

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL No. 2018-44

DATE: August 8, 2018
TO: Transportation Advisory Board
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2019-2022 Transportation Improvement Program (TIP) Public Comment Report
REQUESTED ACTION: Staff requests that the Transportation Advisory Board (TAB) accept the 2019-2022 Transportation Improvement Program (TIP) Public Comment Report.
RECOMMENDED MOTION: That the Transportation Advisory Board accept the 2019-2022 Transportation Improvement Program (TIP) Public Comment Report.

BACKGROUND AND PURPOSE OF ACTION: Federal regulations require that a Transportation Improvement Program (TIP) be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with the Minnesota Department of Transportation's State Transportation Improvement Program (STIP). Adoption of the final 2019-2022 TIP is a separate action item. Public comments were collected over a 45-day public comment period that ended on August 7, 2018. The 2019-2022 TIP Public Comment Report, including responses to comments received, is attached.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be fully or partially funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

STAFF ANALYSIS: A public comment period was conducted from June 24 through August 7, 2018, and comments were accepted by email, mail, or telephone. A summary of comments and staff responses is attached.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Transportation Advisory Board	Review & Adopt	-

STAFF RESPONSE TO PUBLIC COMMENTS

The Transportation Advisory Board held a 45-day public comment period on the draft 2019-2022 Transportation Improvement Program (TIP), beginning on June 24 and ending on August 7, 2018. Below is a summary of the comments received during the public comment period with staff response.

PUBLIC COMMENTS

1. Thomas Mortenson (Page 4)

Summary of comment: The TIP and the projects therein should better-address the impacts of transportation on seniors and people with disabilities.

Staff response: The letter makes four specific recommendations.

- **Recommend that that document reflect commitment to removing barriers and expanding mobility options.**
 - Reply: Recent efforts related to the TIP have included reducing the amount of text. However, given that the role of transportation in the quality of life for the individuals cited in this comment, staff will explore expanding language for future TIPs.
- **Recommend a review of compliance for materials provided.**
 - Reply: Document accessibility is a priority for the Council and we continually work to improve the accessibility of our documents.
- **Recommend that language related to Section 5310 language from the United States Code.**
 - Reply: Language has been added to the Section 5310 discussion on the top of page 16 (“This can include projects specifically designed to meet the needs of seniors and individuals with disabilities, transit projects that exceed ADA standards, and transit projects that improve access to fixed-route transit and decrease reliance on paratransit.”)
- **Recommend relocation of obstructions (utilities) on sidewalks adjacent to improvements.**
 - Reply: All improvements made with federal transportation funds must be compliant with the Americans with Disabilities Act (ADA).

2. City of St. Michael (PAGE 6)

Summary of comment: Add language to acknowledge/address/approve funded corridors of commerce projects in the urbanized area (both in Metro and District 3’s 7W area) recently identified in the past few months by MnDOT to be constructed in the 2019-2022 TIP timeframe.

Staff response: The projects funded through the Corridors of Commerce program are not yet included in the TIP because they first must be included in the Transportation Policy Plan. However, the subsection on major projects (page 35) has been adjusted to reflect these projects as future projects. The Transportation Policy Plan, inclusive of the Corridors of Commerce projects, will be approved in October 2018, and then the projects will be added to the next TIP (2020-2023).

3. Gordy Moore (Page 7)

Summary of comment: More funding should be allocated to build out the arterial bus rapid transit (ABRT) network. Also, more funding for bus acquisitions should be used to purchase Minnesota-built New Flyer electric buses.

Staff response: The transit funding in the TIP is prioritized to maintain the existing transit system and expansion funding primarily comes from Congress or local counties. The funding available does not have capacity to replace buses with electric buses or accelerate the build-out of the arterial bus rapid transit (ABRT) network. The Council remains committed to the ABRT network and will continue to try to facilitate its growth. The region, in partnership with the Transportation Advisory Board, distributes federal funds every two years for local transit projects and the ABRT projects and electric buses have been successful in securing funding through this process in recent years. The funding available is limited and competitive locally, however, and will not be enough to accelerate the ABRT build out or electric buses beyond what is currently identified in the TIP. Additional funds would be needed for these purposes.

4. Minnesota Department of Transportation (Metro District) (Page 8)

Summary of comment: MnDOT Metro District requested a number of changes to be made to state and local projects listed in the draft TIP. This reflects end-of-year changes impacting a number of projects. 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. Other changes are also noted, starting on page 10.

