

*TRANSPORTATION ADVISORY BOARD  
Of the Metropolitan Council*

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*Notice of a Meeting of the*  
**TECHNICAL ADVISORY COMMITTEE**

Wednesday, September 2, 2015  
Metropolitan Council  
9:00 A.M.

**AGENDA**

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of June 3, 2015, Minutes**
4. **TAB Report – Elaine Koutsoukos**
5. **Committee Reports**
  - **Executive Committee** (Steve Albrecht, Chair)
  - **Funding and Programming Committee** (Tim Mayasich, Chair)
    - **Action Item 2015-37 Anoka County Scope Change**
    - **Action Item 2015-39 Anoka County TIP Amendment**
    - **Action Item 2015-40 Scott County Defederalization**
  - **Planning Committee** (Lisa Freese, Chair)
    - **Action Item 2015-36 2016 Unified Planning Work Program**
6. **Special Agenda Items**
  - **Regional Solicitation**
    - **2016 Schedule**
    - **2014 Sensitivity Analysis**
  - **Public Participation Plan** (Michelle Fure and Noel Nix)
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click here to print all agenda items at once.

Streamlined Amendments going to TAB in September. Contact Joe Barbeau with questions at 651-602-1705.

None

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*Transportation Advisory Board  
Of the Metropolitan Council*

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**Minutes of a Meeting of the  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, June 3, 2015  
9:00 A.M.**

**Members Present:** Doug Fischer, Brian Sorenson, Jim Grube, Tim Mayasich, Lisa Freese, Jan Lucke, Steve Bot, Elaine Koutsoukos, Mark Filipi, Adam Harrington, Pat Bursaw, Innocent Eyoh, Bridget Rief, Beverley Miller, Danny McCullough, Karl Keel, Jean Keeley, Steve Albrecht, Paul Oehme, Michael Thompson, Bruce Loney, Steve Hay, Jack Byers, Paul Kurtz (Members Excused: Michael Larson, Kim Lindquist)

**1. Call to Order**

The meeting was called to order at 9:00 a.m.

**2. Approval of Agenda**

Steve Albrecht recommended that Action Items 2015-32 and 2015-28 be switched on the agenda. Mark Filipi moved and Michael Thompson seconded. No discussion. Motion passed.

**3. Approval of March Minutes**

The May 6, 2015, 2015 meeting minutes were approved as written. Mark Filipi moved and Pat Bursaw seconded. No discussion. Motion passed.

**4. TAB Report**

Elaine Koutsoukos reported on the May 20, 2015 TAB meeting.

**Reports:**

TAB Chair: James Hovland did not have a report.

Met Council, MPCA, MnDOT: No reports

MAC: Carl Crimmins reported that the expansion of Humphrey terminal was on hold, as Sun Country may be downsizing.

TAC Report: Steve Albrecht, TAC Chair, reported that TAC members had an initial discussion on the 2016 CMAQ funding re-allocation. They reviewed several alternatives and decided to send the item to the Funding & Programming Committee for further review of the details. Funding & Programming Committee will meet after the TAB decides on the list of projects for the Regional Solicitation and this will assist in narrowing down alternatives. It is expected that three additional transit projects, the Transit On-Board Survey, and two Trail or Pedestrian projects can be funded.

**Action Items:**

1. 2015-25                      2015-2018 Streamlined TIP Amendment was approved for St. Croix Boom Site, in

Washington County. Civil engineering is being added to the project scope and increases the project cost by \$75,500. The funding will come from unused preliminary engineering from another project for this site.

2. 2015-23 Scope Change Request for Hennepin Co
3. 2015-24 2015 TDM Solicitation Release Authorization
4. 2015-22 2014 Regional Solicitation list of projects were approved and will be included in the Draft 2016-2019 TIP. TAB approved the Mid-Level Base Scenario; 51 projects will be funded.

**Information Items:**

- Steve Peterson, MTS, presented information on Principal Arterial Intersection Conversion Study.

**5. Committee Reports**

**A. Executive Committee (Steve Albrecht, Chair)**

Steve Albrecht reported that the new MnDOT-Freight representative will be John Tompkins. Duane Schwartz's (Roseville) position has not yet been filled by Metro Cities. Jim Grube is now joining TAC from Hennepin County. The July meeting of the TAC will likely be cancelled, and a formal email with that determination will be sent as the date approaches.

**B. Funding and Programming Committee (Tim Mayasich, Chair)**

**2015-26: Metro Transit TIP Amendment**

Tim Mayasich presented this item. Mark Filipi moved and Adam Harrington seconded. Motion passed.

**2015-27: HSIP Solicitation Project Selection**

Tim Mayasich presented this item. Mark Filipi moved and Pat Bursaw seconded. Motion passed.

**2015-229: Hopkins Scope Change**

Tim Mayasich requested a presentation from Hopkins staff and noted that other funding options are available as part of the staff report. Adam Harrington stated that this project had a huge overmatch to begin with, nearly 50/50 funding split, so it might not be necessary to further pull funds as a result of the project change. Doug Fischer said that the 4.3 option sounded reasonable with a \$5.5 million award. Michael Thompson asked how the remaining \$500,000 would be funded. Hopkins staff suggested that Southwest Project Office could contribute, however given the concerns about cost overruns on the project, that is not a given. Karl Keel pointed out that \$5 million in savings has already been achieved as a result of the private developer taking on more work.

Doug Fischer moved to recommend option 4.3 to the TAB. Karl Keel seconded. Tim Mayasich noted that Funding & Programming mostly spoke about the project itself, not the funding options. Motion passes.

**2015-31: Hastings Scope Change**

Tim Mayasich requested a presentation from Hastings staff. Michael Thompson stated that this new project as scoped meets the original intent of the original project. Karl Keel appreciated that the project is all segments together.

Michael Thompson moved and Pat Bursaw seconded. Motion passed.

**2015-28: CMAQ 2016 Funding Options**

Steve Peterson presented the information that went to Funding & Programming.

Tim Mayasich moved and Adam Harrington seconded. Motion passed.

**2015-32: Draft 2016-2019 TIP**

Joe Barbeau, Mary Gustafson, and Tom Styrbicki presented on the content of the TIP. Steve Bot asked if all districts are doing CHIP documents. Pat Bursaw responded yes, and that there is no need for the 7W part of District 3 to be incorporated into the Metro CHIP because it is a programming document, not a planning document.

Tim Mayasich moved and Innocent Eyoh seconded. Motion passed.

**C. Planning Committee** (Lisa Freese, Chair)

The Planning committee met in April for information items. We would like to get more involvement in MTS' discussion of performance measures. Conversations were also had on the PA study and the CHIP. As a result of MTS' meetings with all seven counties, it is clear that more work needs to be done on data collection.

**6. Special Agenda Items**

There were no special agenda items.

**7. Agency Reports**

There were no agency reports.

**8. Other Business and Adjournment**

There being no other business, the meeting adjourned at 10:22AM.

**Prepared by:**

Katie White

**ACTION TRANSMITTAL No. 2015-37**

**DATE:** August 21, 2015  
**TO:** Technical Advisory Committee  
**FROM:** TAC Funding & Programming Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Scope Change Request for Anoka County CSAH 116 Reconstruction Project  
**REQUESTED ACTION:** Anoka County requests a scope change to modify the scope of its STP-funded project (SP # 002-716-015) in 2016 to modify project length, modify access, and add a turn lane.  
**RECOMMENDED MOTION:** TAC Funding & Programming Committee recommends approval of the request to modify the scope for the STP-funded project (SP # 002-716-015) in 2016 to modify project length, modify access, and add a turn lane.

**BACKGROUND AND PURPOSE OF ACTION:** Anoka County received \$7,000,000 (\$7,840,000, adjusted for inflation) in Surface Transportation Program (STP) funding for reconstruction of CSAH 116 (Bunker Lake Blvd) in the 2011 Regional Solicitation. The County is requesting a scope change that would allow for the following changes:

- Total project construction cost increases from \$11,477,760 to \$11,581,964.
  - Does not include \$926,557 for design engineering.
- Extend the west terminus to Crane Street. Current terminus is “just E of Crane Street.” This change accommodates the addition of a lane on southbound Crane Street (see next bullet).
- Add a second outbound lane on Crane Street (one right turn lane and one through / left turn lane).
- Extend the east terminus to .1 mile east of Van Buren Street. Current terminus is Jefferson Street. Left turn lanes are proposed in both eastbound (left into senior housing complex) and westbound (left to Van Buren Street) directions.
- Add trail on the north side of CSAH 116 between Crane Street and former west terminus to fill in the gap between proposed and existing trails
- Wintergreen Street: change access from right-in / right-out to  $\frac{3}{4}$  access.
- Butternut Street: change access from right-in / right-out to  $\frac{3}{4}$  access.
- Anoka County Farms (125 Bunker Lake Blvd NE): change access from right-in / right-out to full access.
- Terrace Road: change from a cul-de-sac to right-in / right out.

**RELATIONSHIP TO REGIONAL POLICY:** Projects that receive funding through the regional solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review

and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications. A TIP amendment accompanies this request.

**STAFF ANALYSIS:** Staff reviewed the submitted scope change request. The project originally scored 743 points and was ranked first out of seven projects that applied in the “A” Minor Relievers category. Staff review, which included sharing the proposed update with some of the scorers from the 2011 solicitation, examined whether the updated project would have scored well enough to be funded. Potentially changed scores are shown underlined in the “New” column on the second table below. They include a slight decrease in crash reduction cost effectiveness (due to the increase in cost) and decreases in two access management-related categories (due to the relaxation of access management measures). Staff also assigned additional points for an air quality improvement cost effectiveness, which is based on updated modeling. Even without this increases, the adjusted score of 716 is above the score of the project that finished second (708 points). That project was also funded.

Most of the points reduced are related to access. The original application sold the project in part on safety and limiting the number of full access entrances onto CSAH 116. The original application reduced access for four intersections. The updated project only reduces access at two of these intersections; neither to the level originally proposed:

Intersection	Original Scope	Proposed Scope
Wintergreen St. (T Intersection)*	Full to right-in / right-out	$\frac{3}{4}$ (re-allow left-in)
Butternut St. (T-Intersection)	Full to right-in / right-out	$\frac{3}{4}$ (re-allow left-in)
Anoka County Farms (T-Intersection)	Full to right-in / right-out	Maintain full access
Terrace Rd. (T-Intersection)	Right-in / right-out to no access	Maintain right-in / right-out

\*Note that the attached letter indicates this intersection to have a reduction in access from the original application. Staff disagrees. It appears to have originally been proposed as right-in / right-out and is now proposed as a  $\frac{3}{4}$  intersection; an increase in access from the original application.

#	Category	Max	Orig	New	Notes
A	Relative Importance of Route	100	69	69	Not provided to scorer: Not likely to change
B.1	Crash Reduction	100	60	60	Scorer reports that score would not change
B.2	Air Quality	100	100	100	Scorer reports that project would have slight air quality improvement (but already at top score)
B.3	Congestion Reduction	150	100	100	Scorer reports that score not likely to change
C.1	Crash Reduction Cost Effectiveness	125	38	<u>33</u>	Scorer reports that <u>slight reduction</u> in score due to increased project cost.
C.2	Congestion Reduction Cost Effectiveness	75	40	40	Scorer reports that score not likely to change
C.3	Air Quality Cost Effectiveness	75	45	<u>55</u>	Scorer reports 33% improvement in cost per kg reduced. Staff therefore assumes score increase of 33% of gap to top score (10 points)
D.1	Development Framework Planning Area Objectives	100	27	27	Not provided to scorer: Not likely to change
D.2	Progress Toward Affordable Housing Goals	50	15	15	Not provided to scorer: Not likely to change
D.3	Land Use And Access Mgmt Planning	75	65	<u>60</u>	Scorer reports a <u>reduction of 5 points</u>
D.4	Access Management Improvements	75	50	<u>33</u>	Scorer reports a <u>reduction of 17 points</u>
D.5	Integration of Modes	125	103	103	Scorer retired. Assume no change.
E	Maturity of Project Concept	100	31	31	Scorer reported that score would not change.
<b>TOTAL</b>		<b>1250</b>	<b>743</b>	<b>726</b>	

**COMMITTEE COMMENTS AND ACTION:** At its August 20, 2015, meeting, the TAC Funding and Programming Committee unanimously recommended approval of the scope change request as requested by the County.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	8/20/2015
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



# Anoka County

## TRANSPORTATION DIVISION

Highway

Douglas W. Fischer, PE  
County Engineer

July 20, 2015

Mr. Joseph Barbeau  
Funding and Programming  
390 Robert Street North  
St. Paul, MN 55101

Dear Mr. Barbeau,

In 2011 Anoka County applied for and received STP funding for the reconstruction of CSAH 116 (Bunker Lake Blvd. NW) from Crane St. to Jefferson St. in the Cities of Andover and Ham Lake. The funding is in the 2015-2018 STIP in the year 2016 in the amount of \$11,477,760 with \$7,840,000 in federal funds.

As part of the public involvement process and discussions within the project management team meetings and the Cities several changes are being proposed based on safety and mobility of the traveling public. Anoka County is requesting a scope change due to a change in the project length, minor access changes, and turn lane addition on Crane St. in Andover.

Trail has been added along the north side of Bunker Lake Boulevard from the beginning of the reconstruction to the west to Crane St. This additional trail will connect the proposed trail to the east with the existing trail to the west of Crane St. Without this piece of trail there would be a 500' gap in the continuity of the trail.

We are proposing the addition of a second outbound lane on Crane St. in Andover. With the closure of the left out movement at Wintergreen St. it was shown that significant additional left turning vehicles would be making that move from the Crane St. intersection. A left turn lane is proposed to separate that traffic from the right turns.

The original concept indicated that Wintergreen St. would be reduced to a right in/right out access. This design would force eastbound vehicles wishing to turn north on Wintergreen St. to cross the BNSF tracks, do a U-turn at Sycamore St. and then travel back across the tracks increasing train/vehicle exposure. We are proposing a  $\frac{3}{4}$  access with an eastbound left in to Wintergreen St. to avoid traffic crossing the tracks and allow for a safe turning movement for residents.

Several access changes are being proposed in the area from Butternut St. in Andover to Terrace Road in Ham Lake. The original design proposed a full access at Butternut St., two right in/right out driveways and a cul-de-sac at Terrace Rd. We are proposing a  $\frac{3}{4}$  access at Butternut, a full access at one of the driveways with the other remaining right in/right out and right in/right out access at Terrace Rd. The full access at one of the driveways is proposed to allow access for the

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two commercial property uses on the north side of Bunker Lake Blvd. This access will allow the traffic to and from TH 65 to the salvage yard and will allow access to Anoka County Farms which is a destination for many school field trips. Without this access buses coming from the east be forced to travel to TH 65 to make a U-turn. Likewise vehicles coming from the salvage yard would be forced to Butternut St. to make a U-turn to head back to TH 65 for an additional 0.8 miles. As a compromise to this additional full intersection we propose to reduce the access at Butternut to ¾ which would reduce that access to conditional secondary (right in/right out/left in).

In addition to the access change we are proposing to lengthen the project by 0.4 miles to the east end. During the public involvement process it was identified that the end of the project and the transition back to the existing two lane section was happening in the area of the intersection of Van Buren St. /entrance to a senior housing complex. It was felt that this transition in an area where many seniors would be trying to turn left from a thru lane would create an unsafe situation. We propose to add left turn lanes in both directions with a painted median to provide a safe turning refuge.

Anoka County feels that the proposed changes were warranted and enhance the safety of project while still meeting the intent of the original design.

Attached is the additional information as requested. If you have any questions or need any additional information please contact me at 736-862-4248 or [gina.pizzo@co.anoka.mn.us](mailto:gina.pizzo@co.anoka.mn.us).

Sincerely,



Gina Pizzo

# SCOPE CHANGE REQUEST

CSAH 116 (Bunker Lake Blvd. NW) from Crane St. to Jefferson St.  
S.P. 002-716-015  
Anoka County, Minnesota

## REVISED PROJECT DESCRIPTION

### **CSAH 116 – Crane through Van Buren St. NE Reconstruction**

The proposed project reconstructs CSAH 116 to a four lane divided urban roadway with dedicated right and left turn lanes from approximately 600' east of Crane St. in the City of Andover to approximately 600' east of Van Buren St. NE in the City of Ham Lake. The last 1300' in the City of Ham Lake is a transition to the existing 2 lane rural section and will not have a raised center island. This portion will provide painted channelization at the intersection with Van Buren St. and the senior housing development entrance to the north. This project includes the addition of a right turn lane on Crane St. and the realignment of the Prairie Road intersection. The project also includes the addition of bus/truck pull out lanes at the crossing with the Burlington Northern Santa Fe Railroad to be used by vehicles that are required to stop at the crossing.

The project will include the construction of trail along the north side of CSAH 116 from Crane St. to Jefferson St. and along the south side of CSAH 116 from Crane St. and across the BNSF tracks to connect to an existing trail in Bunker Hills Regional Park. There will also be two other trail connections made to Bunker Hills Park trails; one at the Prairie Road intersection and another from the trail along the north side of CSAH 116 thru a pedestrian underpass approximately 1400' east of Prairie Road. This underpass connection will continue east in the Park to the Goldenrod St. NW/New Park entrance intersection. The trail crossings with the BNSF Railroad will include pedestrian gate arms to provide safe pedestrian crossings at the tracks.

This project is approximately 2.7 miles in length.

## WORK TO BE COMPLETED

Submit 95% plans to State Aid for review .....	September 2015
Permits .....	September 2015
Right of Way Acquisition complete .....	December, 2015
Plan Approval .....	November 2015
Advertise for bids .....	December 2015

## **PROJECT LOCATION MAP**

A map showing the location of the project within the area and the region is attached as Exhibit 1.

## **PROJECT LAYOUT**

The proposed project layout is attached as Exhibit 2.

## **REVISED PROJECT COST ESTIMATE**

The revised project cost estimate is attached as Exhibit 3.

## **RECALCULATED RESPONSES TO KEY CRITERIA**

Below you will find computations for key components of the STP application.

