

OUTREACH AND ENGAGEMENT

The Council used its website, email lists and social media channels to promote the public comment period and the pop-up public meeting, as well as advertising the public comment period in the Minneapolis Star Tribune. Council staff also engaged the members of our Transportation Advisory Board (TAB) and the Transportation Committee to share the public comment period and pop-up public meetings with their constituencies.

During the public comment period, the Council scheduled two pop-up public meetings at the Stone Arch Bridge in Minneapolis on July 20* and 23 to increase awareness of the Transportation Improvement Program (TIP) and to encourage feedback from transportation network users. At the meeting, four projects were highlighted on poster boards that illustrated the following buckets of work:

- Transit system – METRO B line arterial bus rapid transit
- Highways and interchanges – I-494 and I-35W interchange
- Bikeways and walkways – Stone Arch Bridge
- Roadways – County Road 50 (202nd Street) in Lakeville

**The July 20 pop-up public meeting was cancelled due to weather.*

At the pop-up public meeting Council staff shared with transportation network users that the TIP includes a four-year program of over 500 regional projects that receive federal funding. Staff emphasized that these projects are typically a partnership between several entities including local governments, Minnesota Department of Transportation, and the Metropolitan Council. They discussed projects of interest to those transportation users that spanned the four buckets of work outlined above, and provided visitors information on how they could comment on the TIP.

People engaged: 161 Facebook post engagements; 20 Facebook event engagements; 160 web page users; 22 Twitter engagements

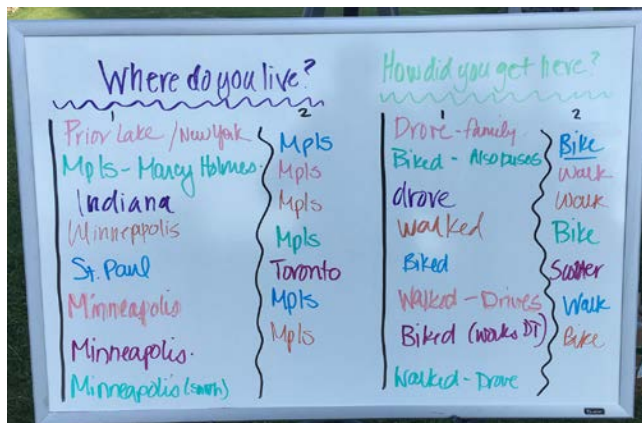
Public meeting interactions: 15 conversations

Methods used: Web announcement and web page notice; GovDelivery email announcement; Facebook; Twitter; Star Tribune classified advertising; pop-up public meeting

Comments received through: Email and Twitter (also accepted through mail and phone, but no comments made that way)



July 20 Pop-Up Meeting



Summary of Interactions at July 20 Pop-Up Meeting

STAFF RESPONSE TO PUBLIC COMMENTS

The Transportation Advisory Board held a 45-day public comment period on the draft 2020-2023 Transportation Improvement Program (TIP), beginning on June 24, 2019, and ending on August 9, 2019. Below is a summary of the comments received during the public comment period with staff response.

PUBLIC COMMENTS

1. Philip Zeon (Page 5)

Summary of comment: Inquiry about plans to connect to other metro areas in Minnesota; including via commuter rail.

Staff response: Much of the effort needed to build capacity to other Minnesota markets would necessitate an effort beyond the Council's jurisdiction.

2. Rashmi Brewer, MnDOT Metro District (Page 6)

Summary of comment: Several clarifications and updated links.

Staff response: The final 2020-2023 TIP reflects these comments.

3. Wright County (Page 8)

Summary of comment: Errors were cited.

Staff response: The final 2020-2023 TIP reflects corrections of all errors cited in this comment.

4. Bobbi Retzlaff, MnDOT Central Office (Page 9)

Summary of comment: Errors were cited.

Staff response: The final 2020-2023 TIP reflects corrections of all errors cited in this comment.

5. Federal Highway Administration (Page 10)

Summary of comment: Four comments were made related to: Naming of the Metropolitan Transportation Plan, public meetings, performance measures, and project development process.

Staff response: Small changes, identified on page 10, are made in response to three of the four comments.

6. Tyler Dale (Page 11)

Summary of comment: The bottleneck on US 169 from I-494 to the Minnesota River needs to be improved.

Staff response: The Transportation Policy Plan (TPP) lists this corridor as a priority for adding MnPASS lanes if there is additional funding. An extensive study of the corridor was completed in 2018 and a plan for improvements was proposed. The next step is to secure funding to construct the one or more projects on the corridor. Aging roadways, largely flat revenue and inflation cause most highway resources to be required for preservation of existing bridge and pavement assets. Funding for improvements to the highway system is limited.

