Center, Fort Snelling, and Minneapolis International Airport. The 3 mile Richfield segment connects to the future Intercity Regional Trail providing connections to the Minneapolis Grand Rounds, Mall of America, Hiawatha LRT, future Minnesota River State Trail, and future Dakota County Minnesota River Greenway. To the west, this project connects to two additional segments of the Nine Mile Creek Regional Trail totaling an additional 4.25 miles of which 3.0 miles are pending construction funding and 1.25 miles are planned and funded for fall 2011 construction. The trail extension to the west will ultimately connect to four regional trails (North Cedar Lake Regional Trail, Cedar Lake LRT Regional Trail, Minnesota River Bluffs LRT Regional Trail and Lake Minnetonka LRT Regional Trail) in Hopkins providing access to over 100 miles of existing regional trails and 90 miles of planned regional trails in suburban Hennepin County as well as 50 miles of regional trails in the City of Minneapolis and hundreds of miles of local trails, sidewalks, and bike lanes. In summary, this trail segment in conjunction with the greater Nine Mile Creek Regional Trail will directly connect to:

Intercity Regional Trail 7 miles (3.8 funded for construction 3.2 miles pending construction funding)

Cedar Lake LRT 4.5 miles

Lake Minnetonka LRT 15.5 miles

Minnesota River Bluffs LRT 12 miles

North Cedar Lake LRT 3 miles

Minneapolis Grand Rounds 50.1 miles

In addition to the significant regional trail connections; this project will directly connect to several city parks containing local trails, including Bredesen Park, Creek Valley Park and Heights Park. The Nine Mile Creek Regional Trail: East Segment will terminate at the Edina Promenade

which provides the connection to the 3.0 miles regional trail segment under construction in Richfield and to Centennial Lakes Park. Centennial Lakes is a 24-acre park in the middle of an urban, highly developed area. The park has more than 1.5 miles of paved paths, a 10 acre lake and landscaped grounds with seating areas, benches, fountains and recreational opportunities.

This project, Nine Mile Creek Regional Trail: East Segment, includes construction of 3.75 of new off-road, multi-use regional trail in the City of Edina. Because the proposed trail follows the Nine Mile Creek corridor and City streets, the grades are variable. The need to minimize impacts to wetland areas will require some elevation gains and losses, however the trail goal is a maximum grade of 5% as recommended by the MnDOT Bikeway Facility Design Manual and ADA standards. In areas where the trail follows roadways, the grades will be dictated by the existing roadway profile and amount of available public right-of-way and adjacent parkland to overcome grade challenges. At a minimum, the trail will be constructed to meet the existing roadway grades.

The Nine Mile Creek Regional Trail: East Segment has a total of 5 stops in a 3.75 mile segment, which averages 1.3 stops per mile for trail users. Stops are located at the following roadways:

- W 70th Street
- 72nd Street W
- Metro Boulevard
- France Avenue
- Parklawn Avenue

Placing a regional trail in a highly developed area such as Edina typically requires a high density of stops per mile. However, utilizing the Nine Mile Creek corridor and City parks significantly reduced the number of stops for trail users making the trail more desirable, efficient, and likely increasing the annual visitation and commuting use. In addition, all stop conditions and at-grade road crossings occur at controlled intersections reducing the potential for trail user/vehicular conflicts.

The scorers re-evaluation:

We evaluated each project's score based on which question they answered; gap removed or barrier overcome. For those whose project removed a gap we looked at the number of regional connections made, the directness of connection, how easy it will be to get to the facility, and lack of other good alternative routes. For barriers overcome we look at the severity of the barrier, where the nearest crossing is located, and how well the proposed treatment removes the barrier. After reading the applications we visited each site and followed the entire alignments of each project.

To create a point spread we gave the project that best answered this question all of the points. The second ranking project was given 25 points less than the first, the third 25 points lower than the second, and so on. Since there were 10 projects, the lowest score was 25 points and the highest score was 250.

All of the projects we have evaluated in this category have the ability to overcome a barrier or to improve system connectivity. If we were to assign a fixed score solely on the number of regional connections made, or to simply score by the number of barriers overcome there would be no need for a discretionary evaluation. We both read all of the proposals and followed up with a site visit to each project. We believe that the scores we gave the projects were fair and consistent based on the importance of the gap/barrier overcome, the directness of the connection, how easy it is to find the facility, and lack of alternate routes.