*B.1.a*

*AR-11-01*

*From Application:*

*AADT:  $17,600 + 19,200/2 = 18,400$  (average of 2007 and 2009 volumes)*

*No of Years: 3*

*No of Crashes: 114*

*Segment Length: 2.3 miles*

*Crash Rate:  $114 * 1,000,000 / (365) (3) (18,400) (2.3) = 114,000,000 / 46,340,400 = 2.46$*

*The crash rate for CSAH 14 is 2.46.*

**Recomputed crash rate:**

***AADT:  $17,600 + 19,200/2 = 18,400$  (average of 2007 and 2009 volumes)***

***No of Years: 3***

***No of Crashes: 114***

***Segment Length: 2.7 miles***

***Crash Rate:  $114 * 1,000,000 / (365) (3) (18,400) (2.7) = 114,000,000 / 46,340,400 = 2.10$***

***The crash rate for CSAH 14 is 2.10.***

## **B.2 Air Quality. (original)**

Segment Length = 2.3 miles

Posted Speed Limit = 55 mph

### **Existing Conditions**

Free-flow travel time =  $(2.3 \text{ mile} / 55 \text{ mph}) \times 60 = 2.51 \text{ minutes}$

Signalized intersection delay: (1 location – Prairie Rd) = 75 seconds; (1 location – Jefferson St) = 50 seconds = 125 seconds = 2.1 minutes

Mid-block Delays due to left-turns at minor streets/drives (1 location)

Mid-block delay =  $1 \times 10 \text{ seconds} = 10 \text{ seconds} = 0.2 \text{ minutes}$

**Arterial Speed =  $(2.3 / (2.51 + 2.1 + 0.2 \text{ minutes})) \times 60 = 28.7 \text{ mph}$**

### **Proposed Conditions**

Free-flow travel time =  $(2.3 \text{ mile} / 55 \text{ mph}) \times 60 = 2.51 \text{ minutes}$

Signalized intersection delay (1 location – Prairie Rd) = 30 seconds; (1 location – Jefferson St) = 30 seconds = 60 seconds = 1 minute

All mid-block delays due to left-turns at minor streets/driveways will be reduced to zero due to the center median and left-turn lanes at full intersections.

**Arterial Speed =  $(2.3 / (2.51 + 1.0 \text{ minutes})) \times 60 = 39.3 \text{ mph}$**

## **New:**

## **B.2 Air Quality. (original)**

Segment Length = 2.7 miles

Posted Speed Limit = 55 mph

### **Existing Conditions**

Free-flow travel time =  $(2.7 \text{ mile} / 55 \text{ mph}) \times 60 = 2.95 \text{ minutes}$

Signalized intersection delay: (1 location – Prairie Rd) = 75 seconds; (1 location – Jefferson St) = 50 seconds = 125 seconds = 2.1 minutes

Mid-block Delays due to left-turns at minor streets/drives (1 location)

Mid-block delay =  $2 \times 10 \text{ seconds} = 20 \text{ seconds} = 0.33 \text{ minutes}$

**Arterial Speed =  $(2.7 / (2.95 + 2.1 + 0.33 \text{ minutes})) \times 60 = 30 \text{ mph}$**

### **Proposed Conditions**

Free-flow travel time =  $(2.7 \text{ mile} / 55 \text{ mph}) \times 60 = 2.95 \text{ minutes}$

Signalized intersection delay (1 location – Prairie Rd) = 30 seconds; (1 location – Jefferson St) = 30 seconds = 60 seconds = 1 minute

All mid-block delays due to left-turns at minor streets/driveways will be reduced to zero due to the center median and left-turn lanes at full intersections.

**Arterial Speed =  $(2.7 / (2.51 + 1.0 \text{ minutes})) \times 60 = 46.15 \text{ mph increase of 6.9mph}$**

## **VMT Calculations (original)**

Annual VMT (commute trips)/250 (number of work days in a year) = miles/day

Annual VMT:  $15,900 \text{ (2011 counts)} \times 2.3 \text{ (project length)} \times 365 \text{ (year)} = 13,348,050$   
 $= 13,348,050 / 250 = 53,392 \text{ miles/day}$

Based on the analysis, the peak hour average speed will increase by approximately 11 mph on this segment after proposed project improvements. Using the MOBILE5B emission factors and Vehicle Emissions Reduction Worksheet, total emissions for baseline and build conditions were calculated. Total emissions reduction due to the proposed improvements is 293.1 kilograms/day. Please refer to Attachment F for a copy of the worksheet and Attachment G for traffic volume counts.

**VMT Calculations (original)**

Annual VMT (commute trips)/250 (number of work days in a year) = miles/day  
 Annual VMT: 15,900 (2011 counts)\*2.7 (project length)\* 365 (year) = 15,669,450  
 = 15,669,450/250 = 62,678 miles/day

Based on the analysis, the peak hour average speed will increase by approximately 11 mph on this segment after proposed project improvements. Using the MOBILE5B emission factors and Vehicle Emissions Reduction Worksheet, total emissions for baseline and build conditions were calculated. Total emissions reduction due to the proposed improvements is 496.4 kilograms/day. Please refer to Attachment F for a copy of the worksheet and Attachment G for traffic volume counts.

**From original application**

<b>VEHICLE EMISSIONS REDUCTION WORKSHEET (APPENDIX G) System Management</b>					
<b>BASELINE EMISSIONS WITHOUT PROJECT</b>					
Average Weekday Travel Speed Before Installation:				29	mph
	Emissions Factor (grams/mile)*	Daily VMT (miles)	Emissions (kg/day)		
CO Emissions	15.55	53,392	830.2	kg/day	
NO <sub>x</sub> Emissions	1.68	53,392	89.7	kg/day	
VOC Emissions	1.43	53,392	76.4	kg/day	
Total Emissions			996.3	kg/day	
<b>EMISSIONS AFTER PROJECT</b>					
Average Weekday Travel Speed After Installation:				39	mph
	Emissions Factor (grams/mile)*	Daily VMT (miles)	Emissions (kg/day)		
CO Emissions	10.36	53,392	553.143192	kg/day	
NO <sub>x</sub> Emissions	1.72	53,392	91.834584	kg/day	
VOC Emissions	1.09	53,392	58.197498	kg/day	
Total Emissions			703.2	kg/day	
Net Emissions Reductions due to Project			293.1	kg/day	
<b>COST EFFECTIVENESS</b>					
Total Cost of the Project:				\$10,300,000	
Cost Effectiveness:				35138.8112	

\*Use auto emissions factors in Appendix for speeds in F4 and F5

Original 293.1 kg/day

New computations

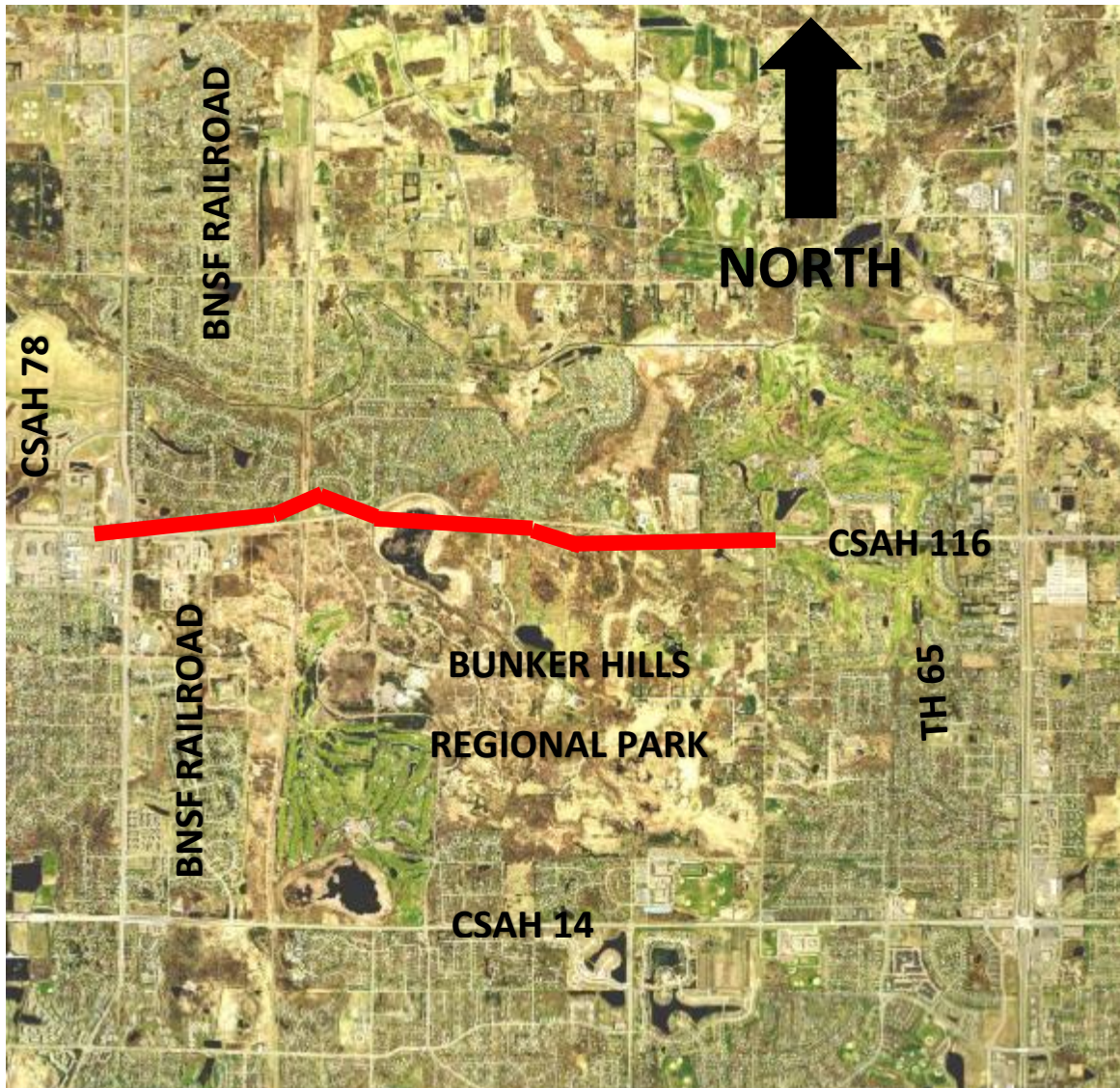
<b>VEHICLE EMISSIONS REDUCTION WORKSHEET (APPENDIX G) System Management</b>					
<b>BASELINE EMISSIONS WITHOUT PROJECT</b>					
Average Weekday Travel Speed Before Installation:				29	mp h
	Emissions Factor (grams/mile)*	Daily VMT (miles)	Emission s (kg/day)		
CO Emissions	15.55	62,678	974.6	kg/day	
NO <sub>x</sub> Emissions	1.68	62,678	105.3	kg/day	
VOC Emissions	1.43	62,678	89.6	kg/day	
Total Emissions			1169.6	kg/day	
<b>EMISSIONS AFTER PROJECT</b>					
Average Weekday Travel Speed After Installation:				46	mp h
	Emissions Factor (grams/mile)*	Daily VMT (miles)	Emission s (kg/day)		
CO Emissions	8.07	62,678	505.81146	kg/day	
NO <sub>x</sub> Emissions	1.73	62,678	108.43294	kg/day	
VOC Emissions	0.94	62,678	58.91732	kg/day	
Total Emissions			673.2	kg/day	
Net Emissions Reductions due to Project			496.4	kg/day	
<b>COST EFFECTIVENESS</b>					
Total Cost of the Project:				\$10,300,000	
Cost Effectiveness:				20748.9877	

**Original 293.1 kg/day**

**New reduction of 496.4 kg/day**

**Increase in reduction of 203.3kg/day**

# PROJECT LOCATION MAP



## EXHIBIT 1

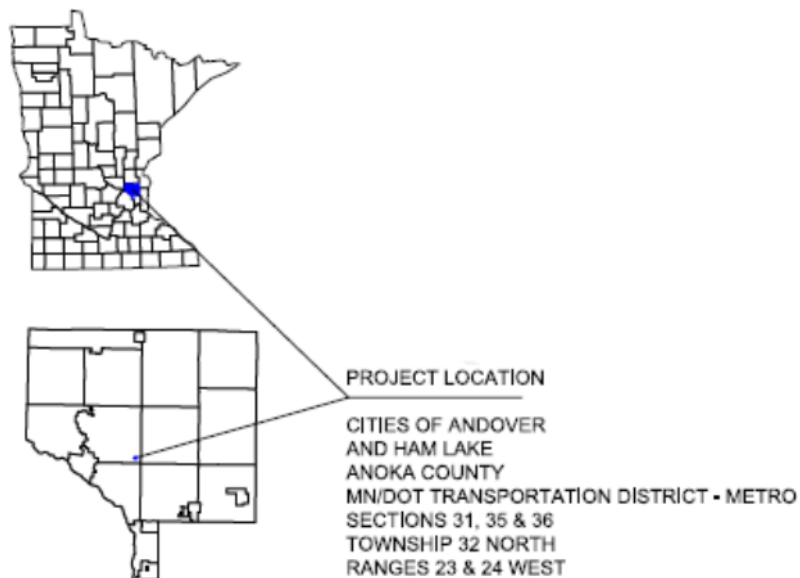


EXHIBIT "A" = Project Layout EXHIBIT "B" = 60% Estimated Cost Share EXHIBIT "C" = Cost Shering Agreement by MARIO 03-16-2015		EXHIBIT 3 07-15-2015 MN.		ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS CSAH 116 (BUNKER LAKE BLVD) FROM CRANE STREET TO EAST OF JEFFERSON STREET																							
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	TOTAL PROJECT QUANTITY		FEDERAL PARTICIPATING										FEDERAL NON-PARTICIPATING											
						COUNTY OF ANOKA SP 002-716-015 (A)		CITY OF ANDOVER SP 198-020-000 (B)		CITY OF HAM LAKE SP 197-020-000, (C)		STORM SEWER (D) COUNTY=69.2% SP 002-716-015 CITY ANDOVER=23.9% SP 198-020-000 HAM LAKE= 6.9% SP 197-020-000 CITY		STATE AID PARTICIPATING				LOCAL									
				QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
2021.501	MOBILIZATION	LUMP SUM	\$550,000.00	1	\$550,000.00	0.783	\$430,650.00	0.119	\$65,450.00	0.025	\$13,750.00	0.073	\$40,150.00														
2031.501	FIELD OFFICE TYPE D	EACH	\$20,000.00	1	\$20,000.00	0.783	\$15,660.00	0.119	\$2,380.00	0.025	\$500.00	0.073	\$1,460.00														
2041.610	TRAINEES	hour	\$1.00	1,800	\$1,800.00	1,800	\$1,800.00																				
2101.501	CLEARING	ACRE	\$3,000.00	10.15	\$30,450.00	10.15	\$30,450.00																				
2101.502	CLEARING	TREE	\$150.00	515	\$77,250.00	515	\$77,250.00																				
2101.506	GRUBBING	ACRE	\$3,000.00	10.15	\$30,450.00	10	\$30,450.00																				
2101.507	GRUBBING	TREE	\$100.00	433	\$43,300.00	433	\$43,300.00																				
2104.501	REMOVE PIPE CULVERTS	LIN FT	\$9.00	1	\$9.00	1	\$9.00																				
2104.501	REMOVE WATER MAIN	LIN FT	\$10.00	300	\$3,000.00			300	\$3,000.00																		
2104.501	REMOVE PIPE SEWERS	LIN FT	\$12.00	940	\$11,280.00	940	\$11,280.00																				
2104.501	REMOVE CURB AND GUTTER	LIN FT	\$2.75	9,964	\$27,401.00	9,964	\$27,401.00																				
2104.501	REMOVE BITUMINOUS CURB	LIN FT	\$3.00	237	\$711.00	237	\$711.00																				
2104.501	REMOVE RETAINING WALL	LIN FT	\$20.00	526	\$10,520.00	526	\$10,520.00																				
2104.501	REMOVE FENCE	LIN FT	\$2.50	50	\$125.00	50	\$125.00																				
2104.503	REMOVE BITUMINOUS WALK	SQ FT	\$0.50	59,726	\$29,863.00	59,726	\$29,863.00																				
2104.503	REMOVE CONCRETE WALK	SQ FT	\$0.90	849	\$764.10	849	\$764.10																				
2104.503	REMOVE CONCRETE MEDIAN	SQ FT	\$1.00	16,603	\$16,603.00	16,603	\$16,603.00																				
2104.505	REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$8.00	15	\$120.00	15	\$120.00																				
2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.80	75,893	\$212,500.40	75,893	\$212,500.40																				
2104.509	REMOVE PIPE APRON	EACH	\$350.00	8	\$2,800.00	8	\$2,800.00																				
2104.509	REMOVE MANHOLE OR CATCH BASIN	EACH	\$350.00	10	\$3,500.00	10	\$3,500.00																				
2104.509	REMOVE BITUMINOUS FLUME	EACH	\$300.00	3	\$900.00	3	\$900.00																				
2104.509	REMOVE CONCRETE FLUME	EACH	\$500.00	2	\$1,000.00	2	\$1,000.00																				
2104.509	REMOVE SIGNAL SYSTEM	EACH	\$6,500.00	2	\$13,000.00	2	\$13,000.00																				
2104.511	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$6.00	153	\$918.00	153	\$918.00																				
2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$3.00	1,048	\$3,144.00	1,048	\$3,144.00																				
2104.523	SALVAGE GATE VALVE & BOX	EACH	\$280.00	1	\$280.00			1	\$280.00																		
2104.523	SALVAGE HYDRANT & VALVE	EACH	\$750.00	4	\$3,000.00			4	\$3,000.00																		
2104.523	SALVAGE SIGN TYPE C	EACH	\$50.00	1	\$50.00	1	\$50.00																				
2104.523	SALVAGE SIGN TYPE SPECIAL	EACH	\$75.00	1	\$75.00	1	\$75.00																				
2104.523	SALVAGE MAIL BOX SUPPORT	EACH	\$40.00	3	\$120.00	3	\$120.00																				
2104.601	HAUL SALVAGED MATERIAL	LUMP SUM	\$1,000.00	1	\$1,000.00	1	\$1,000.00																				
2104.603	ABANDON WATER MAIN	LIN FT	\$2.00	22	\$44.00	22	\$44.00																				
2105.501	COMMON EXCAVATION (EV)	CU YD	\$6.50	78,266	\$508,729.00	78,266	\$508,729.00																				
2105.501	COMMON EXCAVATION (EV) (PONDS)	CU YD	\$7.00	26,120	\$182,840.00	26,120	\$182,840.00																				
2105.505	MUCK EXCAVATION	CU YD	\$8.00	65,309	\$522,472.00	62,397	\$499,176.00			2,912	\$23,296.00																
2105.507	SUBGRADE EXCAVATION (EV)	CU YD	\$6.50	32,593	\$211,854.50	32,593	\$211,854.50																				
2105.522	SELECT GRANULAR BORROW (LV)	CU YD	\$11.00	36,283	\$399,113.00	29,938	\$329,314.35			6,345	\$69,798.65																
2105.607	COMMON BORROW SPECIAL (CV)	CU YD	\$30.00	78	\$2,340.00	78	\$2,340.00																				
2106.607	SELECT GRANULAR EMBANKMENT (CV) (TEMPORARY)	CU YD	\$20.00	859	\$17,180.00	859	\$17,180.00																				
2123.509	DOZER	hour	\$45.00	10	\$450.00	10	\$450.00																				
2130.501	WATER	M GALLON	\$25.00	180	\$4,500.00	180	\$4,500.00																				
2211.501	AGGREGATE BASE CLASS 5	TON	\$17.00	95	\$1,615.00	95	\$1,615.00																				
2211.503	AGGREGATE BASE (CV) CLASS 5	CU YD	\$23.00	24,815	\$570,745.00	24,815	\$570,745.00																				
2221.503	SHOULDER BASE AGGREGATE (CV) CLASS 5	CU YD	\$17.00	444	\$7,548.00	444	\$7,548.00																				
2232.501	MILL BITUMINOUS SURFACE	SQ YD	\$2.00	679	\$1,358.00	679	\$1,358.00																				
2357.502	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	\$3.00	10,798	\$32,394.00	10,798	\$32,394.00																				
2360.501	TYPE SP 9.5 WEARING COURSE MIX (2B)	TON	\$71.00	2,576	\$182,896.00	1,648	\$117,008.00			521	\$36,991.00			407	\$28,897.00												
2360.501	TYPE SP 12.5 WEARING COURSE MIX (2,B)	TON	\$80.00	59	\$4,720.00	59	\$4,720.00																				
2360.501	TYPE SP 12.5 WEARING COURSE MIX (3,F)	TON	\$70.00	25,599	\$1,791,930.00	25,599	\$1,791,930.00																				
2360.502	TYPE SP 12.5 NON WEAR COURSE MIX (3,B)	TON	\$60.00	14,228	\$853,680.00	14,228	\$853,680.00																				
2360.505	TYPE SP 12.5 BITUMINOUS MIXTURE FOR PATCHING	TON	\$85.00	29	\$2,465.00	29	\$2,465.00																				
2401.513	TYPE P-1 (TL-2) RAILING CONCRETE (3Y46)	LIN FT	\$80.00	440	\$35,200.00			440	\$35,200.00																		
2411.618	MODULAR BLOCK RETAINING WALL	SQ FT	\$28.00	4,117	\$115,276.00	2,559	\$71,652.00			1,558	\$43,624.00																
2411.618	ARCH CONC TEXTURE (SPLIT STONE)	SQ FT	\$140.00	6,270.0	\$877,800.00	1,491.0	\$208,740.00			4,779	\$669,060.00																
2412.511	14 x10 PRECAST CONCRETE BOX CULVERT	LIN FT	\$1,050.00	105	\$110,250.00			105	\$110,250.00																		
2412.512	14 x10 PRECAST CONCRETE BOX CULVERT END SECTION	EACH	\$19,000.00	1	\$19,000.00			1	\$19,000.00																		
2422.618	WOOD NOISE BARRIER	SQ FT	\$24.00	36,013	\$864,300.00	36,013	\$864,300.00																				