7. Brendon Slotterback (Page 12)

Summary of comment: The phrases “climate change” and “greenhouse gas” do not appear in this document.

Staff response: Thanks for pointing that out. The TIP is primarily a list of projects receiving funding over the next four years. The long-range transportation plan does address both of those issues.

8. Gary Miller (Page 13)

Summary of comment: Four comments related to reducing bicycle projects, discontinuing roadway expansion, minimizing investments to combat peak-hour congestion, and encouraging migration out of the metropolitan area.

Staff response: See page 13.

9. Minnesota Department of Transportation (Metro District) (Page 14)

Summary of comment: MnDOT Metro District requested several changes to be made to projects listed in the draft TIP. Attached to the letter are several tables listing projects to be deferred, deleted, advanced, or added.

Staff response: The final TIP will reflect these changes.

10. Washington County (Page 20)

Summary of comment: A proposed cost estimate is going to be acted upon in the next two weeks, bring the estimate for the Gold line from \$420 million to \$460.9 million and Washington County would like the TIP to reflect the updated number.

Staff response: TAB is due to approve the final TIP on August 21, 2019. As of producing this document for the TAB agenda packet, the increase has yet to occur. As such, the official cost estimation remains at \$420 million. Given that this is a 2022 project, the preferred, and more transparent, process for reflecting a cost upgrade is to either reflect this change for the 2021-2024 TIP or to amend the change into the 2020-2023 TIP once the Minnesota STIP has been approved by the United States Department of Transportation.

11. Ronald Schleyer (Page 21)

Summary of comment: The Union Depot in St. Paul should be a transit hub and should serve routes like the Gold Line.

Staff response: Thank you for your comment

1. PHILIP ZEON

Medium: Email to Senior Planner Joe Barbeau

The draft of TIP is very impressive, from the general view. It is commendable to be forward-looking. However, are there plans to relieve the growing traffic congestion of the metro area by building outlets to other important cities of Minnesota? What do you think about commuter train connections between St. Cloud, Rochester, Duluth, Mankato, and the Twin Cities? Many people with the needed skills and experiences would like to work in those cities while living in the Twin Cities. I'm sure you will agree that, beyond the status quo, such a wide range of movement of people and goods will enlarge and strengthen the state's economic growth for the benefit of all.

Meanwhile, thanks for what you are doing at this time.

Sincerely,
Philip Zeon

2. RASHMI BREWER, MNDOT METRO DISTRICT

Medium: Email (with attachment) to public.info@metc.state.mn.us and Senior Planner Joe Barbeau

All:

For your review and consideration, please see attached comments/edits in regards to the Minnesota Statewide Regional ITS Architecture and the Draft 2020-2023 TIP.

Thanks,
Rashmi

Rashmi S. Brewer, P.E.
MnDOT ITS Project Engineer
Office of Connected & Automated Vehicles (CAV-X)
Mail Stop 725, RTMC
1500 County Road B2 West
Roseville, MN 55113
(651)234-7063

(Changes below were cited in the attachment)

In ~~2019~~2018, the Minnesota Department of Transportation ~~adopted~~updated the [Statewide Regional ITS Architecture](#), which was subsequently adopted by all MPOs in Minnesota, including the Metropolitan Council. A Regional ITS Architecture provides a vision of how ITS and ITS projects can be deployed to satisfy the goals and objectives outlined in the TPP and serves as a visible demonstration of the institutional dependencies that exist in a region and how agencies can benefit from each other's activities. As needed, the Council coordinates with MnDOT and regional partners to ensure successful ITS integration. The Architecture relates to Title 23, Section 450.306 of the CFR, specifically that the metropolitan transportation 3C planning process shall provide for consideration and implementation of projects, strategies, and services that will address a list of factors, including:

- Subsection (b)(6): Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Subsection (d) (4) (vii): An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including the congestion management process as defined in [23 CFR 450.322](#), if applicable.
- Subsection (g): The metropolitan transportation planning process shall (to the maximum extent practicable) be consistent with the development of applicable regional intelligent transportation systems (ITS) architectures, as defined in [23 CFR part 940](#).

Similarly, 23 CFR 450.208 calls for the coordination of data collection and analyses with MPOs and public transportation operators to support statewide transportation planning and programming priorities and decisions.