Unfortunately, there is not enough funding to do all of the projects submitted and we felt the need to create as significant of a point spread as possible to help separate the great projects from the good projects. Other evaluators in other categories use a similar methodology and scoring spread, which helps to determine which projects are worthy of funding. If we would have reduced the point spread, the points are still relative to one another and it would have been tougher to determine the best projects because they would likely have been more bunched together when criteria scores were summed up.

The projects below are in order of score received for the Category A question.

St Paul Parks Grand Rounds Implementation Pedestrian/Bicycle Trail (250 points) – This project made direct connections from the existing Bruce Vento Trail to the existing Indian Mounds regional Park Trails on the south end of the corridor. There are currently no good off-street facilities in this part of the city and the trail will be easy to find and use once built.

Minneapolis 26th Ave North Multi-Use Trail (225 points) – This project connects the existing Wirth Parkway Trail to trails proposed along the Mississippi River. This is a direct connection between two major regional amenities and provides a good connection through the heart of North Minneapolis, which lacks an east/west trail. This project does not provide connections to existing facilities on both ends like the St. Paul Grand Rounds project. However, the project does create a direct east/west route that will be easy to find. This project scores higher than the projects below because it fills in a large gap in a relatively mature trail system, which will result in a stronger bicycle transportation network.

St Paul Parks Great River Passage Pedestrian/Bicycle Trail (200 points) – This project makes a number of regional connections to existing trails on both ends of the project. However, it is a bit circuitous and there are other options for bikers and walkers that are more direct. From a transportation network perspective, the projects above better fill in the system gaps. However this project does a better job of those below in connecting to existing facilities and completing the adopted local and regional trail plans.

Dakota County Highway 42 Trail (175 points) – While this project does not have the regional trail connections as the projects above, it does solve a major problem for pedestrians and bicyclists who have very limited choices at the present time. Currently there are no bicycle or pedestrian accommodations along this busy county road, and constructing this trail will improve mobility for all non-motorized users. In this case, the lack of good facilities is the area (especially along a busy highway) is the most compelling reason to score this higher than the projects below, but the projects above have better regional connectivity.

Maplewood Gladstone Area Sidewalk and Trail (150 points) – This project does connect to the Bruce Vento/Lake Phalen trail system on the western end but lacks a good regional connection on the eastern end of the project. The project does provide value to local bicyclists and pedestrians, but does not provide the regional value the projects above have demonstrated. While there is some redundancy with the nearby Gateway Trail, in terms of connecting system segments, this project better enhances the network than the projects below.

Scott County Minnesota River Floodway Trail (125 points) – This project connects to excellent regional facilities on both ends of the project (better than those below), however there are some concerns about the quality of the connection on the south end of the project (the trail dumps onto a busy street and there is no convenient way proposed to get to the trails below without crossing a busy highway or switch backing using existing roads/sidewalks). This facility is also useless

when it floods. The projects above provide stronger arguments for completing system gaps and alleviating barriers for non-motorized users.

MVTA Cedar Grove Transit Station Pedestrian/Bicycle Trail (100 points) – This project has an excellent transit facility on the west end of the project, but the proposed facility only serves local users. The project demonstrates a greater need than the projects below in terms of directness and connectivity, but does not have the regional significance as the projects above.

Cottage Grove 70th Street Pedestrian Underpass Pedestrian Underpass (75 points) - This project is located along an existing trail with a trail crossing at a busy county road. The barrier is not as significant as in projects above, but will provide a safer and more direct route than what exists today. While this project is justified on projected traffic volumes due to nearby growth, it is not as compelling to construct as the projects above. This project is more direct and easier to understand than the projects below.

Nine Mile Creek Regional Trail: East Segment (50 points) - While there is a good connection to a regional park system on the east side of the project, this project is circuitous, confusing, and hard to access. While it is noted that Edina has a unique roadway system (which inhibits direct bicycle and pedestrian connections) the value of this project to the overall non-motorized transportation system network is not as significant as the projects above. The barriers overcome are a function of the project alignment, which is more scenic than direct.