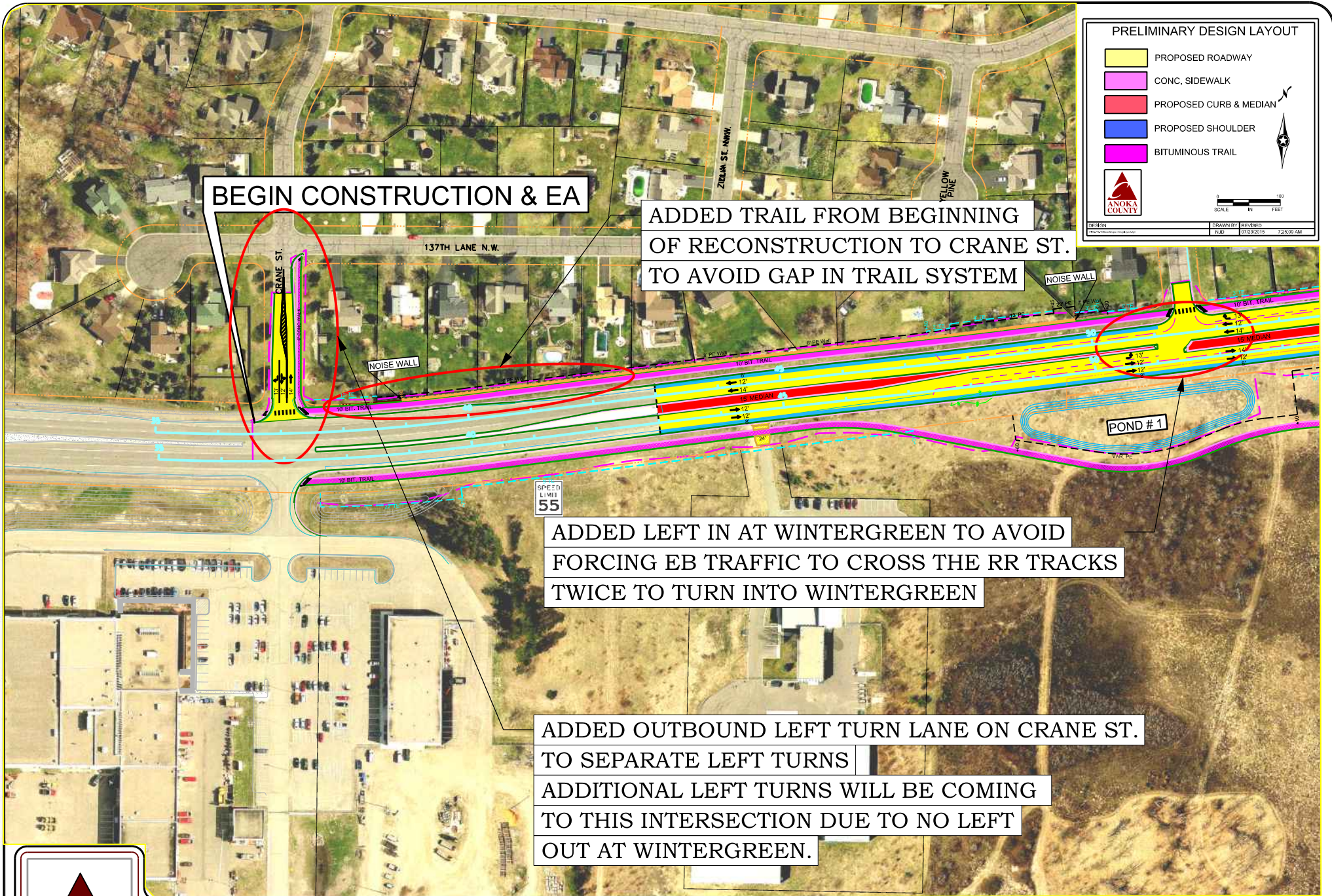
EXHIBIT 3 07-15-2015 MN.				ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS CSAH 116 (BUNKER LAKE BLVD) FROM CRANE STREET TO EAST OF JEFFERSON STREET																						
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	TOTAL PROJECT QUANTITY		FEDERAL PARTICIPATING								FEDERAL NON-PARTICIPATING												
						COUNTY OF ANOKA SP 002-716-015 (A)		CITY OF ANDOVER SP 198-020-000 (B)		CITY OF HAM LAKE SP 197-020-000, (C)		STORM SEWER (D) COUNTY=69.2% SP 002-716-015 CITY ANDOVER=23.9% SP 198-020-000 HAM LAKE= 6.9% SP 197-020-000 CITY		STATE AID PARTICIPATING				LOCAL								
				QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY
2582.502	4" SOLID LINE WHITE - EPOXY	LIN FT	\$0.30	32,510	\$9,753.00	32,510	\$9,753.00																			
2582.502	4" BROKEN LINE WHITE - EPOXY	LIN FT	\$0.40	5,021	\$2,008.40	5,021	\$2,008.40																			
2582.502	8" BROKEN LINE WHITE - EPOXY	LIN FT	\$4.20	160	\$672.00	160	\$672.00																			
2582.502	4" SOLID LINE YELLOW - EPOXY	LIN FT	\$0.60	25,215	\$15,129.00	25,215	\$15,129.00																			
2582.502	4" DOUBLE SOLID LINE YELLOW - EPOXY	LIN FT	\$0.65	3,455	\$2,245.75	3,455	\$2,245.75																			
2582.503	CROSSWALK MARKING - WHITE PREFORMED THERMOPLASTIC	SQ FT	11.00	792	\$8,712.00	792	\$8,712.00																			
SUBTOTAL					\$11,581,964.34		\$9,009,789.35		\$1,381,479.00		\$289,926.65		\$850,769.34		\$25,000.00		\$12,500.00		\$12,500.00							
					<b>11,581,964.34</b>		<b>A</b>		<b>B</b>		<b>C</b>		<b>D</b>		<b>E</b>		<b>F</b>		<b>G</b>		<b>H</b>		<b>I</b>		<b>J</b>	<b>K</b>

Federal Funds Available - SP 002-716-012	\$7,840,000.00
Match Amount (Anoka County)	
<b>Total Federal Funds Available</b>	<b>\$7,840,000.00</b>
% Federal Funding	<b>68.06%</b>

Funding Group:	Group A	Group B	Group C	Group D	Group E	Group F	Group G	Group H	Group I	Group J	Group K
Totals:	\$11,581,964.34	\$9,009,789.35	\$1,381,479.00	\$289,926.65	\$850,769.34	\$12,500.00	\$12,500.00				
Total Federal Eligible Items:	\$11,531,964.34	\$9,009,789.35	\$1,381,479.00	\$289,926.65	\$850,769.34						
Federal Funds Available	\$7,840,000.00	\$6,123,439.98	\$940,216.93	\$197,320.36	\$579,022.73						

**SP 002-716-015, CSAH 116 (From Crane St. to East of Jefferson St.) Improvement Project - FUNDING SPLITS**

PROJECT TOTALS	ANOKA COUNTY				CITY OF ANDOVER					CITY OF HAM LAKE				
	TOTALS	FEDERAL FUNDS	STATE AID FUNDS	LOCAL FUNDS (H)	TOTALS	FEDERAL FUNDS	STATE AID FUNDS	LOCAL FUNDS (I)	LOCAL FUNDS (J)	TOTALS	FEDERAL FUNDS	STATE AID FUNDS	LOCAL FUNDS (G)	LOCAL FUNDS (K)
ROADWAY	10,731,195.00	9,034,789.35	6,123,439.98	2,886,349.37	25,000.00	1,393,979.00	940,216.93	441,262.07	12,500.00		302,426.65	197,320.36	92,606.29	12,500.00
DRAINAGE (69.2% County, 23.9% Andover, 6.9% Ham Lake)	850,769.34	588,401.39	400,458.46	187,942.93		203,472.76	138,480.96	64,991.80			58,895.18	40,083.31	18,811.87	
CONSTRUCTION TOTAL	11,581,964.34	9,623,190.74	6,523,898.44	3,074,292.31	25,000.00	1,597,451.76	1,078,697.89	506,253.87	12,500.00		361,321.83	237,403.67	111,418.16	12,500.00
8% CONSTRUCTION ENGINEERING	926,557.15	769,855.26		767,855.26	2,000.00	127,796.14		126,796.14	1,000.00		28,905.75		27,905.75	1,000.00
DESIGN ENGINEERING														
RIGHT OF WAY														
UTILITY RELOCATION														
<b>PROJECT TOTAL</b>	<b>12,508,521.49</b>	<b>10,393,046.00</b>	<b>6,523,898.44</b>	<b>3,842,147.57</b>	<b>27,000.00</b>	<b>1,725,247.90</b>	<b>1,078,697.89</b>	<b>633,050.01</b>	<b>13,500.00</b>		<b>390,227.57</b>	<b>237,403.67</b>	<b>139,323.91</b>	<b>13,500.00</b>



**PRELIMINARY DESIGN LAYOUT**

- PROPOSED ROADWAY
- CONC. SIDEWALK
- PROPOSED CURB & MEDIAN
- PROPOSED SHOULDER
- BITUMINOUS TRAIL

ANOKA COUNTY

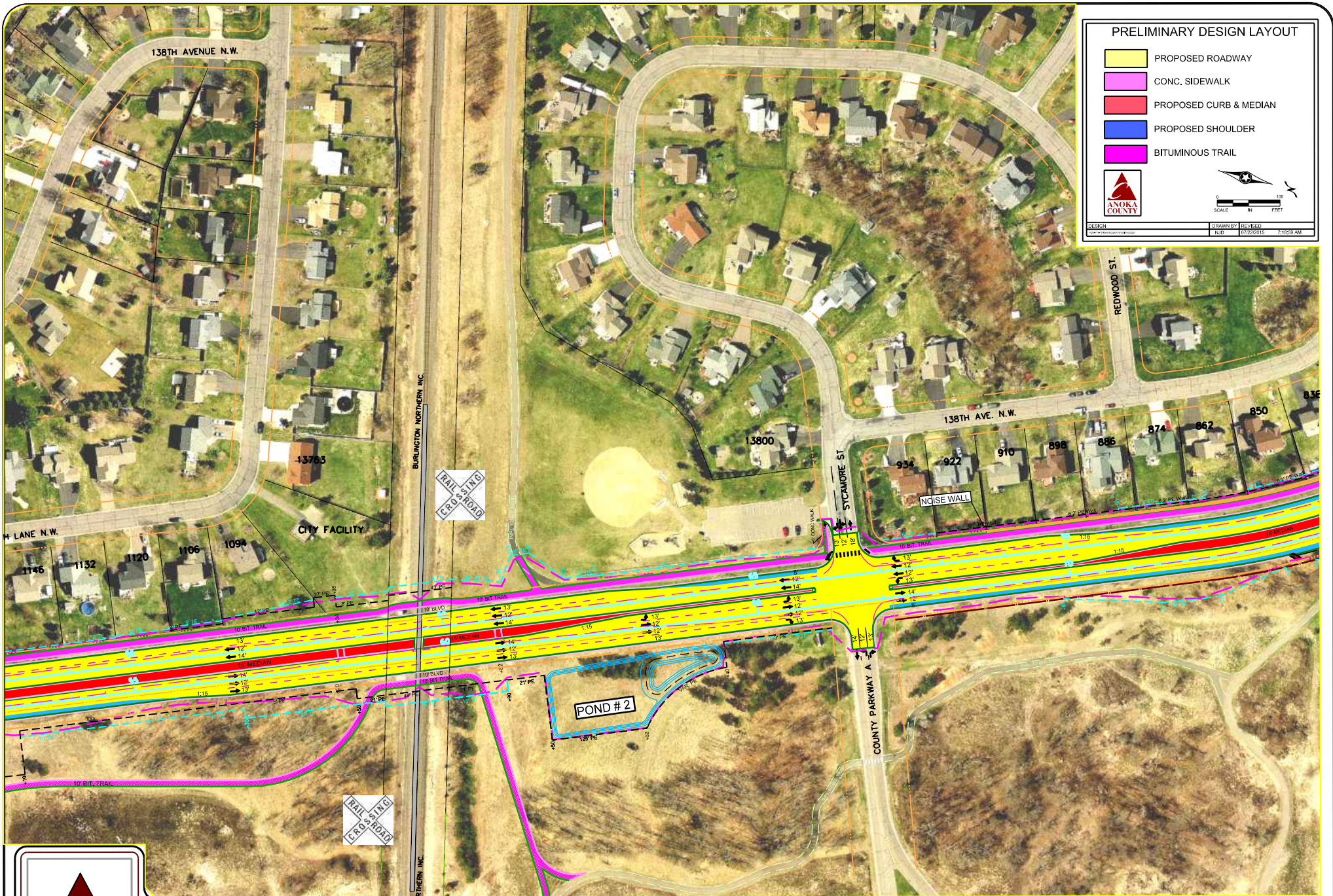
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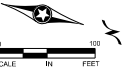
**REVISED LAYOUT**

CSAH 116 - Reconstruction Project  
 Crane St. to 2230' east of Jefferson St.



PRELIMINARY DESIGN LAYOUT

- PROPOSED ROADWAY
- CONC. SIDEWALK
- PROPOSED CURB & MEDIAN
- PROPOSED SHOULDER
- BITUMINOUS TRAIL

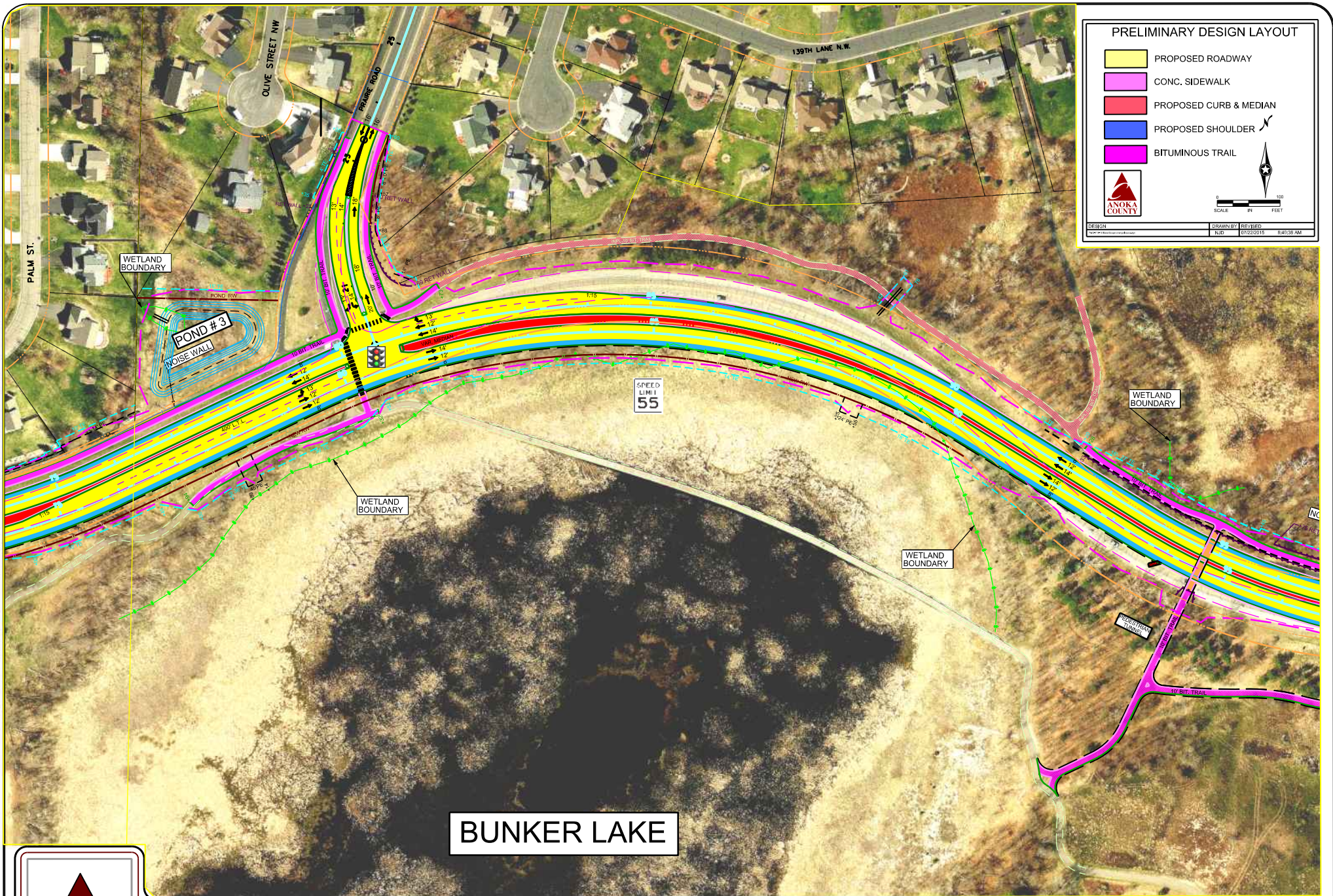


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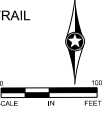
REVISED LAYOUT

CSAH 116 - Reconstruction Project  
Crane St. to 2230' east of Jefferson St.