Commented [BR(1)]: This link brings folks to the Overview Volume. Would it be helpful to access the link to the entire Minnesota Statewide Regional ITS Architecture instead?
<http://www.dot.state.mn.us/its/projects/2016-2020/itsarchitecture.html>

The Minnesota Statewide Regional ITS Architecture:

- Provides MPOs with a useful planning tool for managing ITS funding decisions (implementation Volume-~~9~~ ITS Initiatives and Project Concepts for Implementation).
- Improves continuity across the project life cycle, from planning through project development and operations.
- Meets the intent of 23 CFR 940.9.b ("Any region that is currently implementing ITS projects shall have a regional ITS architecture by April 8, 2005.").
- Formal adoption promotes consistent use of ~~adds credibility to~~ the Regional ITS Architecture and allows planners to use aspects of the regionally-agreed upon ITS architecture.
- By establishing the process, tools, and support for architecture use and maintenance in these plans, the MPO can ensure compliance with Federal requirements and be eligible for financial support for these critical activities.

Commented [BR(2)]: <http://www.dot.state.mn.us/its/projects/2016-2020/itsarchitecture/implementation-volume.pdf>

This link should updated, please refer to the above link

3. Wright County

Medium: Email to public.info@metc.state.mn.us

From: Sara C. Buermann <Sara.Buermann@co.wright.mn.us>
Sent: Tuesday, July 9, 2019 2:12 PM
To: PublicInfo <public.info@metc.state.mn.us>
Subject: Draft Transportation Imp Program - Wright Co Comments

Pages A-11, A-17, A-64, A-96

Lists Wright County projects on CSAH 19, but shows Agency as Washington Co, should be Wright Co.

B-5, bullet point #3 – Wright Co 39 expansion 2 lanes to 4 lanes, the project limits should read Wright County 42 (Parrish Ave NE – Parrish with 2 rrs) to O’Dean Ave NE.

B-8, bullet point #2 – the project limits should read between TH 241 (not 41) and Wright Co 19, interchange improvements at MN 241/Wright County 36, Wright County 37 and Wright County 19.

Thank you!



Sara Buermann, P.E. • Traffic Engineer

WRIGHT COUNTY, MINNESOTA: HIGHWAY DEPARTMENT

direct: (763) 682-7391 • fax: (763) 682-7313

Highway Department Building, 3600 Braddock Ave NE, Buffalo, MN 55313

www.co.wright.mn.us

4. Bobbi Retzlaff, MnDOT Central Office

Medium: Email to Senior Planner Joe Barbeau

I reviewed sections 1-3 of the draft TIP. No major comments, just a few of typos:

- Pg 4 – second last paragraph, add “/” to the February TPP amendment date – should read 2/27/19
- Pg 17, first paragraph – same comment as above
- Pg 22, under Anticipated Effect – assume it should read the 2020-2023 TIP (not the 2019-2022 TIP)?
- Pg 23, under Anticipated Effect – same comment re: TIP years

Bobbi

Bobbi Retzlaff, AICP

Planning Program Coordinator | Office of Transportation System Management

Minnesota Department of Transportation

395 John Ireland Blvd, MS 440

St. Paul, MN 55155

O: 651-366-3793

mndot.gov/



5. Federal Highway Administration

Medium: Email to Senior Planner Joe Barbeau

Hello Joe,

Please see attached for FHWA comments on the draft TIP.

Thanks,

Andrew Emanuele, AICP
Community Planner
FHWA - Minnesota Division
380 Jackson Street, Suite 500
St. Paul, MN 55101
651.291.6124

(Comments, incorporated into four pages in the full document, are summarized below)

Comment 1:

- Comment: Page 5, seventh bullet. “The previous bullet refers to the TPP as an LRTP, and this bullet refers to it as an MTP. This could lead to confusion for the reader. The technical federal term for an MPO long-range plan is an MTP (Metropolitan Transportation Plan). An LRTP technically refers to the state.”
- Response: Sixth bullet changed from “...long-range transportation plan...” to “...metropolitan transportation plan...”

Comment 2:

- Comment: Page 8. In reference to a list of public meetings: “At the last Mid-Year review, a stand-alone public meeting for the TIP was discussed. Will that still be happening? It would better fulfill the intent of 23 CFR 450.326(b), which calls for at least one formal public meeting during the TIP development process.”
- Response: A public “pop-up” meeting was held on July 23. A description of this meeting has been added.

Comment 3:

- Comment: Federal Performance Measures section (Pages 19-25). “Overall, this had good discussion of the individual performance measure components. It meets the requirement for TPM inclusion in the TIP.”

Comment 4:

- Comment: Page 26. “Statewide, MPOs are responsible for the TIPs, while the ATP's are responsible for ATIPs. The process described here does not mention MPO involvement. ATIPs inform the TIPs, which merge into the STIP. MPO coordination should be mentioned here somewhere.”
- Response: MPO involvement has been added.