Three Rivers Park District Nine Mile Creek Regional Trail: West Segment (25 points) – Similar to the east segment, the project alignment for the west segment is hard to understand. There are a lot of zigs and zags throughout the project and the proposed project only makes a planned connection to the SW LRT trail. In this category, all of the projects above have more direct routes with more understandable end points, better serving transportation users.

Scoring Committee Chair Opinion (Greta Alquist):

The scorers visited each project site and took photos and described at length the rationale for their scores to the scoring committee, which accepted the scores. This methodology is consistent with the methodology used in previous solicitations. The Chair's recommendation is to not change the scores for this criterion.

E2: Progress Toward Affordable Housing Goals. The applicant would like a re-evaluation of the criterion for all of the cities that the full regional trail is located in, and not just in Edina where the project is being built.

The applicant's response to the criterion:

Applicants did not answer this criterion. The score was assigned by Metropolitan Council housing staff based on affordable housing data for the communities in which the project was located.

The scorers re-evaluation:

The evaluation of housing progress is base on the community or communities in which the physical project and segment affected is located not the entire length of the corridor or route. This case it is solely in the city of Edina. This has been the practice since the first Solicitation process.

Scoring Committee Chair Opinion:

The Chair accepts this response and does not recommend any change to the scores in this criterion.

Summary of Scoring Committee Chair Recommendations:

No changes recommended to the criteria scores.

Federal STP-UG Funding Application (Form 1)

INSTRUCTIONS: Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's Regional Solicitation website for instructions. Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011. *Be sure to complete and attach the Project Information form.	Office Use Only
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I. GENERAL INFORMATION

1. APPLICANT: Three Rivers Park District			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: 3000 Xenium Lane North			
CITY: Plymouth	STATE: MN	ZIP CODE:55441	4. COUNTY: Hennepin
5. CONTACT PERSON: Donald J. DeVeau	TITLE: Director, Department of Planning and Development	PHONE NO. (763)559-6759	
CONTACT E-MAIL ADDRESS: ddeveau@threeriversparkdistrict.org			