PRELIMINARY DESIGN LAYOUT

- PROPOSED ROADWAY
- CONC. SIDEWALK
- PROPOSED CURB & MEDIAN
- PROPOSED SHOULDER
- BITUMINOUS TRAIL



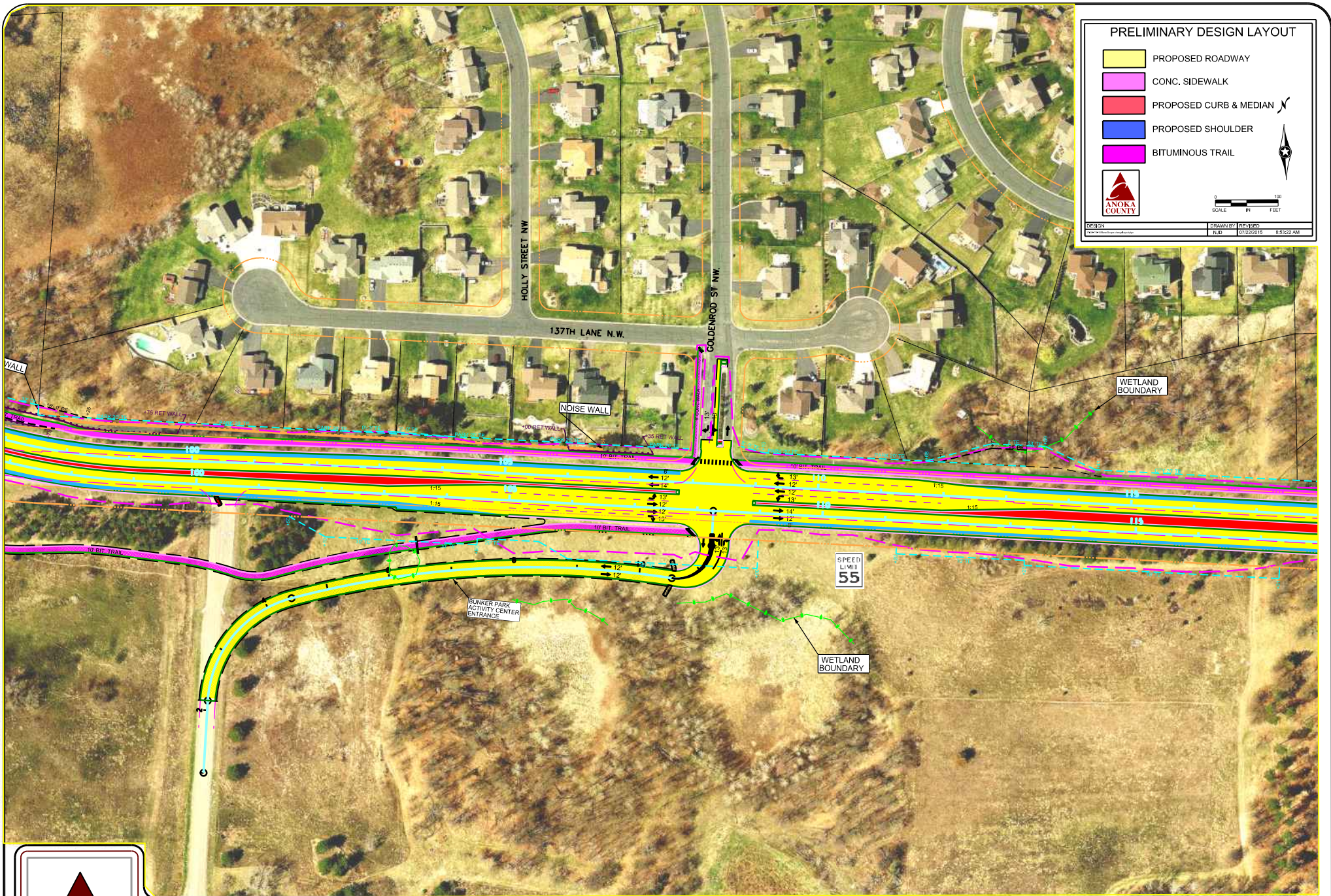
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**BUNKER LAKE**

**REVISED LAYOUT**

CSAH 116 - Reconstruction Project  
Crane St. to 2230' east of Jefferson St.





PRELIMINARY DESIGN LAYOUT

- PROPOSED ROADWAY
- CONC. SIDEWALK
- PROPOSED CURB & MEDIAN
- PROPOSED SHOULDER
- BITUMINOUS TRAIL



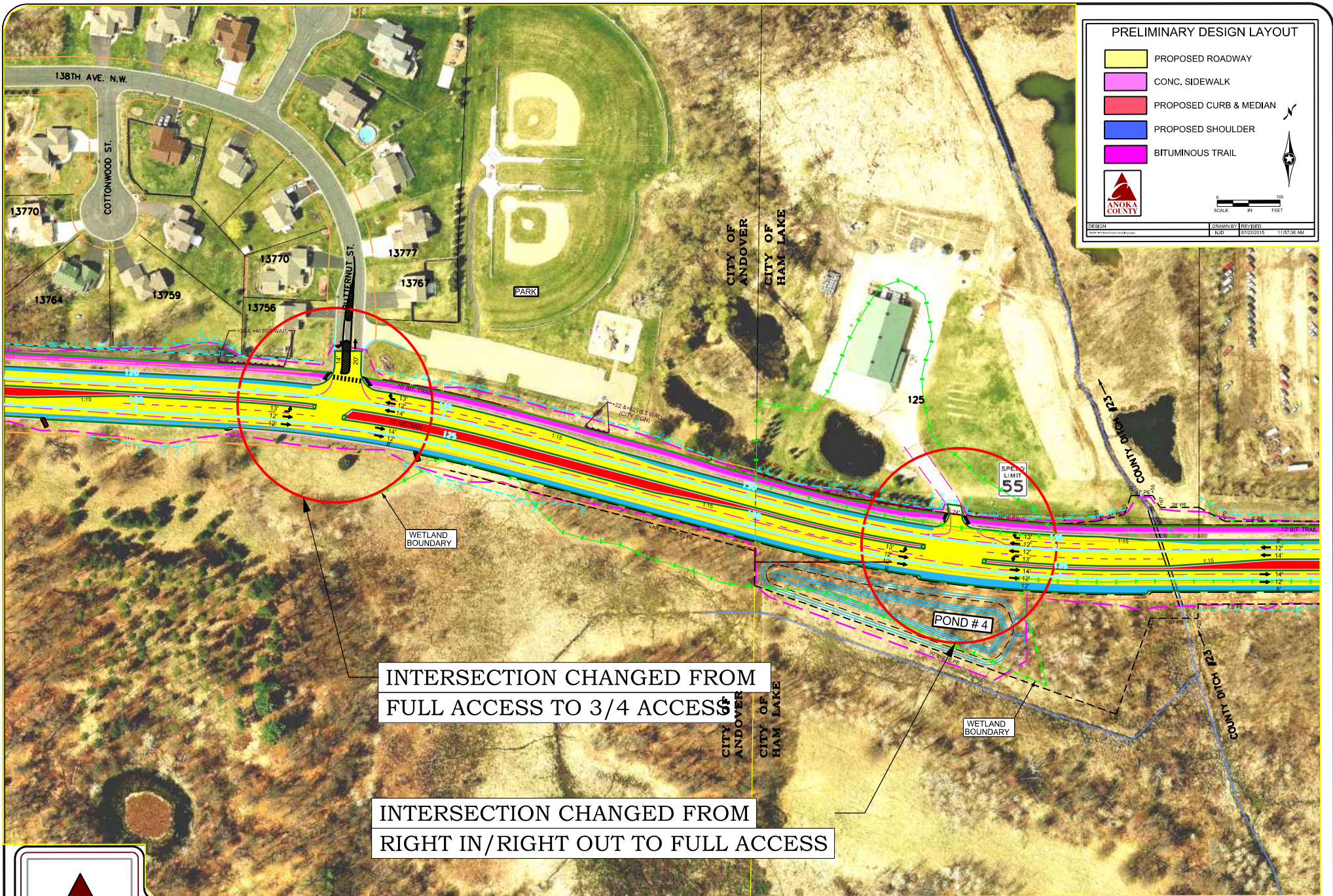
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REVISED LAYOUT

CSAH 116 - Reconstruction Project  
 Crane St. to 2230' east of Jefferson St.



**PRELIMINARY DESIGN LAYOUT**

- PROPOSED ROADWAY
- CONC. SIDEWALK
- PROPOSED CURB & MEDIAN
- PROPOSED SHOULDER
- BITUMINOUS TRAIL

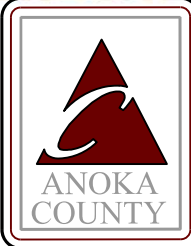
ANOKA COUNTY

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INTERSECTION CHANGED FROM RIGHT IN/RIGHT OUT TO FULL ACCESS

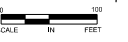


**REVISED LAYOUT**

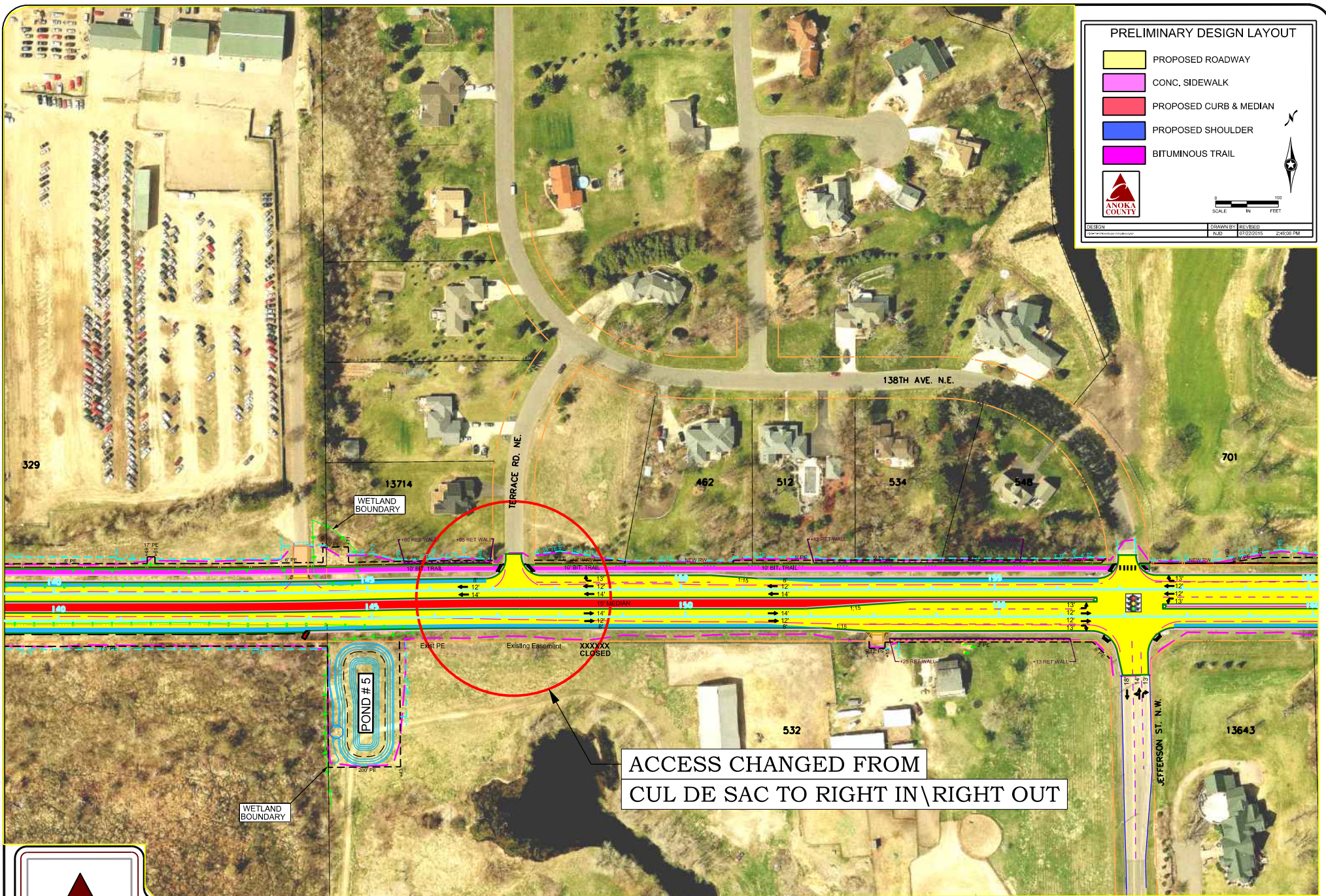
CSAH 116 - Reconstruction Project  
 Crane St. to 2230' east of Jefferson St.

PRELIMINARY DESIGN LAYOUT

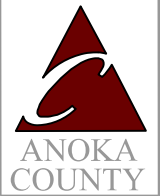
- PROPOSED ROADWAY
- CONC. SIDEWALK
- PROPOSED CURB & MEDIAN
- PROPOSED SHOULDER
- BITUMINOUS TRAIL



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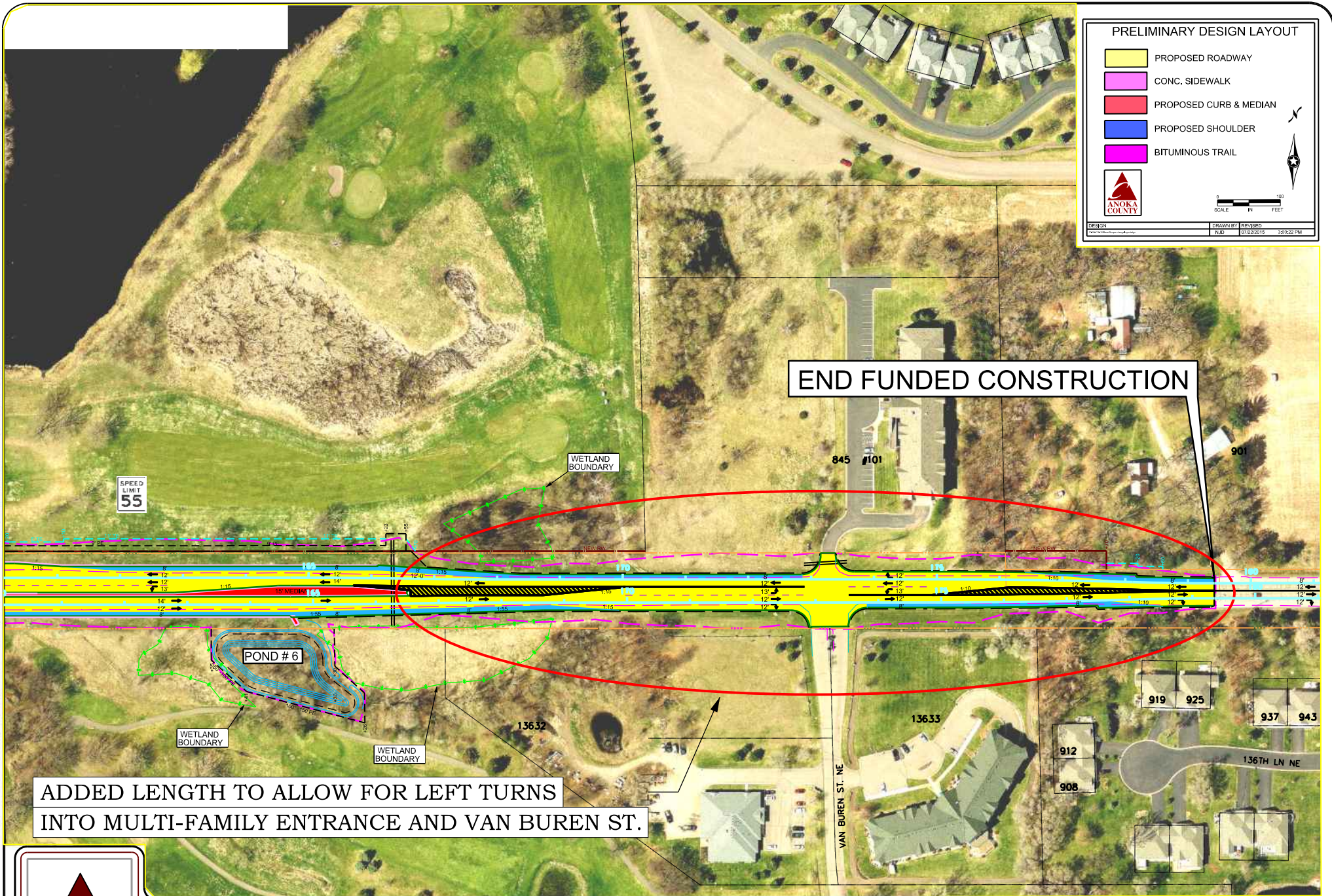
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REVISED LAYOUT

CSAH 116 - Reconstruction Project  
 Crane St. to 2230' east of Jefferson St.