1. THOMAS MORTENSON

Thomas C. Mortenson
1252 Lake Avenue
Detroit Lakes, MN 56501
(813) 466-0795
internetmort@yahoo.com

Transportation Improvement Program (TIP) Comments

22 June 2018

Metropolitan Council Transportation Advisory Board (TAB):

As a visitor to the Twin Cities, I have had the opportunity to use the highways, transit, and pedestrian walkways in areas covered by the Metropolitan Council.

The following comments and recommendations are offered on the Draft 2019-2022 Transportation Improvement Program (TIP) proposed for federal funding in the Minneapolis-St. Paul Urbanized Area and the seven-county metropolitan area in the next four years.

Senior and Individuals with Disabilities.

According to Daniel B. Hess, Ph.D. (2009) “When older adults (age 60 and above) have inadequate access to transportation, they tend to experience lower levels of physical activity, reduced independence, and greater health risks” (p. 3). We are witnessing older Americans becoming one of the fastest-growing segments of the population. Seniors and those with disabilities must be able to maintain a mobile lifestyle. Therefore, the TIP needs to ensure that policies and projects facilitate their activity and participation. The challenge is how to effectively and efficiently address the demands of seniors and the disabled in the context of the overall transportation plan. Efforts must be made to ensure that transportation across the spectrum is not fragmented, or difficult to navigate/use for our seniors and those with disabilities. This would include

In reviewing the document doing a word search shows that the word “senior” only appears twice (p. 15), and the phrase “disabilities” appears three times. I would recommend that the document reflect the Metropolitan Council’s commitment to removing barriers to transportation service and expanding transportation mobility options with a clear narrative on this issue. The only section in this draft that is specifically relevant is

Transit Section 5310 Mobility of seniors and Individuals with Disabilities Program. This program funds the purchase of lift-equipped vehicles by nonprofit organizations that provide transportation for seniors and individuals with disabilities.

However, no clear easy to read and understand detail of how this section is implemented is presented. The Americans with Disabilities Act in 1973, requires government to provide equal opportunity and prohibit discrimination with regards to employment, government services, public accommodations, facilities and transportation. The introduction of Section 508 applies to eliminating information technology barriers for people with disabilities, recommend that a review of material provided during the public hearing(s) and input be posted in compliance with these requirements.

Further, recommend that language found under Title 49 U.S.C. 5310 which authorizes the formula assistance program for the Enhanced Mobility of Seniors and Individuals with Disabilities Program and provides formula funding to states and designated recipients (recipients) to improve mobility for seniors and individuals with disabilities be included.

This program provides grant funds for capital and operating expenses to recipients for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq.);

- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit

In addition, as part of the overall effort I would recommend that sidewalks adjacent to streets/roadways being improved or expanded that have utilities located within them make it difficult for those with disabilities and seniors to navigate. Any project should include relocation of said utilities whenever possible.

While I sure that the Council and Staff share my concerns for our seniors and those with disabilities, I appreciate this opportunity to re-affirm this commitment.

Respectfully Submitted,

Thomas C. Mortenson

Former Becker County Administrator and City of Racine, WI City Council President

References:

D. B. Hess. (2009). Access to public transit and its influence on ridership for older adults in two U.S. cities. *Journal of Transport and Land Use* 2 (1) [Winter 2009] pp. 3–27. Retrieved from <http://jtlu.org>

Federal Transit Administration. (n.d). Enhanced mobility of seniors & individuals with disabilities - Section 5310. Retrieved from <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

2. CITY OF ST. MICHAEL

Hello,

On behalf of the City of St. Michael, please accept the following comments/suggestions for the Draft TIP.

- Add language to acknowledge/address/approve funded corridors of commerce projects in the urbanized area (both in Metro and District 3's 7W area) recently identified in the past few months by MnDOT to be constructed in the 2019-2022 TIP timeframe.

Thanks!

-Steve

Steven G. Bot, P.E.

City Administrator/PW Director/City Engineer

City of St. Michael

11800 Town Center Drive NE

St. Michael, MN 55376

Phone:(763) 416-7931

Fax:(763) 497-5306

e-mail: sbot@ci.st-michael.mn.us

3. Gordy Moore

Comment on draft 2019-2022 TIP:

I believe that more funding should be specifically allocated to speed the build-out of the arterial bus rapid transit network. As possible, the Council and Metro Transit should seek to allocate the highest amount of available, applicable funding to increase the speed that this network is built out.