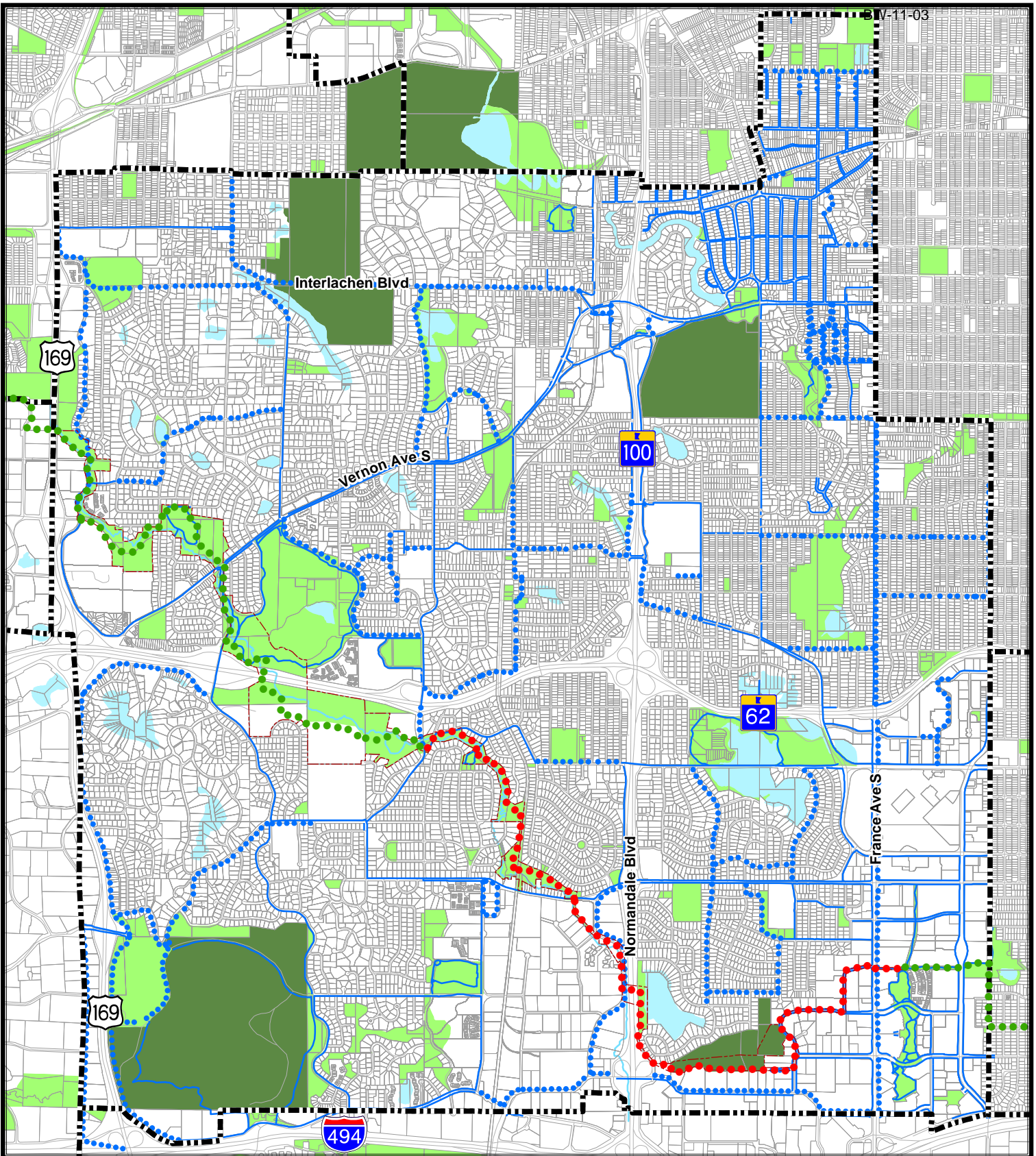
II. PROJECT INFORMATION

6. PROJECT NAME: Nine Mile Creek Regional Trail: East Segment
7. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc...): Three Rivers Park District will construct 3.75 miles of off-road walkway/bikeway facilities to fill a critical gap in the 11 mile Nine Mile Creek Regional Trail in the City of Edina between Tracy Avenue and the Edina Promenade (France Avenue). This project includes a new pedestrian bridge over TH 100 and new underpass of the CP Railroad north of 70 th Street. The Nine Mile Creek Regional Trail: East Segment will connect neighborhoods and residential areas to transit, retail, commercial, employment, schools, and parks, ultimately fulfilling a critical component of the multimodal transportation system. The Nine Mile Creek Regional Trail: East Segment project will connect to a 3.0 mile trail segment currently under construction to create a contiguous 6.75 mile unified regional route in an area underserved by regional trails. Future trail construction will extend 3.0 miles west and connect to a 1.25 mile trail segment planned for fall 2014 construction. When complete the regional trail will connect the communities of Hopkins, Minnetonka, Edina, Richfield, and Bloomington and to the planned Intercity Regional Trail in Richfield, four existing regional trails in Hopkins, and LRT and bus transit systems (Hiawatha LRT, SWLRT, and numerous bus routes). The trail will serve multiple users including bicyclists, walkers and skaters and support both commuters and recreational users.
8. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored. <div style="text-align: center; margin-top: 5px;"> "A" Minor Arterials: </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 30%;"> <input type="checkbox"/> Reliever <input type="checkbox"/> Connector </div> <div style="width: 30%;"> <input type="checkbox"/> Expander <input type="checkbox"/> Augmenter </div> <div style="width: 30%;"> <input type="checkbox"/> Non-Fwy. Principal Arterial <input checked="" type="checkbox"/> Bikeway/Walkway </div> </div>

III. PROJECT FUNDING

9. Are you applying or have you applied for funds from another source(s) to implement this project? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, please identify the source(s):	
10. FEDERAL AMOUNT: \$5,500,000	13. MATCH % OF PROJECT TOTAL: 46 percent
11. MATCH AMOUNT: \$4,700,000	14. SOURCE OF MATCH FUNDS: Three Rivers Park District
12.* PROJECT TOTAL: \$10,200,000	15. REQUESTED PROGRAM YEAR (CIRCLE): <input type="checkbox"/> 2015 <input checked="" type="checkbox"/> 2016
16. SIGNATURE	17. TITLE: Director, Department of Planning and Development

*Figure should match the subtotal on the Project Elements and Construction Cost table



Parks and Trails

Nine-Mile Creek Regional Trail East Segment STP Application

- Conceptual Trail Route
- Nine Mile Creek Regional Trail Corridor
- Project Boundary
- Existing Trail/Sidewalk
- Proposed Trail/ Sidewalk
- City Boundaries
- Parks/Open Space
- Golf Course
- Open Water



Source: MNDOT, Metropolitan Council, City of Edina, Three Rivers Park Dist.