**PRELIMINARY DESIGN LAYOUT**

- PROPOSED ROADWAY
- CONC. SIDEWALK
- PROPOSED CURB & MEDIAN
- PROPOSED SHOULDER
- BITUMINOUS TRAIL



SCALE: 1" = 100'  
IN FEET

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**END FUNDED CONSTRUCTION**

**ADDED LENGTH TO ALLOW FOR LEFT TURNS INTO MULTI-FAMILY ENTRANCE AND VAN BUREN ST.**



**REVISED LAYOUT**

CSAH 116 - Reconstruction Project  
 Crane St. to 2230' east of Jefferson St.

**ACTION TRANSMITTAL No. 2015-39**

**DATE:** August 21, 2015

**TO:** Technical Advisory Committee

**FROM:** TAC Funding & Programming Committee

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

**SUBJECT:** 2016-2019 TIP Amendment: CSAH 116 Reconstruction in Andover and Ham Lake

**REQUESTED ACTION:** Anoka County requests an amendment to increase the project length of its CSAH 116 reconstruction project (SP # 002-716-015) to extend the project's eastern terminus to .1 mile east of Van Buren Street.

**RECOMMENDED MOTION:** TAC Funding & Programming Committee recommends that the Transportation Advisory Board adopt the amendment into the 2016-2019 TIP to increase the project length of its CSAH 116 reconstruction project (SP # 002-716-015) for the purpose of release for a public comment period.

**BACKGROUND AND PURPOSE OF ACTION:** This TIP amendment is required due to a change in scope and project description. The project is programmed for state fiscal year 2016. This amendment would adjust the west terminus to Crane St. and the east terminus from Jefferson St. to 0.1 mi east of Van Buren St. NE to include painted channelization at the intersection with Van Buren St and the senior housing development entrance to the north. Total project length would increase by 0.4 miles.

In order for the County to let the project at the desired time, it requests approval of this amendment while approval of the 2016-2019 TIP is pending. The 2016-2019 TIP is scheduled to be approved by the Metropolitan Council on September 23, after which time it will be provided to MnDOT and then in federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2016-2019 TIP, it will not be official until after that approval is granted.

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

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. Approval of this TIP amendment must be contingent on the approval of the accompanying scope change and approval of the 2016-19 TIP by FHWA during the fall of, 2015. The Minnesota Interagency Air Quality and Transportation Planning

Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2016-2019 TIP. The analysis has resulted in a conformity determination that the projects included in the 2016-2019 TIP meet all relevant regional emissions analysis and budget tests. The 2016-2019 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings, in addition to a 21-day public comment period for this amendment due to the project's regional significance in adding capacity.

**COMMITTEE COMMENTS AND ACTION:** At its August 20, 2015, meeting, the TAC Funding and Programming Committee unanimously recommended forwarding this TIP amendment for release for a public comment period.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	8/20/2015
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Release for Comment Period	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concurrence	

Please amend the 2016-2019 Transportation Improvement Program (TIP) to modify this project in program year 2016. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

SEQ #	STATE FISCAL YEAR	A	D	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	M I L E S
1675	2016	M	M	CSAH 116	002-716-015	Anoka County	<p>CSAH 116, from Crane St in Andover to Jefferson St in Ham Lake-Reconstruct roadway to 4-lane divided roadway including seperated bike/ped facility and intersection improvements</p> <p>CSAH 116, from Crane St in Andover to .1 mile east of Van Buren Street NE Ham Lake-Reconstruct roadway to 4-lane divided roadway including seperated bike/ped facility and intersection improvements</p>	2.3  2.7

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
MC	Grade and Surface	STP	\$11,477,760 \$11,581,964	\$7,840,000				\$3,637,760 \$3,741,964

**PROJECT BACKGROUND:**

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

This TIP amendment is required due to a change in scope and project description. This amendment would adjust one terminus to for the project in SFY 2016 of the 2016-2019 TIP for a change to the total project length of 0.4 miles. The CSAH 116 reconstruction project will shift its east terminus from Jefferson to 0.1 mi east of Van Buren St NE to include painted channelization at the intersection with Van Buren St and the senior housing development entrance to the north. The 2016-2019 TIP is scheduled to be approved by the Metropolitan Council on September 23, after which time it will be provided to MnDOT and then in federal review. Should this amendment be accepted by the Metropolitan Council prior to federal approval of the 2016-2019 TIP, it will not be official until after that approval is granted.

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

- New Money X
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

While the cost of the project is increasing, that change itself does not trigger an amendment. However, this project cost increase of \$104,204 will be provided by Anoka County, and is 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 by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination X\*
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area)

\*The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2016-2019 TIP, which is attached. The analysis in the attachment has resulted in a conformity determination that the projects included in the 2016-2019 TIP meet all relevant regional emissions analysis and budget tests. The 2016-2019 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.



# Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | 651-282-5332 TTY | [www.pca.state.mn.us](http://www.pca.state.mn.us) | Equal Opportunity Employer

August 21, 2015

Mr. Joseph Barbeau  
Senior Planner  
Metropolitan Council  
390 Robert Street North  
St. Paul, Minnesota 55101-1805

RE: Draft 2016-2019 Draft Transportation Improvement Program Amendment

Dear Mr. Barbeau:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the 2016-2019 Transportation Improvement Program (TIP) amendment request. The proposed TIP amendment includes the following project: CSAH 116 Reconstruction in Andover and Ham Lake.

The MPCA staff has examined the TIP amendment request for conformance with a checklist of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the Moving Ahead with Progress in the 21<sup>st</sup> Century Act (MAP-21) when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their TIPs and long-range comprehensive transportation plans on the latest planning assumptions. As a result, the TIP amendment's air quality conformity analysis is based on the most current Metropolitan Council (the Council) socio-economic data used in the Council's Transportation Policy Plan that was adopted by the Council on January 14, 2015, and with the Federal Highway Administration/Federal Transit Administration (FHWA/FTA) conformity determination established on March 13, 2015. The planning document provides the Council with the socio-economic data (planning assumptions) to develop long-range forecasts of regional highway and transit facilities' needs.

On November 8, 2010, the EPA approved a Limited Maintenance Plan request for the Twin Cities maintenance area. Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the length of the maintenance period and that "an emission budget may be treated as essentially not constraining for the length of the maintenance period." The reason for this determination is that it is unreasonable to expect that the Twin Cities maintenance area will experience so much growth within this period that a violation of the carbon monoxide (CO) National Ambient Air Quality Standard (NAAQS) would result. Therefore, no regional modeling analysis is required; however, federally-funded projects are still subject to "hot spot" analysis requirements. The limited maintenance plan adopted in 2010 determines that the level of CO emissions and resulting ambient concentrations will continue to demonstrate attainment of the CO NAAQS.

Mr. Joseph Barbeau

Page 2

August 21, 2015

The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on November 10, 2010. This process satisfies MAP-21 requirements for public participation, as well as the public consultation procedure requirements of the Conformity Rule.

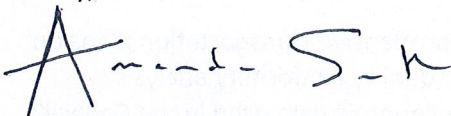
Based on this review, the analysis described in the TIP amendment request submitted by the Council has resulted in a conformity determination that the project included in the 2016-2019 TIP meets all relevant regional emissions analysis and budget tests as described therein. The 2016-2019 TIP also conforms to the relevant sections of the Federal Conformity Rule and the applicable sections of the Minnesota State Implementation Plan for air quality.

The 2016-2019 TIP is scheduled to be approved by the Council on September 23, 2015, after which time it will be provided to Minnesota Department of Transportation and then in federal review. Should this amendment be accepted by the Council prior to federal approval of the 2016-2019 TIP, the amendment will not be official until after approval of the TIP is granted.

The MPCA staff appreciates the opportunity to review this document as part of the EPA Transportation Conformity Rule consultation process. The MPCA staff also appreciates the cooperation of the interagency consultation group that includes the Council, EPA, Minnesota Department of Transportation, and Federal Highway Administration for their immediate assistance in resolving all policy and technical analysis issues with respect to the project's air quality classification, and their willingness to accept the suggested course of action.

Please contact me if you have any questions at 651-757-2486, or by email at [amanda.smith@state.mn.us](mailto:amanda.smith@state.mn.us).

Sincerely,



Amanda Jarrett Smith  
Air Policy Planner  
Environmental Analysis and Outcomes Division

AJS:je

cc: Kris Riesenber, Federal Highway Administration  
Michael Leslie, Region 5, EPA  
Jonathan Ehrlich, Metropolitan Council  
Arlene McCarthy, Metropolitan Council  
Steve Albrecht, City of Burnsville and TAC Chair  
Tim Mayasich, Ramsey County Railroad Authority and F & P Chair  
Tom Styrbicki, MnDOT  
David Thornton, MPCA  
Frank Kohlasch, MPCA  
Mary Jean Fenske, MPCA  
Innocent Eyoh, MPCA

**Appendix B.**  
**Conformity Documentation of the Amended 2016-2019 Transportation  
Improvement Program to the 1990 Clean Air Act Amendments May 9, 2014**

## **Air Quality Conformity**

### **Clean Air Act Conformity Determination**

The Minneapolis-Saint Paul region is within an EPA-designated limited maintenance area for carbon monoxide. A map of this area, which for air quality conformity analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is shown below. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the National Ambient Air Quality Standards (NAAQS) were introduced, but were subsequently brought under control. A second 10-year maintenance plan was approved by EPA on November 8, 2010, as a "limited maintenance plan." Every Transportation Policy Plan (TPP) or Transportation Improvement Program (TIP) approved by the Council must be analyzed using specific criteria and procedures defined in the Conformity Rule to verify that it does not result in emissions exceeding this current regional CO budget. A conforming TIP and TPP must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval.

The analysis described in the appendix has resulted in a Conformity Determination that the amended 2016-19 TIP meets all relevant regional emissions analysis and budget tests as described herein and conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

### **Public Involvement & Interagency Consultation Process**

The Council remains committed to a proactive public involvement process used in the development and adoption of the TIP as required by the Council's [Public Participation Plan for Transportation Planning](#). An interagency consultation process was used to develop the TIP. Consultation continues throughout the public comment period to respond to comments and concerns raised by the public and agencies prior to final adoption by the Council. The Council, MPCA, and MnDOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the TIP. An interagency conformity work group provides a forum for interagency consultation on technical conformity issues, and has met in person and electronically over the course of the development of the 2040 TIP.



## Emissions Test

In 2010, the EPA approved a Limited Maintenance Plan for the maintenance area. A limited maintenance plan is available to former non-attainment areas which demonstrate that monitored concentrations of CO remain below 85% of the eight-hour NAAQS for eight consecutive quarters. MPCA CO monitoring data shows that eight-hour concentrations have been below 70% of the NAAQS since 1998 and below 30% of the NAAQS since 2004.

Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that “an emissions budget may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the CO NAAQS would result.” No regional modeling analysis is required; however, federally funded projects are still subject to “hot spot” analysis requirements.

The limited maintenance plan adopted in 2010 determines that the level of CO emissions and resulting ambient concentrations continue to demonstrate attainment of the CO NAAQS. The following additional programs will also have a beneficial impact on CO emissions and ambient concentrations: ongoing implementation of an oxygenated gasoline program as reflected in the modeling assumptions used in the State Implementation Plan; a regional commitment to continue capital investments to maintain and improve the operational efficiencies of highway and transit systems; adoption of *Thrive MSP 2040*, which supports land use patterns that efficiently connect housing, jobs, retail centers, and transit-oriented development along transit corridors; and the continued involvement of local government units in the regional 3C transportation planning process, which allows the region to address local congestion, effectively manage available capacities in the transportation system, and promote transit supportive land uses as part of a coordinated regional growth management strategy. For all of these reasons, the Twin Cities CO maintenance areas will continue to attain the CO standard for the next 10 years.

## Transportation Control Measures

Pursuant to the Conformity Rule, the Council reviewed the 2016-2019 TIP and certifies that it conforms to the State Improvement Plan and does not conflict with its implementation. All transportation system management strategies which were the adopted transportation control measures for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCMs nor fully funded non-regulatory TCMs that will be implemented during the programming period of the TIP. There are no prior TCMs that were adopted since November 15, 1990, nor any prior TCMs that have been amended since that date. A list of officially adopted transportation control measures for the region may be found in the Nov. 27, 1979, Federal Register notice for EPA approval of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan. Details on the status

of adopted Transportation Control Measures can be found in the 2040 Transportation Policy Plan, in [Appendix E](#).

## Federal Requirements

The 2016-19 TIP meets the following Conformity Rule requirements:

**Inter-agency consultation:** The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (MnDOT), Environmental Protection Agency (EPA), and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.

**Regionally significant and exempt projects:** The analysis includes all known federal and nonfederal regionally significant projects. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified.

**Donut areas:** No regionally significant projects are planned or programmed for the City of New Prague. Regionally significant projects were identified for Wright County to be built within the analyses period of the Plan and incorporated into the conformity analysis.

**Latest planning assumptions:** The published source of socioeconomic data for this region is the Metropolitan Council's *Thrive MSP 2040*. The latest update to these forecasts was published in May 2014.

**Public Participation:** The TIP was prepared in accordance with the Public Participation Plan for Transportation Planning, adopted by the Council on Feb. 14, 2007. This process satisfies federal requirements for public involvement and public consultation.

**Fiscal Constraint:** The TIP addresses the fiscal constraint requirements of the Conformity Rule.

The Council certifies that the TIP does not conflict with the implementation of the State Implementation Plan, and conforms to the requirement to implement the Transportation System Management Strategies, which are the adopted Transportation Control Measures (TCMs) for the region. All of the adopted TCMs have been implemented.

Any TIP projects that are not specifically listed in the plan are consistent with the goals, objectives, and strategies of the plan and will not interfere with other projects specifically included in the plan.

There are no projects which have received NEPA approval and have not progressed within three years.

Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM-10, the designation is due to non-transportation sources, and therefore is not analyzed herein.

## List of Regionally Significant Projects

Pursuant to the Conformity Rule, the projects listed in the TIP and Transportation Policy Plan (see Appendix C) were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process involving the MPCA, EPA, FHWA, the Council and MnDOT. Regionally significant projects were selected according to the definition in Section 93.101 of the Conformity Rules:

"Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel."

Junction improvements and upgraded segments less than one mile in length are not normally coded into the Regional Travel Demand Forecast Model, and therefore are not considered to be regionally significant, although they are otherwise not exempt. The exempt air quality classification codes used in the "AQ" column of project tables of the Transportation Improvement Program are listed at the end of this appendix. Projects which are classified as exempt must meet the following requirements:

- The project does not interfere with the implementation of transportation control measures.
- The project is exempt if it falls within one of the categories listed in Section 93.126 in the Conformity Rule. Projects identified as exempt by their nature do not affect the outcome of the regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the conformity rule.

The inter-agency consultation group, including representatives from MnDOT, FHWA, MPCA, EPA, and the Council, reviewed list of projects to be completed by 2040 including the following:

- Existing regionally significant highway or transit facilities, services, and activities;
- Regionally significant projects (regardless of funding sources) which are currently:
  - under construction or undergoing right-of-way acquisition, or;
  - come from the first year of a previously conforming Transportation Improvement Program, or;

- have completed the NEPA process, or;
- listed in the 2016-2019 Transportation Improvement Program, or;
- listed in the Transportation Policy Plan (Appendix C), or;
- identified for Wright County.

Each project was assigned to a horizon year (open by January of 2020, 2030 or 2040) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this appendix. The resulting list of regionally significant projects is shown below.

## Horizon Year 2020

### *Rebuild and Replace Highway Assets*

- I-35W: from MN36/MN280 in Roseville to just N I694 in Arden Hills/new Brighton- Auxiliary lanes
- I-35W MnPASS Southbound from downtown Minneapolis to 46th St.
- TH 100: from 36th St to Cedar Lake Rd in St. Louis Park - reconstruct interchanges including constructing auxiliary lanes
- TH 169: Bridge replacement over nine mile creek in Hopkins

### *Strategic Capacity Enhancements*

- I-94: EB from 7th St Exit to Mounds Blvd in St Paul- add auxiliary lane
- TH 55: from N Jct MN149 to S Jct MN149 in Eagan- widen from 4-lane to 6-lane
- I-494 SB from I-94/I-694 to Bass Lake Road: add auxiliary lane
- I-494 from CSAH 6 to I-94/I-694: Construct one additional lane in each direction
- I-494 from TH 55 to CSAH 6, construct one auxiliary lane
- I-494 NB from I-394 to Carlson Pkwy, construct auxiliary lane
- I-694 from Lexington Ave to east of Rice St: Construct one additional lane in each direction
- I-94 from TH 241 in St. Michael to TH 101 in Rogers: Extend westbound ramp, add westbound lane through TH 101 interchange, and add eastbound lane between the interchanges
- I-35E MnPASS Extension from Little Canada Road to County Road J
- TH 610 from I-94 to Hennepin County 81: Complete 4-lane freeway
- TH 5 from 94<sup>th</sup> St to Birch St in Waconia: Widen to 4-lanes
- TH 62 from France Ave to Xerxes: Construct EB auxiliary lane
- TH 55 from Plymouth Blvd to Vicksburg Ln in Plymouth, Construct WB auxiliary lane.
- I-94: SB I-694 to I-94 EB and I-694 NB to I-94 EB ramps: modify the CD road and convert to individual exists.
- US 169 at Scott County 3 in Belle Plaine, construct new overpass

### ***Regional Highway Access | Horizon Year 2020***

- US 10 at Armstrong Blvd in Ramsey: New interchange and rail grade separation
- US 52 at Dakota CSAH 86 in Randolph Township – grade separated crossing
- I-94 at 5th/7th Street in Minneapolis- reconstruct interchange to close 5th street ramp and replace it with one at 7th street.

