Corridors of Commerce Work Session
December 12, 2017
Agenda

• Corridors of Commerce Overview
• 494 Projects History
• Staff Recommended Projects
• Next Steps
2018 Corridors of Commerce - $400M “new money”

2017 Legislative Session Actions:
- Appropriated $50M to TH Fund in 2018-19
- Additional $50M for use in 2020-21
- $300M of TH Bonds authorized through 2021
Corridors of Commerce Process

- Legislation Mandated Criteria
  - Return on Investment
  - Economic Impact
  - Freight Efficiency
  - Safety
  - Regional Connections
  - Policy Objectives
  - Community Consensus
  - Regional Balance
Corridors of Commerce Process

• Legislation Mandated Criteria
  – Return on Investment (Phase 1)
  – Economic Impact
  – Freight Efficiency
  – Safety
  – Regional Connections
  – Policy Objectives
  – Community Consensus
  – Regional Balance
Corridors of Commerce Process

• Project Recommendation Submittal and Scoring
  – Project recommendations
    • Public, stakeholders, and other interest groups
    • On-line submission process
  – MnDOT itself will not be submitting project recommendations for scoring consideration.
  – All submitted projects meeting eligibility criteria will be scored based on criteria 1-7.
  – Criteria 8 (Regional Balance) a funding criteria applied to projects after they have been scored and ranked.
494 Layout History

• 2001 Final Environmental Impact Statement (FEIS) for the I-494 Reconstruction: I-394 to the Minnesota River
  – Identified major improvement strategies for the I-494 corridor including interchange reconstruction, bridge replacements and roadway improvements.
  – Developed a concept layout for the I-494/I-35W interchange that included fly-over ramps for NB and SB I-35W access to I-494.
  – Identified access consolidation in the corridor including removal of ramps at Nicollet and 12th Avenues and a full access interchange at Portland Avenue.
  – Overall cost prohibitive but has been partially implemented
2001 FEIS Layout
2014 I-494/I-35W Vision Layout

- Focused on interchange area
- Key goals of the project included:
  - Improve Safety and Traffic Operations
  - Provide a phased implementation of the interchange components, providing flexibility while reducing overall project impacts
  - Accommodate an I-35W Bus Rapid Transit (BRT) Station and/or park-and-ride facility
  - Address storm water impacts and develop low cost/high benefit alternatives
2014 Vision Layout
494 Layout History

• 2001 EIS Interchange
  – Estimated $400M
  – Had to be done all at once

• 2014 Vision Layout
  – Estimated $350M
  – Can be phased
  – Phase 1 Estimated $85M
  – Completes majority of benefit
  – Incorporates BRT
  – Full buildout in question
Orange Line BRT
494 Projects

• 2018 494 Corridor Study
  – Will review I-494 from Minnesota River to Highway 169
  – Goals:
    • Address deficient bridge and pavement conditions
    • Increase mobility
    • Improve travel time reliability
    • Maintain or improve transit advantages
    • Manage/consider minimization of impacts from other projects
  – Develop scope of projects for possible construction in 2020
Staff Recommended Projects
Staff Recommended Projects

• I-494/I-35W Interchange
  – Full Build & Phase 1

• I-494 Congestion Relief Projects
  – Reconstruction of Bridges
  – Auxiliary Lanes
  – Access Consolidation

• Highway 62 Congestion Relief Projects
  – Auxiliary Lanes East and West of I-35W
  – TH 77 Interchange Ramp Modifications
Next Steps

• MnDOT Scoring Criteria
  – Comment Period 10/31-12/20/17
  – Finalize by 12/31/2017

• Public Recommendation Period
  – 01/15-02/02/18
  – The more submittals the better
    • Cities, Counties, Regional Groups (494, 35W, etc)
    • Support letters (Chambers, agencies, etc.)