Figure 4

August 2011



K:/1017/1017111280/GIS/Projects/park n trail east.mxd



Minnesota Department of Transportation

Metropolitan District

1500 West County Road B-2

Roseville, MN 55113

April 19, 2012

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 N. Robert St.
St. Paul, Minnesota 55101

RE: Amendment to the Minnesota 2012-2015 Transportation Improvement Program (TIP)
State Project Number: 8217-82045PE & 8217-82045PR
Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2012-2015 Transportation Improvement Program (TIP) to add the following new projects into SFY 2012 of the TIP. These projects are being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
	2012	M	M	MN 36	8217-82045PE	MnDOT	MN 36; St Croix River Crossing-Design & Prepare 3 Bridge Plans, Special Provisions, Estimates & Conduct Review of Hydraulic Analysis for Construction Project (AC Payback in 2014)	0
	2012	M	M	MN 36	8217-82045PR	MnDOT	MN 36; St Croix River Crossing-Peer Review of Final Bridge Design for 3 bridges (82045, 82047 and 82048) (AC Payback in 2014)	0

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PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
CA	BRIDGE REPLACEMENT	BR, BF	\$14,000,000	0	\$5,600,000 Payback in 2014	0	0	\$1,400,000 (Bonds) \$7,000,000 (WISDOT)
CA	BRIDGE REPLACEMENT	BR, BF	\$2,500,000	0	\$1,000,000 Payback in 2014	0	0	\$250,000 (Bonds) \$1,250,000 (WISDOT)

PROJECT BACKGROUND:

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

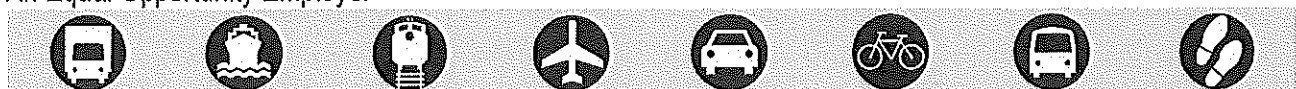
A formal amendment is needed to add Project 8217-82045PE for preliminary and final engineering & Project 8217-82045PR for peer review of the bridge design of the St. Croix Crossing in SFY 2012 of the 2012-2015 TIP.

In October 2010 the National Park Service ruled that it could not approve the St. Croix Crossing project under the Wild and Scenic Rivers Act because the direct and adverse effects cannot be avoided or eliminated. This action blocked other federal agencies assistance or permitting actions which effectively delayed the project. On March 14, 2012 President Obama signed legislation that exempted the St. Croix Crossing from the Wild and Scenic River Act enabling the project to move forward.

The St. Croix Crossing project SP8217-82045 (SEQ 1983) is in SFY 2014 of the 2012-2015 STIP. Projects 8217-82045PE and 8217-82045PR are required to confirm and utilize the preliminary bridge plans to produce a formal bridge plan.

Project 8217-82045PE is required in SFY 2012 to design and prepare three separate bridge plans, special provisions, cost estimates and conduct independent review of the hydraulic analysis for the entire-construction project which MnDOT and WisDOT will use to prepare grading plans for the St. Croix Crossing project. Project 8217-82045PR is required because the State has determined that the St. Croix Crossing Bridges are a major structure, therefore a design review with independent design computations along with detail review will be required for the bridges.

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Project 8217-82045PE and 8217-82045PR will be AC'ed with conversion of federal funds from Project SP8217-82045 (SEQ 1983) taking place SFY 2014.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money – _____
 (Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction _____ X*
- ATP or MPO or Mn/DOT Adjustment
 of other projects _____
- Earmark or HPP federal funds outside ATP
 target _____
- Other _____

*The federal funds for projects 8217-82045PE and 8217-82045 PR are being AC'ed with conversion taking place in 2014. WisDOT will provide \$7,000,000 for project 8217-82045PE and \$1,250,000 for project 8217-82045PR. MnDOT will use State Bonds to fund the remaining \$1,400,000 for project 8217-82045PE and \$250,000 for project 8217-82045PR. These funds are sufficient to fully fund the project therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