### ***Transitway System***

- METRO Orange Line
- METRO Green Line extension
- Arterial BRT along Snelling Ave in Saint Paul from 46th St. Station on METRO Blue Line to Roseville
- Arterial BRT along Penn Ave in Brooklyn Center and Minneapolis
- Cedar Grove Transit Station in Eagan

### ***Other Regionally Significant Transit Expansion***

- Stillwater Park and Ride at TH 36

### ***2011 Regional Solicitation Selected Projects***

- St. Paul East 7<sup>th</sup> Street: Limited stop transit service demonstration
- St. Paul Pierce Butler Rte: from Grotto St to Arundel St at Minnehaha Ave- extension on a new alignment as a 4-lane roadway
- 105th Ave: extension to 101st Ave W of I-94 in Maple Grove
- Lake Street and I-35W – Minneapolis purchases ROW, begin engineering and construction
- TH 149: from TH 55 to just N of I-494 in Eagan-reconstruct from 4-lane to 5-lane
- Anoka CSAH 11: from N of Egret Blvd to N of Northdale Blvd - reconstruction of CSAH 11 (Foley Blvd) as a 4-lane divided roadway
- Hennepin CSAH 34: from W 94th St to 8500 Block in Bloomington - reconstruction of CSAH 34 (Normandale Blvd) as a 4-lane divided roadway
- \*Hennepin CSAH 53: from just W of Washburn Ave to 16th Ave in Richfield- reconstruct to a 3-lane section center turn lane, raised concrete median, signal replacement, sidewalks, on-road bikeways
- Hennepin CSAH 81: from N of 63rd Ave N to N of CSAH 8 in Brooklyn Park - reconstruct to a multi-lane divided roadway
- Hennepin CSAH 35: from 67th St to 77th St in Richfield-reconstruct including transit, bicycle, and pedestrian facilities
- Scott CSAH 17: from S of CSAH 78 to N of CSAH 42 - reconstruct as a 4-lane divided roadway
- Anoka CSAH 116 from east of Crane St through Van Buren St – reconstruct to 4-lane divided roadway

### ***2014 Regional Solicitation Selected Projects***

- Scott County: TH 169 and TH 41 interchange
- Eagan: Reconstruction of CSAH 31 from I-35E to Northwood/Central Parkway
- Washington County: TH 36/Hadley interchange
- Dakota County: CSAH 42/TH 52 interchange
- Washington County: CSAH 13 expansion
- Hennepin County: CSAH 81 expansion
- Bloomington: E Bush Lake Road I-494 WB entrance ramp
- Anoka County: CSAH 78 expansion from 139<sup>th</sup> Ln to CSAH 18
- Carver County: TH 41 expansion
- St. Louis Park: Beltline Park and Ride
- Metro Transit: Route 62 service expansion
- MVTA: 169 connector service
- Metro Transit: Route 2 service expansion
- Metro Transit: Emerson-Fremont Ave corridor bus and technology improvements
- Metro Transit: Chicago Ave corridor bus and technology Improvements

### ***Projects Outside of Metropolitan Planning Area, Inside Maintenance Area***

- I-94: from MN 25 to CSAH 18 – reconstruction including addition of auxiliary lanes

## **Horizon Year 2030**

### ***MnPASS Investments | Horizon Year 2030***

- I-35W from MN 36 to US 10 – construct MnPASS Lane
- I-94 from Cedar Avenue to Marion Street – construct MnPASS Lane

### ***Transitway System | Horizon Year 2030***

- METRO Blue Line extension
- METRO Gold Line dedicated BRT
- Arterial BRT along Chicago Avenue and Emerson and Fremont avenues in Brooklyn Center, Minneapolis, Richfield, and Bloomington
- METRO Red Line Stage 2 improvements including extension of BRT service to 181st Street in Lakeville.

## **Horizon Year 2040**

- No projects identified

## Exempt Projects

Certain transportation projects eligible for funding under Title 23 U.S.C. have no impact on regional emissions. These are "exempt" projects that, because of their nature, will not affect the outcome of any regional emissions analyses and add no substance to those analyses. These projects (as listed in Section 93.126 of the Conformity Rules) are excluded from the regional emissions analyses required in order to determine conformity of the Transportation Policy Plan and the TIP.

The following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the TIP. Except for projects given an "A" code, the categories listed under Air Quality should be viewed as advisory in nature, and relate to project specific requirements rather than to the air quality conformity requirements. Ultimate responsibility for determining the need for a hot-spot analysis for a project rests with the U.S. Department of Transportation. The Council has provided the categorization as a guide to possible conformity requirements.

## Projects that Do Not Impact Regional Emissions

### Safety

- S-1: Railroad/highway crossing
- S-2: Hazard elimination program
- S-3: Safer non-federal-aid system roads
- S-4: Shoulder improvements
- S-5: Increasing sight distance
- S-6: Safety improvement program
- S-7: Traffic control devices and operating assistance other than signalization projects
- S-8: Railroad/highway crossing warning devices
- S-9: Guardrails, median barriers, crash cushions
- S-10: Pavement resurfacing and/or rehabilitation
- S-11: Pavement marking demonstration
- S-12: Emergency relief (23 U.S.C. 125)
- S-13: Fencing
- S-14: Skid treatments
- S-15: Safety roadside rest areas
- S-16: Adding medians
- S-17: Truck climbing lanes outside the urbanized area
- S-18: Lighting improvements
- S-19: Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- S-20: Emergency truck pullovers

## Transit

- T-1: Operating assistance to transit agencies
- T-2: Purchase of support vehicles
- T-3: Rehabilitation of transit vehicles
- T-4: Purchase of office, shop, and operating equipment for existing facilities
- T-5: Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
- T-6: Construction or renovation of power, signal and communications systems
- T-7: Construction of small passenger shelters and information kiosks
- T-8: Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures)
- T-9: Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way
- T-10: Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- T-11: Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

## Air Quality

- AQ-1: Continuation of ridesharing and vanpooling promotion activities at current levels
- AQ-2: Bicycle and pedestrian facilities

## Other

- O-1: Specific activities that do not involve or lead directly to construction, such as planning and technical studies, grants for training and research programs, planning activities conducted pursuant to titles 23 and 49 U.S.C., and Federal-aid systems revisions
- O-2: Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action
- O-3: Noise attenuation
- O-4: Advance land acquisitions (23 CFR 712 or 23 CRF 771)
- O-5: Acquisition of scenic easements
- O-6: Plantings, landscaping, etc.
- O-7: Sign removal
- O-8: Directional and informational signs
- O-9: Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures or facilities)
- O-10: Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes



## **Projects Exempt from Regional Emissions Analyses that May Require Further Air Quality Analysis**

The local effects of these projects with respect to carbon monoxide concentrations must be considered to determine if a "hot-spot" type of an analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and Transportation Improvement Program. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with the MPCA, MnDOT, EPA, and FHWA (in the case of a highway project) or FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

Channelization projects include left and right turn lanes and continuous left turn lanes as well as those turn movements that are physically separated. Signalization projects include reconstruction of existing signals as well as installation of new signals. Signal preemption projects are exempt from hot-spot analysis. A final determination of the intersections that require an analysis by the project applicant rests with the U.S. DOT as part of its conformity determination for an individual project.

### **Projects Exempt from Regional Emissions Analyses**

- E-1: Intersection channelization projects
- E-2: Intersection signalization projects at individual intersections
- E-3: Interchange reconfiguration projects
- E-4: Changes in vertical and horizontal alignment
- E-5: Truck size and weight inspection stations
- E-6: Bus terminals and transfer points

### **Non-Classifiable Projects**

Certain unique projects cannot be classified, as denoted by "NC." These projects were evaluated through an interagency consultation process and determined not to fit into any exempt or intersection-level analysis category, but they are clearly not of a nature that would require inclusion in a regional air quality analysis.

### **Traffic Signal Synchronization**

Traffic signal synchronization projects (Sec. 83.128 of the Conformity Rules) may be approved, funded and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analysis required by subparts 93.118 and 93.119 for transportation plans, Transportation Improvement Programs, or projects not from a conforming plan and Transportation Improvement Program, must include such regionally significant traffic signal synchronization projects.

## Regionally Significant Projects

The following codes identify the projects included in the "action" scenarios of the air quality analysis:

- A-20: Action Year 2020
- A-30: Action Year 2030
- A-40: Action Year 2040

**ACTION TRANSMITTAL No. 2015-40**

**DATE:** August 25, 2015  
**TO:** Technical Advisory Committee  
**FROM:** TAC Funding & Programming Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Scott County STP Funding Change  
**REQUESTED ACTION:** Scott County requests defederalization of its 2018 County Highway 42 / Trunk Highway 13 intersection project (#070-642-024 in 2016-2019 TIP, pending approval). Federal funds would be provided to its 2019 US Highway 169 / Trunk Highway 41 Interchange construction project (#070-596-013 in 2016-2019 TIP, pending approval). Both projects were awarded STP funding in the 2014 Regional Solicitation.  
**RECOMMENDED MOTION:** TAC Funding & Programming Committee recommends approval of the defederalization request on the condition that the County will deliver both projects as approved in the TAB solicitation.

**BACKGROUND AND PURPOSE OF ACTION:** Scott County received \$5,936,000 of federal Surface Transportation Program (STP) funding in the 2014 Regional Solicitation for various upgrades to CSAH 42, including signal upgrades at the intersections of CSAH 42 and TH 13, Rutgers Ave, and Quebec Ave; median reconstruction; turn lanes at intersection of CSAH 42 and MN 13; pavement rehabilitation; access modifications; construction of trail and sidewalk; utility relocation. Scott County also received STP funding in the same solicitation for construction of an interchange on US 169 at TH 41.

Because the CSAH 42 project, after several years of development and seeking funds, was being developed as a non-federal project, Scott County prefers that the project continue on that trajectory. Moving its federal funds to the US 169 interchange project in exchange for local funds would provide financial and staff-time efficiency for the County.

As is acknowledged in the attached draft County Board resolution, the County agrees to the following:

- Both projects will be delivered in fiscal year 2018. This is necessary because the CSAH 42 project is programmed for 2018 and the funds cannot be deferred until 2019 (the original program date for the US 169 project).
- Both projects are subject to the Council's Program Year Policy.
- Both projects will be completed as proposed in the 2014 Regional Solicitation. They are both subject to the Council's Scope Change Policy.
- Should all or part of the CSAH 42 project be unable to be completed, the County will reimburse the region for the appropriate amount.

The County's request is attached along with a draft County Board resolution. The County is aware that the defederalization action cannot be completed until the resolution

is official and MnDOT has provided a support letter. These will both be completed before TAB approves this action.

**RELATIONSHIP TO REGIONAL POLICY:** Projects that receive funding through the regional solicitation process must have significant changes (such as, but not limited to, scope changes or program year extensions) approved by TAB. This requested funding exchange does not change either project from a technical perspective, but does change which projects receive federal STP funding. Each project will continue to be monitored by MnDOT Metro District State Aid to assure that the projects are done as proposed and on time.

**COMMITTEE COMMENTS AND ACTION:** At its August 20, 2015, meeting, the TAC Funding and Programming Committee unanimously recommended approval of the defederalization request on the condition that the County will deliver both projects as approved in the TAB solicitation.

---

**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	8/19/2015
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concur	

## PROPOSAL

Scott County proposes to move federal funds from one federally funded project to a second project, thereby defederalizing one of the projects. Federal dollars from the CH 42/TH 13 Intersection project, programmed for delivery in FY 2018 would be reallocated to the TH 169/TH 41 Interchange project, programmed in FY 2019. Both projects were funded through the 2014 Regional Solicitation. The defederalized CH42/TH13 project would be delivered on or before the original TIP/STIP program year and as a Count or State Aid project, rather than a federal aid project. The TH 169/TH 41 project would be authorized in FY 2018, which is necessary due to its receipt of funds from a 2018 project.

<b>Project</b>	<b>Funding Type</b>	<b>Awarded</b>	<b>With Inflation</b>	<b>STIP Year</b>
TH 169/ TH 41 Interchange	STP	\$7,000,000	\$7,560,000	2019
CH 42/TH 13 Intersection	STP	\$5,600,000	\$5,936,000	2018

Scott County would like to reallocate the federal funds shown in the CH 42/TH 13 project to the TH 169/ TH 41 project. The County understands that the latter will be moved to year 2018 of the TIP/STIP. The inflation amounts will not change, as the County will have to Advance Construct the 2019 portion of the funds and be reimbursed in that program year. Total construction cost for the interchange is estimated at \$21,020,000 (uninflated).

Based on reallocating funds from the CH42/TH13 project to the TH 169/ TH 41 project, the federal funds would be at about 60 percent of the preliminary construct estimate of the interchange project, well under the 80 percent maximum.

**BOARD OF COUNTY COMMISSIONERS  
SCOTT COUNTY, MINNESOTA**

<b>Date:</b>	September 1, 2015
<b>Resolution No.:</b>	2015-
<b>Motion by Commissioner:</b>	
<b>Seconded by Commissioner:</b>	

---

**RESOLUTION NO. 2015-xxx; STATING AN UNDERSTANDING WITH THE  
TRANSPORTATION ADVISORY BOARD AND THE MINNESOTA DEPARTMENT OF  
TRANSPORTATION FOR THE REALLOCATION OF FEDERAL SURFACE  
TRANSPORTATION PROGRAM FUNDS ON PROJECTS IN SCOTT COUNTY AND  
REQUESTING ACCEPTANCE BY THE TRANSPORTATION ADVISORY BOARD**

WHEREAS, Scott County has received federal Surface Transportation Program (STP) grants through the 2014 Transportation Advisory Board regional solicitation for two major projects in the County: 1) the Trunk Highway (TH) 169/TH 41 and County Highway (CH) 78 Interchange; and 2) the CH 42 and TH 13 Intersection Reconstruction; and

WHEREAS, the 2016-2019 Transportation Improvement Program identifies the TH 169/TH 41 and CH 78 Interchange project in program year 2019 with a total STP grant of \$7,560,000; and the CH 42 and TH 13 Intersection project in program year 2018 with a total STP grant of \$5,936,000; and

WHEREAS, all parties acknowledge that Federal funding on projects take more staffing resources and increase timelines and costs to deliver projects; and

WHEREAS, all three parties share a mutual goal of delivering federal-aid projects in a cost effective manner; and

WHEREAS, Scott County has identified an opportunity for such efficiencies and is requesting the federal funding grant in the amount of \$5,936,000 for the CH 42 and TH 13 Intersection project be reallocated to the larger TH 169/TH 41 and CH 78 Interchange project; and

WHEREAS, the TH 169/TH 41 and CH 78 Interchange project is significantly larger in scope and federal funding can be up to 80 percent of the total construction costs preliminarily estimated at \$21.02 million; and

WHEREAS, after discussion with the Transportation Advisory Board and the Minnesota Department of Transportation (MnDOT) all parties have agreed that this is an efficient and effective approach to minimizing the costs for delivering locally led federal projects; and

WHEREAS, Scott County commits to deliver the CH 42 and TH 13 Intersection project in the designated 2018 program year under the State Aid process and it will comply with permits and environmental requirements as a State Aid Project; and

WHEREAS, if a scope change from the application submitted for the CH 42 and TH 13 Intersection project is needed, all parties understand that the Transportation Advisory Board policy on Scope changes will apply; and

WHEREAS, MnDOT State Aid staff will monitor the CH 42 and TH 13 Intersection project to ensure consistency with the project's application, project schedule to meet program year requirements and field monitor final construction for consistency with the plans; and

WHEREAS, Scott County understands that failure to deliver the CH 42 and TH 13 intersection project with the application scope or the program year could result in the need to repay a portion or all of the federal money back to the region for distribution to other regional projects; and

WHEREAS, Scott County understands that TH 169/TH 41 and CH 78 Interchange project will need to be advanced to program year 2018 to facilitate this reallocation of the CH 42 and TH 13 Intersection project grant funds to this Interchange project; and

WHEREAS, Scott County understands that the grant funds for the TH 169/TH 41 and CH 78 Interchange project will remain in program year 2019 and will need to be advanced by Scott County; and

WHEREAS, Scott County has provided project schedules that demonstrate its ability to deliver both projects by the timelines that Metro State Aid requires for federal-aid projects; and

WHEREAS, the TH 169/TH 41 and CH 78 Interchange project will be delivered by Scott County using the local Federal Aid Delegated Contract Process; and

WHEREAS, all parties commit to assisting Scott County with this advanced delivery schedule on the TH 169/TH 41 and CH 78 Interchange project and will ensure that this arrangement for funding reallocation is incorporated in the 2017-2020 Metropolitan Transportation Improvement Program and MnDOT Statewide Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Board of Commissioners in and for the County of Scott Minnesota hereby commits to this understanding with the Transportation Advisory Board and the Minnesota Department of Transportation regarding the reallocation of CH 42 and TH 13 Intersection project grant funds to the TH 169/TH 41 and CH 78 Interchange project; and

AND BE IT FURTHER RESOLVED, that the Board of Commissioners request that the Transportation Advisory Board approves this request by formal action at its September 16, 2015 meeting.

COMMISSIONERS	VOTE			
Wagner	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Wolf	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Beard	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Marschall	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Ulrich	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain

**State of Minnesota)  
County of Scott )**

I, Gary L. Shelton, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on the 1st day of September, 2015 now on file in my office, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal at Shakopee, Minnesota, this 1st day of September, 2015.

\_\_\_\_\_ County Administrator  
 \_\_\_\_\_ Administrator's Designee

**ACTION TRANSMITTAL 2015-36**

**DATE:** August 13, 2015  
**TO:** *Technical Advisory Committee*  
**FROM:** TAC Planning Committee  
**PREPARED BY:** Katie White, Senior Planner  
**SUBJECT:** 2016 Unified Planning Work Program (UPWP)  
**REQUESTED ACTION:** Request that the Transportation Advisory Board adopt the draft 2016 Unified Planning Work Program and recommend adoption to the Metropolitan Council.  
**RECOMMENDED MOTION:** Recommend adoption of the 2016 Unified Planning Work Program (UPWP) for the Twin Cities Metropolitan Area.

**BACKGROUND AND PURPOSE OF ACTION:** The Unified Planning Work Program (UPWP) serves as the Council's application for USDOT transportation planning funds. The UPWP is prepared annually and describes metropolitan-area transportation planning activities being undertaken by four agencies. Participants in the UPWP include the Metropolitan Council, the Minnesota Department of Transportation, Minnesota Pollution Control Agency, and the Metropolitan Airports Commission.

The UPWP includes activities required by federal regulation that address planning priorities of the metropolitan area. The document identifies budgeted expenditures, funding sources, and allocation of staff resources for transportation planning activities of many participants. Projects with Metropolitan Council participation are detailed with staff hours and consultant costs that detail how the \$3.9 million of federal planning money will be spent, along with a 20 percent local match.

Many of the tasks are required by state or federal law and are ongoing, including the TAC/TAB committee process and corridor studies, or they repeat on an annual or biennial cycle, such as the preparation of the TIP and the regional solicitation.