Additionally, I strongly believe that some of the money allocated to large rounds of new bus acquisition should be used to purchase more Minnesota-built New Flyer electric buses. Electric buses are a proven cold-weather technology, as demonstrated in numerous Canadian and European (as well as multiple American) cities, and it is unconscionable to continue purchasing only diesel or hybrid-diesel buses out to the year 2022 when viable electric options exist. Please consider purchasing more electric buses beyond the 8 for the C line.

Regards,

Gordy Moore

4. Minnesota Department of Transportation (Metro District)

PROPOSED CHANGES TO TWIN CITIES DRAFT TIP 2019-2022

August 6, 2018

CHANGES Since the A Draft TIP

Projects Deferred

Table	Proj. No.	Route	Description	Total Cost	Deferral Year	AQ
A-5	002-614-044	CSAH 14	**AC**CSAH 14, 0.15 Mi E Of CSAH 18, Bridge 02015 Over Coon Creek In Coon Rapids- Rehab Pier Caps, Replace Deck Panels (AC Project, Payback In FY20)	1,500,000	2018 to 2019	S19
A-10	6212-187	MN36	**17NEW**CHAP3**MN36, Various Locations Between I35W In Roseville And Greely St In Oakdale - Culvert Repairs	1,558,000	2020 to 2021	NC

Project Deletions

Table	Proj. No.	Route	Description	Total Cost	Deleted From	AQ
A-5	002-614-044AC1	CSAH 14	**AC**CSAH 14, 0.15 Mi E Of CSAH 18, Bridge 02015 Over Coon Creek In Coon Rapids- Rehab Pier Caps, Replace Deck Panels (AC Payback 1 Of 2)	550,304	2019	S19
A-10	880M-OI-21	MN999	**17NEW**CHAP3**Districtwide Other Infrastructure Setaside- FY 2021	137,000	2021	NC
A-10	8825-707	MN999	**17NEW**CHAP3**Metrowide-Retaining Wall Repair	1,169,000	2021	NC

Advanced Projects

Table	Proj. No.	Route	Description	Total Cost	Advance From	AQ
A-10	6282-236	I94	**17NEW**I94 WB From Pierce St to Fairview Ave in St Paul – Fence Replacement	50,000	2020 to 2018	S13
A-10	2785-408	I494	**CHAP214**I494, At Hennepin-CSAH 9 (Rockford Road) In Plymouth - Re-Deck Bridge #27972, Repair Approaches Including Bituminous Mill And Concrete Pavement, Signals, Drainage, ADA, Add Turn Lanes On Ramps	4,860,000	2022 to 2019	S10
A-9	2750-92	US169	**TED**US 169 At 101st Ave In Brooklyn Park - Construct Interchange (Associated To 110-129-006)	10,000,000	2021 to 2020	A30

Additions – New Projects Added since the Draft 2019-2022 TIP

Proj. No.	Route	Description	Total Cost	Added to
1985-155	I494	I494, From MN110 In Inver Grove Heights/Sunfish Lake To 0.15 Mi W MN55 In Mendota Heights/Eagan- Construct Crossovers	545,000	2019
8282-137	I94	Adjacent To I94 From 0.8 Mi E Of Neal Ave N To 0.3 Mi W Of Stagecoach Trail N In W Lakeland Twp - Reconstruct Bituminous Bike Trail And Drainage	240,000	2019
8282-138	I94	I94, St Croix Weigh Station In Stillwater-Concrete Pavement Repair	150,000	2019
8825-724	MN999	Metrowide-ADA Small Business Opportunity Pilot Program	500,000	2019
8825-725	MN999	Metrowide-Blowing Snow Control	500,000	2019
TRF-0051-20	BB	SECT 5310: Scott County-Mobility Management	424,360	2020
TRF-9056-20	BB	SECT 5310: Newtrax-Mobility Management	206,000	2020
TRF-9917-20	BB	SECT 5310: Dakota County-Mobility Management	309,000	2020
110-129-006	US 169	**AC**101ST Ave N At US 169 In Brooklyn Park- Construct Interchange (Associated To 2750-92) (AC Project, Payback In FY21)	10,500,000	2020
1380-96	I35	**17NEW**CHAP3**I35 From CSAH 19 Near Stacy To 0.5 Mi S - Fence Replacement	100,000	2020
2735-213	MN100	**ITS**MN 100 At Interchanges With: W 77th St, W 70th St, W 50th St/Vernon Ave S, Glenwood Ave, Duluth St And W 36th St-Install Fiber Optic Cable And Cabinet Modifications	115,000	2020
TRF-0051-21	BB	SECT 5310: Scott County-Mobility Management	437,091	2021
TRF-9056-21	BB	SECT 5310: Newtrax-Mobility Management	212,180	2021
TRF-9917-21	BB	SECT 5310: Dakota County-Mobility Management	318,270	2021
2783-167	I35W	**SPP**I35W, Over Mississippi River In Minneapolis- Rehab Bridges 27409 And 27410	834,000	2021
6222-183	US61	**17NEW**CHAP3**US61, From 0.10 Mi N Of Intersection With County Rd B To Intersection With Arcade St In Maplewood- Drainage Infrastructure Repair/Replacement	137,000	2021
TRF-0051-22	BB	SECT 5310: Scott County-Mobility Management	450,204	2022
TRF-9056-22	BB	SECT 5310: Newtrax-Mobility Management	218,545	2022
TRF-9917-22	BB	SECT 5310: Dakota County-Mobility Management	327,818	2022