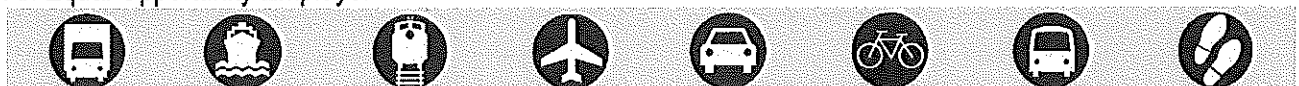
This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Policy Plan update adopted by the Metropolitan Council on November 10, 2010 with FHWA/FTA conformity determination established on February 23, 2011.

AIR QUALITY CONFORMITY:

- Subject to conformity determination..... YES
- Exempt from regional level analysis*..... _____
- Exempt from project level analysis*..... _____
- Exempt by virtue of interagency consultation*..... _____
- N/A (not in a nonattainment or maintenance area) _____

* The elements of this project have previously been included in the TIP Air Quality Analysis. The St. Croix River Crossing was modeled and will continue to be listed as A-20 under Regional Significant Projects. No changes have been made either to the horizon year or the capacity increase to the regional system from the original project.

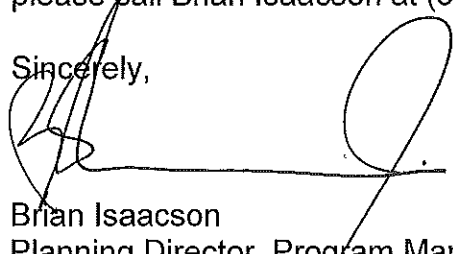
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Karl Keel
April 19, 2012
Page 4

We are requesting approval of this TIP amendment at this time. If you have any questions, please call Brian Isaacson at (651) 234-7788

Sincerely,

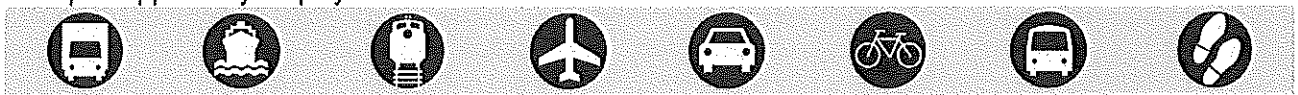


Brian Isaacson
Planning Director, Program Management

Enclosures: None

- cc: James Andrew, Metropolitan Council
- Jon P. Solberg, Metro Program Management
- Cynthia Krumsieg, Metro Program Management
- Kevin Western, Central Office Bridge
- Todd Clarkowski, Metro East Area Engineer

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Minnesota Department of Transportation

Office of Capital Programs and Performance Measures

Mail Stop 440, 3rd Floor South

395 John Ireland Boulevard

Saint Paul, MN 55155

Office Telephone: (651) 366-3754

Fax: (651) 366-3790

March 21, 2012

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 N. Robert St.
St. Paul, Minnesota 55101

RE: Amendment to the Minnesota 2012-2015 Transportation Improvement Program (TIP)
State Project Number: 2012 FTA Section 5310 Projects
Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2012-2015 Transportation Improvement Program (TIP) to add the following new projects in SFY 2012 of the STIP. The project is being submitted with the following information:

PROJECT IDENTIFICATION:

Please see list of projects on page 4.

PROJECT BACKGROUND:

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

Section 5310, Elderly and Persons with Disabilities Program, is funded by FTA through MnDOT's Office of Transit. FTA guidelines require the State to establish criteria for selection of projects. Applicants must meet eligibility criteria and are evaluated for conformance with program criteria by the MnDOT Office of Transit.

The selection of these projects is done through grant applications submitted to FTA. The timing of project selection is not compatible with TIP/STIP development and in

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order for the agencies to purchase their vehicles in SFY 2012 an amendment is needed to identify them in the current TIP.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money – FTA 5310 Operating Funds* X*
(Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction
- ATP or MPO or Mn/DOT Adjustment of other projects
- Earmark or HPP federal funds outside ATP target
- Other

*These funds are in addition to regular target formula funds. Therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council's Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Policy Plan update adopted by the Metropolitan Council on November 10, 2010 with conformity determination established on February 23, 2011.