6. Tyler Dale

Medium: Email to public.info@metc.state.mn.us

Something must be done about the bottleneck on 169 from 494 to the Minnesota River. It often takes me 30 minutes to get from north Minneapolis to the 169/494 interchange but then will take another 30 minutes just to get from there to HWY 13 in Shakopee. There is ample room for additional lanes or reconfiguration of entrance/exit ramps, something needs to be done to ease this bottleneck. Either that or extend HWY 100 through Bloomington and build another bridge over the river.

Thanks,

Tyler Dale

7. Brandon Slotterback

Medium: Twitter

The phrases "climate change" and "greenhouse gas" do not appear in this document.

Staff Reply: Thanks for pointing that out. The TIP is primarily a list of projects receiving funding over the next four years. The long-range transportation plan does address both of those issues.

8. Gary Miller

Medium: Twitter

Comment 1: First off, let's cut the bullshit with the bicycles. They are a novelty and in no way a useful solution to massive traffic congestion. They expense to add bike lanes, etc. never pays back on itself. Bikes don't have any licensing or way to contribute w/few served on pet projects

- Staff response: The Transportation Policy Plan (TPP) calls for a transportation network that includes multiple modes, choices for travel, and climate-neutral options. The bicycle network is a small but vital component of our transportation system.

Comment 2: We don't need more federal dollars, or spend more, or higher gas taxes or bigger roads. The roads are plenty big, the problem is there are just too many cars using them at the same time when ~85% of the day the roads are plenty big.

- Staff response: The Transportation Policy Plan prioritizes MnPASS lanes when congestion issues are present on the freeway system. MnPASS lanes incentivize people to carpool or use transit to the peak hours of the day.

Comment 3: Too many cars using the roads at the same time in slugs of time (1.5 hrs in the AM, 1 hr at noon, 1.5 hrs in the evening). The rest of the time the roads are plenty big--too big for the amt of cars. Offer tax incentives to companies & employees that can shift core work hours.

- Staff response: A small amount of funding is provided for travel demand management programs aimed at reducing single-occupancy vehicle travel at peak times through strategies such as carpooling, transit, telecommuting, or shifting work times.

Comment 4: Encourage people to move OUT of the metro and repatriate sparsely populated rural areas. Legislate massive tax breaks to companies who elect to pay an 'elevated minimum wage' (without being forced) to lure employees to rural communities w/a fraction the cost of living in MPLS.

- Staff response: Thank you for your comment.

9. Minnesota Department of Transportation (Metro District)

Medium: Email to public.info@metc.state.mn.us

On page 15 is a letter, followed by changes requested by MnDOT's Metro District on pages 16-19.

Following the format of the changes requested by Metro District, the below table shows changes to the District 3 projects.

Additions – New Projects Added since the Draft 2020-2023 TIP

Proj No.	Route	Description	Total Cost	Added to
086-619-035	CSAH 19	**PRS** Wright CSAH 19, Chestnut Ave SE. to Ash Ave. NE in St. Michael, Roadway Expansion	\$3,000,000	2022
8612-21	MN 241	MN 241, INSTALL TRAFFIC SIGNAL AT OAKWOOD PARKWAY	\$175,000	2020
8680-190	I-94	I-94, CONSTRUCT NOISE BARRIER N SIDE I-94 IN ST MICHAEL	\$225,000	2022

Metro District

Waters Edge Building
1500 West County Road B2
Roseville, MN 55113

August 8, 2019

James Hovland, Chair
Transportation Advisory Board
Metropolitan Council
390 North Robert Street
Saint Paul, MN 55101

Dear Mr. Hovland:

The Minnesota Department of Transportation (MnDOT) has worked closely with the Metropolitan Council, the Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC) to develop the 2019-2022 Transportation Improvement Program (TIP) for the metropolitan transportation planning area.

After submittal of the draft 2020-2023 TIP, some substantive changes have occurred to the list of MnDOT and federally-funded local agency projects. These changes are the result of financial balancing within the TIP years, program adjustments to accommodate project additions or deletions, as well as the opportunity to accelerate and enhance some projects. We have also worked with the Council and local project sponsors to make needed corrections to project information.

The attached table identifies changes due to project deferrals, deletions, or advancement as well as new projects added since the draft TIP was prepared. These proposed changes do not affect the air quality conformity analysis of the TIP.

Thank you for the opportunity to comment.