• Project Evaluation and Scoring
  – February-March 2018

• Project Award Announcement
  – End of March 2018
SWEET STREETS: better roads, better Richfield
Preferred Alternative
Layout Sheet 11

Final Environmental Impact Statement
I-494
Reconstruction
I-394 to the Minnesota River

Figure 3.11
#1: 77th Street Underpass at TH 77

#2a: I-35W/I-494 Interchange (Phase 1)
- Close Ramps at Nicollet Ave
- Close Ramps at 12th Ave and add full access at Portland Ave

#2b: I-494 Bridges and Auxiliary Lanes from I-35W to Highway 100

#2c: I-494 Bridges and Auxiliary Lanes from I-35W to Highway 169

#3a: Auxiliary Lanes in each direction from Portland Ave to Highway 77
- Close Ramps at Bloomington Ave

#3b: Auxiliary Lanes in each direction from Penn Ave to Highway 169

#3c: Ramp Modifications at Crosstown/TH 77 Interchange to improve the northbound to westbound traffic movement

#4: 77th Street Underpass at TH 77

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corridors of commerce potential projects
Corridors of Commerce Potential Projects
Highway 62/77 Interchange Improvements

Close loop ramp from Westbound Highway 62 to Southbound Highway 77

Reconstruct ramp and traffic signal to accommodate Westbound Highway 62 to Southbound Highway 77
Highway 52/63 Interchange
Mandatory Recording

- Officers must activate their BWCs when preparing for or initiating any law enforcement action, when responding to any call or incident, and before arriving on scene.
Discretionary Recording

• This policy does not describe every possible situation where the BWC may be activated.

• Beyond the mandated scenarios described above, an officer may activate the BWC when they believe it should be activated based on their training, experience, and judgement, except when recording is prohibited under this policy.

• If an officer is involved in a situation and they are unsure if the activation is mandatory, discretionary or prohibited, they should activate the BWC.
Prohibited Recording

- Non-work related activity
- Within areas of a police facility restricted to personnel-only access
- When interacting with undercover officers or confidential informants
- During a work break
- At any location where a reasonable expectation of privacy exists
- In patient care areas of a hospital, sexual assault treatment center, or other healthcare facility
Private data: recordings are classified as private data about the data subjects unless there is a specific law that provides differently. As a result:

- BWC data pertaining to people is presumed private, as is BWC data pertaining to businesses or other entities.

Confidential data: BWC data that is collected or created as part of an active criminal investigation is confidential.
Public data: The following BWC data is public:

- Discharge of a firearm by a peace officer in the course of duty
- Data that documents the use of force by a peace officer that results in substantial bodily harm
- Data that a data subject requests to be made accessible to the public, subject to redaction
  - In addition, any data on undercover officers must be redacted
- Data that documents the final disposition of a disciplinary action against a public employee
- If another provision of the Data Practices Act classifies data as private or otherwise not public, the data retains that other classification
Critical Incident

Officers involved in a Critical Incident may view or listen to video technology of the incident only after:

- The Officer has met with the Union representative or legal counsel, if those entities are requested by the officer, and

- The officer and legal counsel have met with the investigative entity or designee regarding the process for Critical Incident set out in Policy #213.
Data Retention

1. Report: 7 year retention

2. Citation with no report: 3 year retention

3. Event with no report: 90 day retention

4. Test: 90 day retention

5. Unintentionally recorded footage: 90 day retention

Certain kinds of BWC data must be retained for six years:

- Data that documents the use of deadly force by a peace officer, or force of a sufficient type or degree to require a use of force report or supervisory review.
- Data documenting circumstances that have given rise to a formal complaint against an officer.
Check and Balance

• At least twice a month, supervisors will randomly review BWC

• Supervisors shall monitor for compliance with this policy. The unauthorized access to or disclosure of BWC data may constitute misconduct and subject individuals to disciplinary action and criminal penalties pursuant to Minn. Stat. § 13.09.

• As required by Minn. Stat. § 13.825, subd. 9, as may be amended from time to time, this agency shall obtain an independent biennial audit of its BWC program.
Questions?