**RELATIONSHIP TO REGIONAL POLICY:** The UPWP is a federally required description and documentation of proposed transportation and transportation-related planning activities in the metropolitan area.

**COMMITTEE COMMENTS AND ACTION:** The committee voted to approve the UPWP.



---

**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Planning Committee	Review & Recommend	8-13-2015
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

# 2016 TRANSPORTATION UNIFIED PLANNING WORK PROGRAM FOR THE TWIN CITIES METROPOLITAN AREA

This document was prepared in part by a grant from the US DOT



September 2015

Metropolitan Council

390 Robert Street, St. Paul, Minnesota 55101

## Metropolitan Council Members

Adam Duininck	Chair
Katie Rodriguez	District 1
Lona Schreiber	District 2
Jennifer Munt	District 3
Deb Barber	District 4
Steve Elkins	District 5
Gail Dorfman	District 6
Gary L. Cunningham	District 7
Cara Letofsky	District 8
Edward Reynoso	District 9
Marie McCarthy	District 10
Sandy Rummel	District 11
Harry Melander	District 12
Richard Kramer	District 13
Jon Commers	District 14
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## ACRONYMS

3-C - Continuing, Comprehensive, Cooperative  
AA – Alternatives Analysis  
ADA – Americans with Disabilities Act  
AMPO – Association of Metropolitan Planning Organizations  
APP – Aviation Policy Plan  
ATM – Active Traffic Management  
ATP – Area Transportation Partnership  
BRT – Bus Rapid Transit  
CAA – Clean Air Act  
CAD – Clean Air Dialog  
CAM – Clean Air Minnesota  
CIMS – Corridor Investment Management Strategy  
CIP – Capital Improvement Plan  
CMP – Congestion Management Process  
CPG – Consolidated Planning Grant  
CSAH – County State Aid Highway  
CTIB – Counties Transit Improvement Board  
CTS – Center for Transportation Studies  
DBE – Disadvantaged Business Enterprise  
EA – Environmental Assessment  
EAW – Environmental Assessment Worksheet  
EIS – Environmental Impact Statement  
EPA – Environmental Protection Agency  
FAA – Federal Aviation Administration  
FHWA – Federal Highway Administration  
FTA – Federal Transit Administration  
HOT – High Occupancy Toll  
HOV – High Occupancy Vehicle  
ISTEA – Intermodal Surface Transportation Efficiency Act  
ITS – Intelligent Transportation System  
JARC – Job Access Reverse Commute  
LRT – Light Rail Transit  
LTCP – Long-term Comprehensive Plan  
MAC – Metropolitan Airports Commission  
MAP-21 - Moving Ahead for Progress in the 21<sup>st</sup> Century  
MHSIS – Metropolitan Highway System Investment Study  
MnDOT – Minnesota Department of Transportation  
MNIAQTPC – Minnesota Interagency Air Quality and Transportation Planning Committee  
MPCA – Minnesota Pollution Control Agency  
MPO – Metropolitan Planning Organization  
MTS – Metropolitan Transportation Services  
NEPA – National Environmental Policy Act  
NHS – National Highway System  
RTMC – Regional Traffic Management Center  
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users  
SAM – Safety and Mobility  
SIP – State Implementation Plan  
SPR – State Planning and Research  
STIP – State Transportation Improvement Plan  
STP – Surface Transportation Program  
TAAC – Transportation Accessibility Advisory Committee  
TAB – Transportation Advisory Board  
TAC – Technical Advisory Committee  
TBI – Travel Behavior Inventory  
TED – Transportation and Economic Development  
TH – Trunk Highway  
TIP – Transportation Improvement Plan  
TOD – Transit Oriented Development  
UPWP – Unified Planning Work Program

# I. INTRODUCTION TO THE UNIFIED PLANNING WORK PROGRAM

## A. Introduction

The Unified Planning Work Program (UPWP) is a description and documentation of proposed transportation and transportation-related planning activities in the Metropolitan Area for 2016. The Metropolitan Council jurisdiction includes seven counties (see map on next page). In addition, the 2010 Census identified developed areas of Wright and Sherburne counties (primarily along the I-94 and U.S. Highway 10 corridors) to be included in the urbanized area (UZA) for transportation planning purposes, though these areas are not otherwise a part of the Metropolitan Council's jurisdiction. For more information on how the UPWP is used in the context of the activities of the Metropolitan Council, please reference the [2012 Transportation Planning and Programming Guide](#).

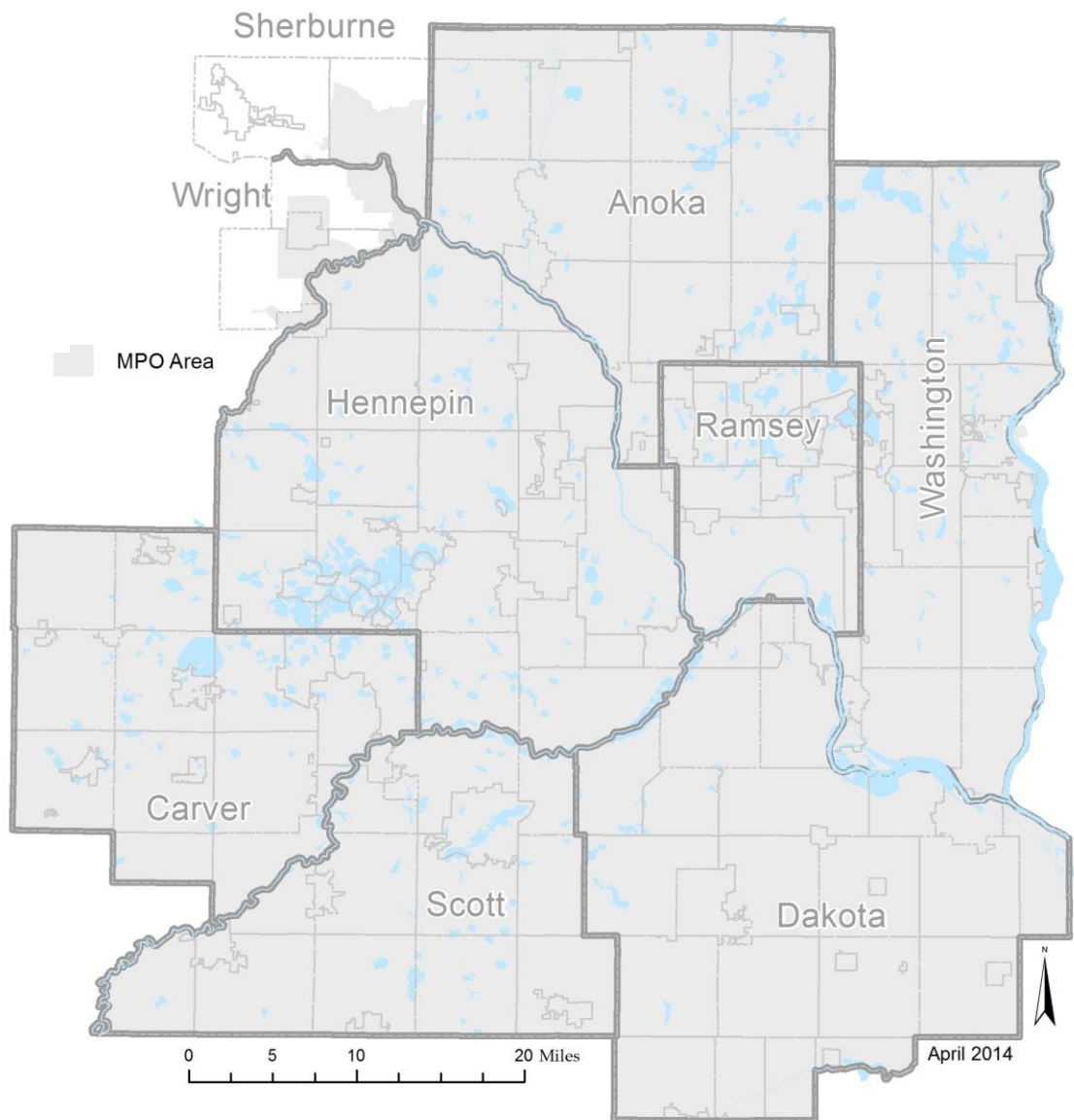
The participants in the UPWP include four agencies: the Metropolitan Council, the Minnesota Department of Transportation (MnDOT), Minnesota Pollution Control Agency (MPCA), and the Metropolitan Airports Commission (MAC). (See Appendix C for roles and responsibilities of the participants.) Since the 2016 UPWP also serves as the Metropolitan Council's application for US DOT transportation planning funds, the projects with Metropolitan Council participation are detailed with staff hours and consultant costs to detail how \$3.8 million of federal planning money will be spent, along with 20 percent local match. The activities of the other agencies are shown in narrative form only.

Many of the tasks are required by state or federal law, and are ongoing, including the TAC/TAB committee process and corridor studies, or repeat on an annual or biennial cycle, such as the preparation of the TIP and the regional solicitation. The Council's *2040 Transportation Policy Plan* was adopted in January 2015. This long range transportation plan complements the region's overall development plan, the *Thrive MSP 2040*, which is mandated by state law and was updated in 2014. Implementation activities for both *Thrive MSP 2040* and the *2040 Transportation Policy Plan* will be a major part of the Council's 2016 work.

Some studies that were begun in earlier years will continue into 2016, including analysis of the 2010 Travel Behavior Inventory (TBI) and implementing performance based planning, as required by MAP-21, and many corridor/AA/DEIS studies. The UPWP projects have been reviewed for consistency with the existing Transportation Policy Plan.

The Metropolitan Council is committed to a pro-active, effective public participation process, and will use a variety of internal and external strategies including newsletters, telephone comment lines, e-mail, website, on-line forum, media relations, social media, community meetings, public hearings, and public information campaigns, in carrying out all of the work program activities. An updated public participation process was adopted in 2007, following passage of SAFETEA-LU.

## Metropolitan Council Jurisdiction



U:\UPWP\upwpw\_2014map.mxd 5/13/2014

### *B. Organization of the UPWP*

The individual work activities and projects are divided into six major activities. The six activities are:

- Planning and Programming Process
- Comprehensive and Surface Transportation Planning
- Research and Travel Forecasting
- Operations and Management
- Aviation Transportation Planning

A comparison of the federal planning factors that apply to each element of the Unified Planning Work Program is located in Appendix D.

## C. Planning Emphasis Areas

The USDOT issued guidance in March 2015 requesting regional transportation planning to place special attention on Planning Emphasis Areas. Various work tasks in the following sections address these areas. A summary of each is below.

1. Models of Regional Planning Cooperation  
The Metropolitan Council will continue to use the 3-C process to work with regional and statewide partners in the development of plans and policies. The Metropolitan Council works in coordination with the agencies listed above, as well as the departments of MnDOT's Central Office, MnDOT's Metro District, and MnDOT's District 3 through the Region 7W ATP process. There are no megaregions near the Twin Cities Metropolitan Area.
2. Access to Essential Services  
The Metropolitan Council has provided direction through *Thrive MSP 2040* to work on issues of equity, which include access to jobs and essential services. This goes beyond the environmental justice executive order 12898 requirements that have traditionally been employed. For more information on the background and intent of this direction, see Task B-8.
3. MAP-21 Implementation  
The *2040 Transportation Policy Plan* was the first plan since MAP-21 became law. As a result, it addresses the performance-based plan requirements. Additional performance measure work began in 2015 and will continue through the Regional Performance Measures Assessment activity. This is staff-driven work which began in 2015 and will continue into 2016.

## D. Related Studies

In some years there are transportation studies underway in the region that are not included in the UPWP since the federally funded transportation staff of the planning agencies are not involved to a significant level. No major transportation studies are expected to be conducted in 2016 that are not mentioned in this UPWP.

## E. Explanation of Fund Allocation, Indirect Costs and Local Contributions

1. Allocation of Federal Funds

Since 2002 the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds have come to the Metropolitan Council in the form of a "Consolidated Planning Grant" (CPG) which recognizes the intermodal nature of urban transportation and allows flexibility in planning for issues that frequently result in multimodal solutions. These CPG funds are not used for aviation planning, which is conducted almost entirely with local (nonfederal) dollars except for periodic special studies funded by Federal Aviation Administration (FAA) grants. This is also true for the Right-of-way Acquisition Funds (RALF) program, which is funded with local dollars but is included in Task D-4 in order to fully describe the work undertaken by Council planning staff.

2. Statement of Metropolitan Council Regarding Audits as required by OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations." U.S. DOT requires that the following statements be included in the UPWP

"Arrangements have been made for the required financial and compliance audit and the audit will be made within the prescribed audit reporting cycle. Failure to furnish an acceptable audit as determined by the cognizant federal audit agency may be a basis for denial and/or refunding of federal funds." (FHPM Vol. 1, Chap. 9, Sec. 1, Subsec. 1, #6)

3. Metropolitan Council Cost Allocation Plan



Indirect costs budgeted in the Unified Planning Work Program for the Metropolitan Council activities were developed in accordance with the Metropolitan Council's cost allocation plan. The cost allocation plan is in accordance with the provision of 2 CFR 200. The Metropolitan Council's cognizant agency is the U.S. Department of Transportation, Federal Transit Administration. The Metropolitan Council annually submits a cost allocation plan.

#### 4. Local Support

The local match shown with the activity descriptions in the following sections refer to dollar contributions of the Metropolitan Council to match the federal CPG grant. The UPWP budget does not include the contributions made by counties, cities and other agencies that regularly participate in the 3-C process through the TAB and TAC advisory committees. Staff, elected officials and citizen members of the TAB and TAC committees number more than 150 persons, most of whom meet monthly in regular committee working sessions. Such representatives put in additional hours dealing with written material prepared for their review and response. It is impossible to accurately calculate the hundreds of thousands of dollar value thus contributed to state and federal project planning for the region. The participation of such persons has been freely given by their respective employers as their contribution to local-regional cooperation. Because these local contributions of time and consultation help to advance federal and state funded highway and transit projects, it is appropriate to acknowledge this further contribution to the 3-C process for the region.

### *F. Carryover Policy*

In a November 19, 2014, memo ("Carryover policy for Unprogrammed PL and 5303 Funds – Amended"), MnDOT transmitted the adopted policy for all MPOs to document their expectations for funds that are not budgeted in the UPWP year.

Typically the Council has budgeted \$3.6 million to \$3.8 million of its PL and 5307 funds per year for the past few years based on the work program needs. In years that the Council doesn't spend the full balance, carryover funds accumulate. Prior to 2010, this carryover was deliberately accumulated for the Travel Behavior Inventory (TBI) conducted every 10 years, due to the high cost of the consultant contract exceeding available annual funding. The Council anticipates continuing to accumulate a portion of its annual federal planning funds to be used for large periodic data collection efforts such as the TBI. Upon the completion of a data collection assessment study in 2015, outlined in Activity C of this 2016 UPWP, the Council will be prepared to allocate a portion of the carryover funds to the activities recommended by the study. This balance is currently \$829,230 and is likely to increase after the 2015 audit; at that point a resolution will be passed to set aside this amount as carryover.

The local match required to meet the carryover funds will be readily available since the Council has dedicated revenue sources from year to year from local taxes and MVST revenues. The Council anticipates there will be sufficient funds to cover the local match in whichever year the UPWP funds are budgeted.

### *G. Work Continuing Beyond 2016*

The Metropolitan Council anticipates that several work items listed in the tasks below will continue into 2017. The procurement process can last several months and unforeseen circumstances may be identified once the projects are underway. This is in addition to the other routine activities of the Council that continue from year to year, such as the TAC and TAB committees, work under cooperation with partner agencies, and federal reporting requirements.

The following chart illustrates anticipated future year work in advance of the 2018 update to the Transportation Policy Plan.

<b>Project Title</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<i>2018 TPP</i>		X	X
<i>Transit System Evaluation</i>	X		
<i>Identify Performance Measures</i>	X		
<i>Strategies to Reduce Greenhouse Gases</i>	X	X	
<i>Highway and A Minor Operations and Maintenance Costs</i>	X		
<i>Principal Arterial Intersection Conversion Study</i>	X	X	
<i>Strategic Capacity Expansion Study</i>	X	X	
<i>Arterial Traffic Management Center</i>	X	X	
<i>Regional Truck Highway Freight Needs</i>	X	X	
<i>Transitway Prioritization Projects</i>	X	X	
<i>Regional Transitway Guidelines</i>		X	X
<i>Bicycle Network Inventory</i>	X	X	X
<i>Bicycle and Pedestrian Gaps and Barriers</i>	X		
<i>Bicycle and Pedestrian Count Program</i>	X		
<i>Aviation System Evaluation (pending FAA grant availability)</i>		X	
<i>Review of Regional Solicitation Projects</i>	X	X	X
<i>Human Services Coordinated Plan</i>	X	X	
<i>CMAQ Plan (pending release of federal regulations)</i>	X	X	

## WORK ACTIVITIES

### A. PLANNING AND PROGRAMMING PROCESS

#### TASK A-1 PLANNING PROGRAM SUPPORT AND ADMINISTRATION

**PURPOSE:** To provide planning and administrative support to the metropolitan transportation planning process of the Council, MnDOT, and others pursuant to state and federal statutes and regulations. The process is required to certify the region for continued federal transportation funding.

**ACTIVITIES:** The transportation planning process provides a forum for regional decision making and produces plans and programs for all transportation modes. Process participants are the Metropolitan Council, the Minnesota Pollution Control Agency (MPCA), and the Minnesota Department of Transportation (MnDOT), the Metropolitan Airports Commission (MAC), local units of government, transit providers and private citizens. The Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC) are the main forums where the various transportation agencies and interests participate in regional transportation discussions, as well as transportation plan preparation and implementation. The Transportation Advisory Board usually meets monthly on the 3<sup>rd</sup> Wednesday at 1:30 p.m. and TAC on the first Wednesday at 9:00 a.m. For specific information of the TAB, TAC, or Transportation Committee meetings, go to [www.metrocouncil.org/Council-Meetings/Committees](http://www.metrocouncil.org/Council-Meetings/Committees). Details on roles and responsibilities are further spelled out in the [Transportation Planning and Programming Guide](#).

Agency staffs are in daily contact on issues, actions proposed by their own agencies, and on upcoming agendas. Key facilitators for coordination are the TAC subcommittee chairs who carry out formal and informal coordination. The responsibilities of the transportation coordinator, who staffs the Transportation Advisory Board (TAB), are part of this activity. The coordinator advises the TAB chair on the Board's agenda and follows through on Board decisions, prepares background materials, and monitors the transportation planning process. The Metropolitan Council provides staff support and technical input to all TAB and TAC committees and other special technical advisory committees and task forces. Staff also provides necessary assistance to the transportation coordinator.