Staff response: The final TIP will reflect these changes.

Further, MnDOT District 3 made the following changes

Project Deletions

Proj. No.	Route	Description	Total Cost	Deleted From	AQ
071-613-XXX	CSAH 13	Sherburne CSAH 13, Reconstruction and safety improvements at Sherburne CSAH 33 in Elk River	1,250,000	2022	S-10

Changes

Proj. No.	Route	Description	Total Cost	Year	AQ
071-070-040	CSAH 13	Sherburne CSAH 13, Construct roundabout at CR 40 intersection in Elk River	1,000,000	2020	E3
		** AC** Sherburne CSAH 13, Construct roundabout at Sherburne CR 40 intersection and construct roundabout at Sherburne CO CSAH 33 intersection in Elk River	2,250,000		
086-619-034	CSAH 19	Wright County CSAH 19, from Lamplight Dr to N of 70th St in Albertville, Extend multilane roadway	5,000,000	2020	A20
		AC Wright County CSAH 19, from Lamplight Dr to N of 70th St in Albertville, Extend multilane roadway (AC payback in 2020)	2,069,440	2019	
7102-135	US 10	US 10, from Xenia Ave St to Norfolk Ave in Elk River (EBL & WBL), Reconstruction (including bike/ped trail)	8,750,000	2019	S10

Project Additions

Proj. No.	Route	Description	Total Cost	Year	AQ
071-070-040AC1	CSAH 13	** AC** Sherburne CSAH 13, Construct roundabout at Sherburne CR 40 intersection and construct roundabout at Sherburne CO CSAH 33 in Elk River (AC payback 1 of 2)	900,000 AC Payback	2021	E3
071-070-040AC2	CSAH 13	** AC** Sherburne CSAH 13, Construct roundabout at Sherburne CR 40 intersection and construct roundabout at Sherburne CO CSAH 33 in Elk River (AC payback 2 of 2)	768,000 AC Payback	2022	E3
086-619-034AC	CSAH 19	Wright County CSAH 19, from Lamplight Dr to N of 70th St in Albertville, Extend multilane roadway (payback 1 OF 1)	2,930,960 AC Payback	2020	A20

Additionally, Council staff reached out to project sponsors in May 2018, to make sure that project costs and descriptions were accurate. The following changes are reflected in the final TIP:

Local Project Sponsor Changes from Draft 2019-2022 TIP (struck-through = removed; bold = added)