Sincerely,



Mike Barnes
Metro District Engineer

CC: Metro Council – Nick Thompson, Amy Vennewitz, Steve Peterson, Elaine Koutsoukos, Joe Barbeau
TAB - TAC – Lisa Freese, Jan Lucke, Paul Oehme
MPCA – Innocent Eyoh
MnDOT – Ed Idzorek, Brian Gage, Jon Solberg, Cindy Krumsieg, Molly McCartney
FHWA – Kris Riesenber

Equal Opportunity Employer

PROPOSED CHANGES TO TWIN CITIES DRAFT TIP 2020-2023

August 8, 2019

CHANGES Since the April 2019 Draft TIP

Projects Deferred

Table	Proj. No.	Route	Description	Total Cost	Deferral Year	AQ
NA	019-642-063	CSAH 42	**AC** CSAH 42, From 0.1 Mi E Of CSAH 5 To 0.1 Mi W Of CSAH 11 In Burnsville - Mill And Overlay, ADA Improvements (AC Project, Paybacks In FY21 And FY22)	1,800,000	2019 to 2020	NA
A-5	6282-231	I94	**ADA** I94, Frontage Roads Along I94 From MN280 To 0.1 Mi W Of Western Ave-Upgrade Sidewalks, Ped Ramps And APS	1,452,000	2020 to 2021	AQ2
A-5	2755-103	MN 100	**ELLA**SPP** MN 100, I694/I94 In Brooklyn Center - Rehab Bridge 27962, Bituminous Mill And Overlay, Concrete Pavement Rehab And Drainage Repair On MN 100 And Ramps From I694 And MN 252, And Guardrail	3,665,000	2020 to 2021	S19
A-5	1905-41	US 52	**ELLA**SPP** US 52, From The S End Of Cannon River Br #9425 In Cannon Falls To 0.2 Mi N Of Cr-86/280th St In Hampton Township- Unbonded Concrete Overlay, Guardrail, Signal, Cable Barrier & Joint Repair On Bridges 9425 And 9426	7,900,000	2020 to 2021	S10
A-7	1905-415	US 52	**ELLA** US 52, From North End Of Cannon River Bridge To S Of Dakota-CSAH-86 In Raldolph Township- Cable Median Barrier	450,000	2020 to 2021	S9
A-7	19-00151	CSAH 28	PGR RR, Install Gates And Flashing Lights At CSAH 28, Yankee Doodle Rd, Eagan, Dakota County	225,000	2021 to 2022	S8
A-7	19-00152	M 1077	PGR RR, Install Gates And Flashing Lights At M 1077, Red Pine Ln, Eagan, Dakota County	225,000	2021 to 2022	S8
A-7	19-00150	Local street	UP RR, AT T 58, 170th St W In Empire Township- Install Gates	240,000	2020 to 2022	S8
A-3	6229-37	MN 5	**ADA** MN 5, From West Jct Arcade St/E 7th St In St Paul To The N Jct Mn120 In Maplewood- Mill And Overlay, Repair/Replace Drainage Infrastructure, ADA Improvements	8,663,000	2021 to 2022	S10
A-9	2751-51	MN 55	**SPP** MN 55, From I94 To Theodore Wirth Parkway In Mpls – Reconstruct Road, Replace Traffic Signals, Rehab Bridges 27785 And 27237, Trail On MN55/I94 Bridge	8,329,000	2021 to 2022	S19
A-5	2724-126	MN 55	**ELLA**ADA**SPP** MN 55 From E End Of 13th Ave To Jct MN62 In Mpls - Bituminous Mill And Overlay, Concrete Pavement Rehab, Sidewalk Repairs, Ped Ramp Upgrades, APS, Guardrail, Pond Repair, Drainage	16,301,000	2022 to 2023	S10