AIR QUALITY CONFORMITY:

- Subject to conformity determination.....
- Exempt from regional level analysis* YES
- Exempt from project level analysis* YES
- Exempt by virtue of interagency consultation*
- N/A (not in a nonattainment or maintenance area)

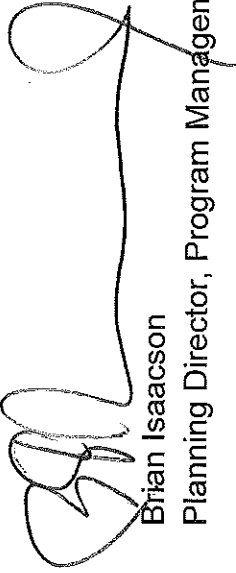
*Exempt Project Category # T-10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet Per Section 93.126 of the Conformity Rules

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We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 651-234-7788.

Sincerely,



Brian Isaacson
Planning Director, Program Management

cc: James Andrew, Metropolitan Council
Jon P. Solberg, Metro Program Management
Cindy Krumsieg, Metro Program Management
Trudi Gustad, MnDOT Office of Transit

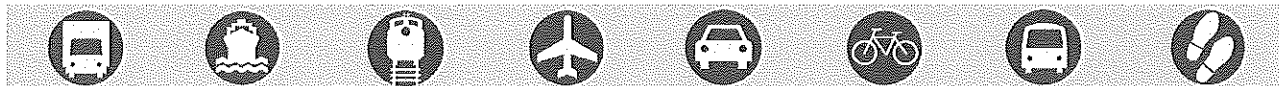
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LIST OF PROJECTS

SEQ #	STATE FISCAL YEAR	A T P	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES	PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$	AIR QUALITY CONFORMITY
	2012	M	BB	TRF-3312-12	Ecumen	Section 5310 - Ecumen- Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10
	2012	M	BB	TRF2428-12	DARTS	Section 5310 - DARTS - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10
	2012	M	BB	TRF-0111-12	Mpls Indian Center	Section 5310 - Mpls Indian Center - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10
	2012	M	BB	TRF-9058-12	Choice	Section 5310 - Choice - Class 300 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$58,000	0	0	\$46,400	0	\$11,600	T-10
	2012	M	BB	TRF0755-12	White Bear Lake	Section 5310 -White Bear Lake Senior Center- Class 300 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$58,000	0	0	\$46,400	0	\$11,600	T-10
	2012	M	BB	TRF-9056-12A	New Traxs	Section 5310 - NewTrax (Merrick) - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10

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2012	M	BB	TRF-9056-12B	New Traxs	Section 5310 -NewTraxs (Merrick) - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	\$13,600	T-10
2012	M	BB	TRF-9056-12C	New Traxs	Section 5310 -NewTraxs (Merrick) - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	\$13,600	T-10
2012	M	BB	TRF-9056-12D	New Traxs	Section 5310 NewTraxs (Phoenix) Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	\$13,600	T-10
2012	M	BB	TRF-9056-12E	New Traxs	Section 5310 - NewTraxs (Phoenix) - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	\$13,600	T-10
2012	M	BB	TRF-9056-12F	New Traxs	Section 5310 - NewTraxs (Phoenix) - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	\$13,600	T-10
2012	M	BB	TRF-1567-12	PRISM	Section 5310 - PRISM Express - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	\$13,600	T-10
2012	M	BB	TRF-0015-12	MRCI	Section 5310 -MRCI Rosemount Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	\$13,600	T-10
2012	M	BB	TRF-0890-12	Proact	Section 5310 - Proact - Eagan Bus - Class 500 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$118,000	0	0	\$94,400	\$23,600	T-10
2012	M	BB	TRF-0836-12A	North East Contemporary	Section 5310 -NorthEast Contemporary Bus - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	\$13,600	T-10

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2012	M	BB	TRF-0836-12B	North East Contemporary	Section 5310 -NorthEast Contemporary - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10
2012	M	BB	TRF-0260-12A	Midwest Special Services	Section 5310 - Midwest Special Services - Apple Valley - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10
2012	M	BB	TRF-0260-12B	Midwest Special Services	Section 5310 - Midwest Special Services - Brooklyn Park - Class 400 Bus & Realted Equipment	0	NB	Purchase Bus	5310	\$68,000	0	0	\$54,400	0	\$13,600	T-10

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