Proj. No.	Route	Change	Year	Comment
027-681-035	CSAH 81	Description: CSAH 81, 0.04 mile N of 71st Ave (CSAH 8) to 0.04 mile S of 83rd Ave 0.1 mile N of 85th Ave in Brooklyn Park-Reconstruct from four-lane divided rural roadway to six-lane divided urban roadway, multi-use trail00	2019	Terminus extended to include striping to tie back into the in-place roadway geometrics.
010-090-008	Ped/Bike	Description: Along MN 5 from Minnewashta Pkwy in Victoria to Century Blvd in Chanhasseen- Reconstruct Construct MN 5 Regional Trail Total Cost: \$1,490,184 \$2,235,000	2019	Local update.
002-678-025	CSAH 78	Total Cost: \$3,134,160 \$4,033,133	2020	Local update.
091-090-087	Ped/Bike	Total Cost: \$1,075,000 \$1,200,000	2020	Local update. Local cost added.
168-010-004	MN 156	Total Cost: \$9,450,000 \$13,627,000	2021	Local update. Additional cost local.
163-291-008	MSAS 291	Description: MSAS 291 (Beltline Blvd) from W 36th St to Minnetonka Blvd & CSAH 25 from Beltline Blvd to Lynn Ave, and <u>Lynn Ave from CSAH 25 to Minnetonka Blvd</u> in St Louis Park-Construct pedestrian facilities and streetscaping elements	2020	Local update.
090-080-017	BB	Description: Apple Valley Transit Station expansion. Expand capacity by 330 spaces at Cedar Ave and Garret Ave	2019	Local update
141-030-047	MSAS 25	Description: MSAS 25 313 (Hennepin Ave) from MSAS 86 186 (Spruce Place) to MSAS 75 375 (13th St) and on MSAS 79 179 (Harmon Place) from MSAS 23 223 (10th St) to MSAS 25 225 (12th St) in Mpls-Install mast arms on five traffic signals	2021	Local sponsor correction.
141-030-042	Ped/Bike	Total Cost: \$2,017,440 \$2,257,440 Local: \$937,440 \$1,177,440	2019	Local update.
027-681-038	CSAH 81	Total Cost: \$14,850,000 \$15,650,000 Local: \$7,850,000 \$8,650,000	2021	Local update.
027-681-037	CSAH 81	Total Cost: \$671,000 \$707,000 Local: \$549,000 \$198,600	2021	Local update.
027-635-034	CSAH 35	Total Cost: \$1,012,738 \$1,806,000 Local: \$262,562 \$1,055,824	2020	Local change due to ADA improvements triggering signal revisions.
027-617-030	CSAH 17	Total Cost: \$2,025,000 \$1,875,000 Local: \$1,004,400 \$854,400	2019	Local update.
027-603-068	CSAH 3	Total Cost: \$935,662 \$990,000 Local: \$229,502 \$238,840	2019	Local update.
027-090-025	Ped/Bike	Total Cost: \$637,200 \$664,000 Local: \$106,200 \$133,000	2020	Local update.
027-030-046	Local 99	Total Cost: \$572,400 \$597,000 Local: \$95,400 \$120,000	2020	Local update.
110-129-006	US 169	Total Cost: \$15,000,000 \$10,500,000 Local: \$8,000,000 \$3,500,000	2021	Local update. Also AC to 2020

Other changes were made as projects evolved:

- 082-596-005. A 2018-2021 TIP amendment changed the total project cost from \$12,900,000 to \$13,650,000. All additional costs will be absorbed by the applicant. This change is reflected in the final TIP.
- 8286-81. A 2018-2021 TIP amendment changed the project description to eliminate removal of a concrete median and add reconstruction of all four ramp loops. This change is reflected in the final TIP.
- Three MnDOT-sponsored mobility Management projects were added. See the below tables:

Project 1

SEQ #	State Fiscal Year	A T P	Dist	Route System	Project Number (S.P. #)	Agency	Description include location, description of all work, & city (if applicable)			
2077	2019	C	M	BB	TRF-9117-19	MnDOT	Section 5310; Dakota County; Mobility Management			
Prog	Type of Work			Funds	Total \$	FTA \$	TH \$	Other \$		
NB	Operate Bus			FTA	300,000	240,000	-	60,000		

Project 2

SEQ #	State Fiscal Year	A T P	Dist	Route System	Project Number (S.P. #)	Agency	Description include location, description of all work, & city (if applicable)			
2072	2019	C	M	BB	TRF-9056-19	MnDOT	Section 5310; Newtrax; Mobility Management			
Prog	Type of Work			Funds	Total \$	FTA \$	TH \$	Other \$		
NB	Operate Bus			FTA	200,000	160,000	=	40,000		

Project 3

SEQ #	State Fiscal Year	A T P	Dist	Route System	Project Number (S.P. #)	Agency	Description include location, description of all work, & city (if applicable)			
2071	2019	C	M	BB	TRF-0051-19	MnDOT	Section 5310; Scott County; Mobility Management			
Prog	Type of Work			Funds	Total \$	FTA \$	TH \$	Other \$		
NB	Operate Bus			FTA	420,000	336,000	-	84,000		