Project Deletions

Table	Proj. No.	Route	Description	Total Cost	Deleted From	AQ
A-5	002-614-044AC	CSAH 14	**AC**CSAH 14, 0.15 Miles East Of CSAH 18, Bridge 02015 Over Coon Creek; Rehab Pier Caps, Replace Deck Panels (AC Payback 1 Of 1)	575,065	2020 (advanced to FY19)	A20
A-13	TRF-0051-20	Transit	SECT 5310: Scott County; Mobility Management	424,360	2020 (advanced to FY19)	NA
A-13	TRF-9056-20	Transit	SECT 5310: Newtrax; Mobility Management	206,000	2020 (advanced to FY19)	NA
A-13	TRF-9917-20	Transit	SECT 5310: Dakota County-Mobility Management	309,000	2020 (advanced to FY19)	NA
A-5	002-614-045AC2	CSAH 14	(CSAH 17) TO 0.23 Mi E Of Lever St In Blaine - Reconstruct, Traffic Signal (AC Payback 2 Of 2)	573,592	2021 (now has only one AC payback)	A20
A-10	2710-52	MN 65	**CHAP 3**CMGC**HB**17 NEW** MN 65, At Bridge #2440 (3rd Ave S) Over Mississippi River In Mpls-Repair Retaining Walls (Bridge 2440 CMGC Work Package 2)	1,125,000	2021 (work moved to 2710-47)	S19
A-10	7010-111	US 169	**CHAP 3**17 NEW** MN 41, From N Of Intersection With US169 To 0.1 Mi S Of Bridge #10012 In Louisville Twship - Slope Repairs	1,021,000	2021	NC
A-5	6222-182	US 61	**SPP** US 61, From 0.2 Mi N Cr D In Maplewood To 0.24 Mi N I694 In Vadnais Heights - Dual Left Turn Lane To WB I694, Replace Signals, ADA And Crash Struts On Bridges 62851 And 62852	3,850,000	2021	E1
A-9	8207-62	US 61	US 61, At Washington-CSAH32 (11th Ave SW/SE) And At 8th Ave SE/SW In Forest Lake - Signal Replacements And ADA Upgrades	600,000	2021	E2
A-9	2723-139	MN 55	MN 55 At Vicksburg Ln In Plymouth - Signal Replacement	500,000	2022	E2
A-9	2772-122	US 169	US 169, NB US169 From Valley View Rd To Apache Rd In Edina - Noisewall	1,666,000	2022 (work moved to 2772-121)	O3
A-3	1923-48	MN 50	MN 50, FROM US52 In Hampton To US 61 In Douglas Twp - Bituminous Mill And Overlay	5,591,000	2023 (planned for FY24)	S10
A-3	8201-21	MN 97	MN 97, From 0.24 Mi E I35 In Columbus To Just W US61 In Forest Lake - Reconstruct Bituminous Pavement, Bus Shoulders, Turn Lanes	7,140,000	2023 (planned for FY24)	S10
A-7	8201-21S	MN 97	MN 97, From 0.24 Mi E I35 In Columbus To Just W US61 In Forest Lake - Turn Lanes	3,029,000	2023 (planned for FY24)	E1

Advanced Projects

Table	Proj. No.	Route	Description	Total Cost	Advance From	AQ
A-7	62-00219	CSAH 30	CP RR, Install Gates And Flashing Lights At CSAH 30, W Larpenteur Ave, St Paul, Ramsey County	250,000	2021 to 2020	S8
A-7	019-609-026	CSAH 9	**AC**CSAH 9 (Dodd Blvd) At Icenic Trail/Heritage Drive In Lakeville -Construct Center Median To Allow Dodd Left Turns And Restrict East/West Thru And Lefts (Ac Project With Payback In FY22)	432,000	2022 to 2020	S16
A-13	TRF-0051-21	Transit	SECT 5310: Scott County; Mobility Management CY 2021	437,091	2021 to 2020	NA
A-13	TRF-9056-21	Transit	SECT 5310: Newtrax; Mobility Management CY 2021	212,180	2021 to 2020	NA
A-13	TRF-9917-21	Transit	SECT 5310: Dakota County-Mobility Management CY 2021	318,270	2021 to 2020	NA
A-13	TRF-0051-22	Transit	SECT 5310: Scott County-Mobility Management CY 2022	450,204	2022 to 2021	NA
A-13	TRF-9056-22	Transit	SECT 5310: Newtrax-Mobility Management CY 2022	218,545	2022 to 2021	NA
A-13	TRF-9917-22	Transit	SECT 5310: Dakota County-Mobility Management CY 2022	327,818	2022 to 2021	NA
A-3	179-020-045	CSAH 32	**AC**Dupont Avenue, Cliff Road And I-35W S Ramp In Burnsville-Ramp Reconstruction And Relocation (AC Project With Payback In FY23)	3,619,220	2023 to 2022	S10
A-13	TRF-0051-23	Transit	SECT 5310: Scott County-Mobility Management CY 2023	450,204	2023 to 2022	NA
A-13	TRF-9056-23	Transit	SECT 5310: Newtrax-Mobility Management CY 2023	218,545	2023 to 2022	NA
A-13	TRF-9917-23	Transit	SECT 5310: Dakota County-Mobility Management CY 2023	327,818	2023 to 2022	NA

Additions – New Projects Added since the Draft 2020-2023 TIP

Proj. No.	Route	Description	Total Cost	Added to
8825-706R	MN 999	Metrowide-Repair And Replacement Of Overhead Sign Structures And Overhead Electrical Flasher Systems (Associated To 8825-706) (Other Funds Are Damage Restitution)	225,000	2020
8825-781	MN 999	Metrowide Ramp And Loop Mill And Overlay, Striping	350,000	2020
8825-791	MN 999	Metrowide-Traffic Signal Loop Replacements	50,000	2020
8825-806	MN 999	**IDIQ** Districtwide Traffic Control At Various Locations, Minimum Amount \$10K; Maximum Amount \$500K; Expiration Date 11/1/2022	100,000	2020
6280-411	I35E	I35E, From N Intersection Of Wheelock Pkwy In St Paul To Little Canada Rd In Little Canada-Landscape Establishment	90,000	2020
6280-412	I35E	I35E, From University Ave To Southern Intersection Of Wheelock Pkwy In St Paul-Landscape Establishment	90,000	2020
6284-186	I35W	I35W NB, At MN280 In Roseville- Retaining Wall Repair	250,000	2020
2780-101	I94	I94, At Maple Grove Parkway And Hennepin-CSAH 30 (93rd Ave) In Maple Grove-ADA Ped And Bike Trail	73,000	2020

Proj. No.	Route	Description	Total Cost	Added to
6282-239	I94	I94, Along St Anthony St From Aldine St To Beacon St In St Paul-Landscape Establishment	50,000	2020
7011-32	MN 282	MN282 At Rice St In Jordan And MN41 0.5 Mi NW Of MN41/US169 Intersection In Louisville Twp - Union Pacific Railroad Crossing Repair	220,000	2020
2713-132	US 12	US 12, From Hennepin-CSAH 90 To County Line Rd In Independence - Install Flexible Delineators	70,000	2020
2772-131	US 169	**SPP**US 169, CSAH 9 (Rockford Rd) Over US 169 In Plymouth-Install Concrete Barrier On Bridge 27551	100,000	2020
019-642-063AC1	CSAH 42	**AC**CSAH 42, From 0.1 Mi E Of CSAH 5 To 0.1 Mi W Of CSAH 11 In Burnsville - Mill And Overlay, ADA Improvements (AC Payback 1 Of 2)	573,592	2021
164-235-024	MSAS 235	**AC**Concord St (MSAS 235) At US 52 In St Paul-Replace Traffic Signals (Associated To 6219-07 And 6219-07Q) (AC Project, Payback In FY23)	62,500	2021
880M-CM-21	MN 999	**SPP**Districtwide Setaside For Spot Mobility Project - FY 2021	3,850,000	2021
8825-793	MN 999	Metrowide-Traffic Signal Loop Replacements	50,000	2021
6280-413	I35E	I35E, From University Ave To Southern Intersection Of Wheelock Pkwy In St Paul-Landscape Establishment	90,000	2021
6280-414	I35E	I35E, From N Intersection Of Wheelock Pkwy In St Paul To Little Canada Rd In Little Canada-Landscape Establishment	90,000	2021
6219-07Q	MN 156	**AC**MN 156, At US52 In St Paul - Replace Traffic Signals (Associated To 164-235-024 And 6219-07) (AC Project, Payback In FY23)	437,500	2021
2726-82	Local Street	**HB** Stone Arch Bridge Over Mississippi River In Mpls - Scour Monitoring (Bonds Are GO Bond)	250,000	2022
019-642-063AC2	CSAH 42	**AC**CSAH 42, From 0.1 Mi E Of CSAH 5 To 0.1 Mi W Of CSAH 11 In Burnsville - Mill And Overlay, ADA Improvements (AC Payback 2 Of 2)	330,296	2022
070-642-025AC	CSAH 42	**AC**CSAH 42, From Louisiana Ave To E County Line With Dakota Count Y- Mill And Overlay, Storm Sewer, Walk, Trail, ADA Improvements (AC Payback 1 Of 1)	588,539	2022
019-609-026AC	CSAH 9	**AC**CSAH 9 (Dodd Blvd) At Icenic Trail/Heritage Drive In Lakeville -Construct Center Median To Allow Dodd Left Turns And Restrict East/West Thru And Lefts (AC Payback 1 Of 1)	360,000	2022
8825-792	MN 999	Metrowide-Traffic Signal Loop Replacements	50,000	2022
179-020-045AC	CSAH 32	**AC**Dupont Avenue, Cliff Road And I-35W S Ramp In Burnsville-Ramp Reconstruction And Relocation (AC Payback 1 Of 1)	2,632,000	2023
164-235-024AC	MSAS 235	**AC**Concord St (MSAS 235) At US 52 In St Paul-Replace Traffic Signals (Associated To 6219-07 And 6219-07Q) (AC Payback 1 Of 1)	50,000	2023
8825-794	MN 999	Metrowide-Traffic Signal Loop Replacements	50,000	2023
6219-07QAC	MN 156	**AC**MN 156, At US52 In St Paul - Replace Traffic Signals (Associated To 164-235-024 And 6219-07) (AC Payback 1 Of 1)	350,000	2023
7005-130	US 169	**ITS** US 169, From MN41 To Canterbury Downs Blvd In Shakopee-Traffic Management System	800,000	2023

10. Washington County

Medium: Emails to public.info@metc.state.mn.us

First Message:

I am submitting this as a TIP amendment request. Within the next two weeks, Ramsey and Washington Counties will be acting on an updated project cost estimate for the Gold Line Project in the amount of \$460.9 million. We would like the TIP to reflect this number. Please let us know if you need a breakdown by funding source or additional information.

Thank you!!!

Jan

Jan Lucke | Planning Division Director

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Washington County Public Works Department

11660 Myeron Rd North | Stillwater, MN 55082

Second Message:

Correction. This is a comment on the Draft 2020-23 Transportation Improvement Program (TIP) released for public comment, not a request to amend the current TIP. Sorry for the confusion.

Jan

11. Ronald Schleyer

Medium: Email to public.info@metc.state.mn.us

TO WHOM IT MAY CONCERN:

Minnesota has only one multimodal transportation center (Union Depot, St. Paul) and the TUP 2020 Draft Plan represents a continuing, progressive approach to its marginalization and eventual reduction to irrelevance. This result would also represent a tremendous associated financial waste, since the 2012 restoration of Union Depot cost United States taxpayers a quarter-billion dollars. Union Depot light-rail connections to buses are lengthening and will lead to real misery of passengers in winters to come.

The horrific Gold Line BRT decision (which was in fact denounced by Ramsey County policymakers in a Star-Tribune story at the appropriate moment) to bypass Union Depot at its termini in St. Paul's CBD evidently is only the first step in the destruction of Minnesota best transportation idea. Similar mistakes are underway concerning the termini of the Route 21 BRT route, which will require passengers to walk 1 1/2 blocks along icy streets and sidewalks to the BRT boarding stations nearest to Union Depot (which will not be physically "near" at all). Likewise, permanent elimination of certain weekday Green Line departures is at hand.

Previously, there was a similar ill-advised decision to eliminate half of the Route 54 MSP airport departures from Union Depot and half of the arrivals. Half of the Route 3 departures to Minneapolis no longer serve Union Depot, either. Connected to these failures is the marginalization of Route 16, which indeed often (but not often enough) starts and ends at Union Depot but always ends up disgorging passengers into a back-street mudhole next to Menard's, far from the Fairview Avenue LRT Station. In the winter this is an invitation to injuries and lawsuits. Moreover, Bus 16 is late half the time along its entire route.

Ramsey County policymakers cannot be blamed for failing to point out the destructiveness of MetroTransit's unfortunate attacks on Union Depot's multimodal transport idea, at least with respect to the Gold Line. Eventually, these decisions will be denounced in all their stupidity when Union Depot is reduced to complete marginality within the Saint Paul CBD's bus routings. Apparently, since Union Depot's restoration was federally funded, it is okay with them to waste taxpayer moneys invested in this important infrastructural idea. Where is the political leadership ready and able to fight against these wasteful and destructive plans?

All the blame (including, we hope, political blame) for the above-described transportation planning errors will in the end find its way back to the coneheads in the MetroTransit offices of Saint Paul--but not soon enough, we fear, to stop destructive actions that currently affect the transportation heart of Saint Paul and the very idea of progressive transportation policy in Minnesota. The "multimodal" idea at Union Depot should not be allowed to die in this way at the hands of so-called transportation experts at MetroTransit.

Finally, where is the oversight and wise concern one would expect from the Office of the Mayor in Saint Paul? The current occupant of that office has been SILENT, STUPID, and even SINISTER in his failure of civic duty concerning Lowertown and Saint Paul CBD transportation policy, both of which are vital parts of a city that is now IN DECLINE, buried in dirty, delinquent, murderous criminality and fallen down in potholes and cracked sidewalks, presumably because Saint Paul's movers and shakers behind the scenes are letting it happen.

The present property owner is DISGUSTED and DISMAYED by what he sees here in Saint Paul, which has now (if one looks back) but a shadow of the greatness, functionality, and beauty Minnesota's capital city possessed already a hundred years ago, and is losing even that to continuing, ever-worsening, and wholly unreasonable public infrastructure management, as characterized above. It is indicative, perhaps, that the James J. Hill Center was recently closed for lack of funds and civic support.

Ronald Schleyer
Saint Paul, Minnesota