In addition, FHWA will conduct the Federal Certification Review of the Metropolitan Council and its responsibilities as the region's MPO in 2016. The Council will provide staff and documents as needed to support the review team and respond to its findings.

Other products prepared by the Metropolitan Council and MnDOT under this activity include state or federally mandated reports such as Title VI, project approvals and quarterly UPWP progress reports. Council staff will prepare the 2017 UPWP in cooperation with MnDOT, MPCA, and MAC. Staff will attend the quarterly statewide MPO Directors meetings and the annual MPO Conference.

**RELATIONSHIP TO PREVIOUS WORK:** In 2015 agency staff participated in meetings of TAC, TAB and their subcommittees, as well as work on the other routine products and activities noted above.

**RELATIONSHIP TO OTHER AGENCY WORK:** MnDOT is involved in the planning process as an ongoing participant. MnDOT staff provides technical input, serves as committee members on several TAB and TAC committees, and is in frequent contact with Council staff regarding many issues. MnDOT plays a major role in administering and managing the federal planning funds that finance a majority of the planning work done by the Council. MnDOT staff also provides guidance to ensure that federal planning requirements are met. The MPCA staff participates in the ongoing interagency coordination activities to administer the Clean Air Act and MAP-21 by participating in

the review of the TPP, TIP and the UPWP; participating in the work of the TAB and TAC; serves as committee members on TAB and TAC committees; by providing needed technical assistance; and categorizing projects for air quality conformity purposes.

**PRODUCTS**

Committee Agendas, Minutes, Reports  
TAC and TAB Progress Reports  
Submittal of Functional Classification Changes  
Audited 2014 (Consolidated Planning Grant) Fund Statements  
Annual Update of Title VI and DBE Goals  
2017 Unified Planning Work Program  
UPWP Progress Reports to MnDOT  
Federal Certification Review

**COMPLETION DATES**

Ongoing  
Monthly  
Ongoing  
April  
July  
October  
Quarterly  
Q2-Q4 2016

**TASK A-2 TIP DEVELOPMENT AND MANAGEMENT**

**PURPOSE:** Federal law requires preparation and approval of the four-year Transportation Improvement Program (TIP), including projects selected through the regional solicitation process.

**APPROACH:** In 2016 a 2017-2020 TIP will be prepared, beginning in March to allow time for air quality conformity analysis and citizen input prior to adoption in August/September. The TIP also fulfills the FTA requirement for a Program of Projects (POP). The TIP will be recommended for adoption by the Technical Advisory Committee (TAC) to the TAB, adopted by the Transportation Advisory Board (TAB), and approved by the Metropolitan Council. Any TIP amendments received during the year are processed in a similar manner. In 2016, an annual listing of obligated projects will be published showing projects with federal funds obligated in the previous year. The TIP itself includes a list of projects authorized in the previous fiscal year, in compliance with federal law.

In 2016, the TAB is scheduled to select projects from the regional solicitation to be funded with federal funds in 2020 and 2021, contingent upon available federal funding.

The 2016 air quality planning activities related to this task will focus on the regional process for conformity determination of the 2017-2020 TIP. The latest EPA regional air quality model will be used.

**RELATIONSHIP TO PREVIOUS WORK:** The 2017-2020 TIP preparation will build on the 2016-2019 TIP.

**RELATIONSHIP TO OTHER AGENCY WORK:** MnDOT staff works cooperatively with Council staff and TAB/TAC to develop revenue assumptions. Staff from the Metropolitan Council, Minnesota Department of Transportation, Minnesota Pollution Control Agency, TAC and TAB representatives were involved in the 2014/2015 TAB Regional Solicitation Design Process. MnDOT coordinates and monitors TIP data for all federally funded projects, and MnDOT Trunk Highway projects. MnDOT has a significant role in the development of the TIP providing at least one full time position devoted to the coordination and management of data and fiscal analysis of the document. In addition, MnDOT staff plays an active role in the development and presentation of amendment requests at the TAC Funding and Programming Committee. MnDOT also administers STIP amendments, as needed. MPCA will continue to attend committee meetings of TAC and TAB, assist in TIP development reviews, evaluate projects for federal funding, and participate in project selection and air quality conformity analysis.

**PRODUCTS**

Prepare Draft 2017-2020 TIP

**COMPLETION DATES**

March

Adopt TIP Incl. Certification of 3-C Process, Major Projects Completed/Obligated in Previous Year, and an Air Quality Conformity Analysis	September
Annual Listing of Obligated Projects	December
Process TIP amendments	As needed
TIP Annual Report	October

### TASK A-3 REGIONAL SOLICITATION

**PURPOSE:** The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council’s federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the USDOT and administered locally through collaboration with the FHWA, FTA, and MnDOT. Projects are selected for funding as part of three federal programs: Surface Transportation Program, Congestion Mitigation and Air Quality Improvement, and Transportation Alternatives Program.

**ACTIVITIES:** In 2016, the Regional Solicitation for federal funds will be released in mid 2016. Projects selected during this funding cycle will be programmed for inclusion in the TIP approved in 2017. Minor changes are expected from the 2014 and 2015 solicitations for federal funds. Staff will work with agencies requesting assistance with defederalization of projects. Following a defederalization of a project that was selected through the Regional Solicitation process, staff will monitor the project is developed per the work scope in the Regional Solicitation application. A Regional Solicitation Project Evaluation will be prepared to review and highlight the completion of projects. A consultant will be utilized to assist with the Regional Solicitation Project Evaluation. Staff will create a summary of where solicitation money has gone and how it has been used.

**RELATIONSHIP TO PREVIOUS WORK:** A Regional Solicitation Evaluation Study was concluded in 2014, and solicitations were released in late 2014 for STP, CMAQ, and TAP projects for 2017-2019 and in mid 2015 for TDM projects for 2015-2017 using the revised criteria.

PRODUCTS	COMPLETION DATES
2016 Regional Solicitation	Q1 2017
Regional Solicitation Project Selection (TDM)	May 2016
Regional Solicitation Project Evaluation	2017
Regional Solicitation Project Summaries	2017

### TASK A-4 RESPOND TO REVISIONS IN FEDERAL TRANSPORTATION LAW

**PURPOSE:** Respond to revised funding levels and policy direction in the MAP-21 federal transportation law concerning funding eligibility and roles and responsibilities of MPOs, which affect how MnDOT, the Council, and TAC/TAB function in the future.

**ACTIVITIES:** Council staff will continue to work with MnDOT, TAC/TAB and the Council on interpret and implementing any changes resulting from MAP-21, as well as reviewing and responding to any new proposed legislation to replace MAP 21.

**RELATIONSHIP TO PREVIOUS WORK:** Council staff has worked with MnDOT, federal agencies, and organizations such as AMPO since the second half of 2012 to analyze changes in MAP-21 and in subsequent draft guidance produced by US DOT.

PRODUCTS	COMPLETION DATES
Revise Policies/Procedures	Ongoing

## TASK A-5 TRANSPORTATION FINANCE

**PURPOSE:** To research and implement funding options to implement the Transportation Policy Plan and to provide financial oversight for transportation planning activities.

**ACTIVITIES:** Funding constraints placed on the TPP and the TIP are more demanding on the planning process than ever. Council transportation staff will undertake programming and budgeting activities. Staff will work with MnDOT and policy makers to identify funding needs and potential funding scenarios to implement the increased revenue scenario of the *2040 TPP*.

Staff will continue to collaborate with the Counties Transportation Improvement Board (CTIB), coordinating with counties and regional rail authorities for transit planning, visioning, and financing. The Board's administers a local sales tax collected in 5 of the region's counties to help fund a network of interconnected transitways.

**RELATIONSHIP TO PREVIOUS WORK:** The Council prepares an operating budget and 6-year transit CIP annually.

**RELATIONSHIP TO OTHER AGENCY WORK:** The Council is the lead agency. Council staff works with the transit operating agencies and Suburban Transit Providers on transit capital planning. MnDOT works in cooperation with the Council on alternative roadway financing such as HOT lanes and congestion pricing.

### PRODUCTS

Analysis of Transportation Funding  
 Selection of Projects for Regional Transit Capital Funding  
 Unified Operating Budget  
 Unified Capital Budget

### COMPLETION DATES

Ongoing  
 December  
 December  
 December

<b>Activity A</b>	<b>2016 Budget</b>
ACTIVITY STAFF WEEKS:	252
CONSULTANT:	\$100,000
TOTAL ESTIMATED EXPENDITURES:	\$1,351,940
<b>SOURCES OF FUNDS:</b>	
FEDERAL: (CPG)	\$1,081,552
LOCAL: Met Council	\$270,388
TOTAL	\$1,351,940

## B. COMPREHENSIVE AND SURFACE TRANSPORTATION PLANNING

### TASK B-1 LAND USE AND GENERAL TRANSPORTATION PLANNING

**PURPOSE:** To ensure implementation of the Council's long-range *2040 Transportation Policy Plan* and *Thrive MSP 2040*, both chapters in its overall metropolitan development guide.

**APPROACH:** The Metropolitan Council adopted the *2040 Transportation Policy Plan* in January 2015. This is the first TPP since the passage of MAP-21 and is the first plan for the region to incorporate a performance-based evaluation. Implementation of the 2040 TPP will be conducted by the Council and its partners, including TAC/TAB. Transportation planning staff implementation activities in 2016 will include:

- Participate in interdepartmental implementation teams for Thrive MSP 2040. Conduct additional work in equity analysis, such as examining safety outcomes and studying transportation expenditures, including preservation and maintenance spending, for potential disparities by race and income. Work being done by the two Thrive implementation teams is covered under Task B-5 for freight economic competitiveness, such as preparing an inventory of available rail and river accessible land for economic development, and under Task B-9 for climate and sustainability. Transportation planning staff works with other Council staff to ensure transportation policy is considered in ongoing planning and grant activities of other departments, such as parks, natural resources, and the Livable Communities grant program.
- Staff will continue to work with other Council staff in the preparation and updating of the Local Planning Handbook and associated guidance that directs the Comprehensive Plan updates to be submitted by local governments by 2018.
- Staff will continue to review Comprehensive Plan Amendments and environmental documents when submitted by cities and counties.
- Staff will continue to work with University of Minnesota researchers on Center for Transportation Studies (CTS) and Humphrey School of Public Affairs activities in transportation research.
- Transportation planning staff will continue to work with other Council staff on transit-oriented development policy and guidance activities.
- Council staff participates in a regional TOD working group made up of multiple jurisdictions, agencies, and nonprofits, and assisted by other staff at the Council.

The Council will provide opportunities to the public for participation in the planning process through the Council website, open houses, public hearings, citizen advisory committees, and other means listed in the citizen participation process in Appendix C.

**RELATIONSHIP TO PREVIOUS WORK:** The regional development guide, known as *Thrive MSP 2040*, was adopted in May 2014; the *2040 Transportation Policy Plan* was updated in January 2015. The long-range transportation plan must be updated every four years to meet federal requirements; the development guide is typically updated every 10 years. Transportation staff reviews updates and amendments to local comprehensive plans, which must be prepared by local units of government under state law, to ensure consistency of local comprehensive plans with regional land use and transportation plans.

**RELATIONSHIP TO OTHER AGENCY WORK:** MnDOT serves as the lead agency for Intelligent Transportation Systems (ITS) activities in Minnesota, including the Regional ITS architecture; Council staff continues to participate in MnDOT ITS activities. Council staff will contribute efforts to the University of Minnesota Center for Transportation Studies Transitways Impacts Research Program and participate on research on Traffic, Parking, and Travel Behavior Impacts; Land Use Impacts; and Economic and Business Impacts.

#### PRODUCTS

Local Comprehensive Plan Reviews (including amendments)

#### COMPLETION DATES

As Needed

Participate in Various Team Activities (Including Local Planning Handbook, Livable Communities, Referrals, and Sector Reps)	As Appropriate
Review of Livable Communities Grants	Semi-annually
Participate in ITS and CTS Activities	Ongoing
TOD Policy and Guidance Activities	Ongoing

## TASK B-2 PERFORMANCE-BASED PLANNING AND MEASUREMENT

**PURPOSE:** Respond to MAP-21 requirements that MPOs use a performance-based approach and develop performance measures for their long range transportation plan. To develop, maintain, and disseminate information on the performance of the Twin Cities transportation system to inform policy decisions and funding allocations and to comply with state law. To evaluate the application of transit service planning guidelines and performance standards, achieving a regional consensus on equity and service priorities in the allocation of transit resources, and instituting service changes.

**ACTIVITIES:** Council staff will work with MnDOT, county, and city staff to develop recommended performance measures for implementation in the next TPP.

In 2008 state legislation was updated to require the Council to conduct a comprehensive evaluation of the transportation system every four years in the year prior to the revision of the Transportation Policy Plan. It also requires that on the intervening two years, the Council conduct an evaluation of the transit system. Collection of data for this evaluation allows the Council to maintain a wide variety of current data on an on-going basis, which is used for other planning activities as well as presented for informational purposes through a wide variety of venues. In the 2013 iteration, the system developed measures and benchmarks that assess sustainability and livability relating to transportation as well as identifying and benchmarking additional performance measures for use in the Council's and MnDOT's on-going planning and programming activities in preparation for anticipated changes in federal transportation funding reauthorization legislation. The Transit Evaluation started in 2015 and will conclude in 2016, and will build on this work.

**RELATIONSHIP TO PREVIOUS WORK:** The Metropolitan Council adopted the *2040 Transportation Policy Plan* in January 2015. This is the first TPP since the passage of MAP-21 and is the first performance-based plan for the region. The performance measures in the adopted TPP are placeholders. The performance management work described here is looking to build off of previous efforts and solidify and adopt performance measures for the next TPP.

In 1997, 2001, 2005, and 2013 the Council conducted transportation performance audits, and in 1999, 2003, 2007, and 2009 transit evaluations. In 2010 the 2009 transit evaluation was updated to include the most recent transit operating statistics.

This element also represents a continuation of transit planning and implementation formerly conducted by the Metropolitan Council, Regional Transit Board, and Metropolitan Transit Commission and other providers. This work also includes evaluation efforts associated with the operations divisions of the Metropolitan Council, which may not be directly funded through the CPG.

**RELATIONSHIP TO OTHER AGENCY WORK:** MnDOT and the Metropolitan Council will work closely to develop performance measures and targets for the state and regional highway system that follow MAP-21 guidelines and align with MnSHIP and the TPP.

PRODUCTS	COMPLETION DATES
Regional Performance Measure Assessment	2016
Transit System Evaluation	2016



## TASK B-3 CONGESTION MANAGEMENT PROCESS

**PURPOSE:** Federal law requires MPOs with populations of 200,000 or greater to prepare, adopt, and maintain a congestion management process.

**ACTIVITIES:** The Metropolitan Council will continue to monitor and evaluate the RTMC activities and ATM applications.

**RELATIONSHIP TO PREVIOUS WORK:** MnDOT and the Metropolitan Council prepared a Congestion Management Planning Study Phase I in 2007 which was used to help establish the policy basis for the CMP in the revised TPP. Phase II was developed following adoption of the 2009 TPP revision. MnDOT completed CMP III in 2012. The 2040 TPP includes a CMP that incorporates performance-based planning elements.

**RELATIONSHIP TO OTHER AGENCY WORK:** MnDOT was instrumental in the development of the 1997 Congestion Management System and will continue to provide the Council congestion mapping based on ongoing data collection done by the Regional Traffic Management Center, project design, and evaluation data. MnDOT Metro District will cooperatively work with the Council to determine any revisions necessary based on MAP-21 and FHWA Guidance. Also MnDOT will provide funding for this effort. TAC/TAB assistance is anticipated in this task through standing committees or possibly a special task force.

### PRODUCTS

Monitor Congestion Management Activity (RTMC)  
Evaluation of Active Traffic Management (ATM) Applications

### COMPLETION DATES

Ongoing  
Ongoing

## TASK B-4 CORRIDOR STUDIES

**PURPOSE:** To participate in major corridor studies to ensure implementation of the regional transportation and development policies of the Council.

**ACTIVITIES:** Metropolitan Council, regional rail authorities, and MnDOT staffs participate on corridor study management teams, advisory committees, and task forces for many trunk highway and transit corridors. The scale of each corridor study will be consistent with the investment priorities identified in the TPP and MnDOT's Highway Investment Plan (MnSHIP). For instance, some studies may focus primarily on access management and operational activities, while other corridors will be considered for additional investments, such as managed lanes and strategic capacity enhancements. Metropolitan Council is the lead agency for design, engineering, and submitting funding applications for light rail transit (LRT) in the Southwest and Bottineau Transitways. Metropolitan Council is the lead agency for a transit study in the West Broadway corridor in Minneapolis. Council planning staff also provides input on transit corridor studies and station-area land use planning lead by other agencies, primarily the county regional railroad authorities. For each corridor study, the lead agency assumes responsibility for public participation, which typically includes newsletters, meetings, open houses, special outreach to affected businesses and communities and websites. Studies will also consider environmental justice impacts at a corridor level. Staff will also provide data and modeling information to municipalities and agencies upon request to support ongoing planning and environmental studies. This may include travel forecasts or review of forecasts prepared by others. Specific corridor studies known in June 2016 are included in the product list. The Council is the local joint lead agency on the Gateway (Gold Line) Draft Environmental Impact Statement with the Washington County Regional Railroad Authority. The DEIS is evaluating bus rapid transit alternatives that would run on a dedicated guideway between downtown St Paul and Woodbury. The DEIS is scheduled for completion in early 2016.

**RELATIONSHIP TO PREVIOUS WORK:** This is part of the ongoing effort to implement regional plans at the corridor level. Most corridor studies take several years and may progress from feasibility studies to alternative analysis, environmental documentation/preliminary engineering, and land use planning. Council planning staff is typically involved through many early stages and may continue until final design and construction of a project, while staff from other agencies such as MnDOT may transition from planning to other departments after preliminary engineering begins. Transportation planning staff involvement in transit corridors like Bottineau and Southwest is minimal once a project office is opened to begin implementation, although land use coordination may continue.

**RELATIONSHIP TO OTHER AGENCY WORK:** MnDOT is usually the lead agency for highway corridors. MnDOT has developed a planning prioritization process to help in the identification and prioritization of Metro District studies. MnDOT is also leading an analysis of MnPASS options along I-494 and TH 62 and combined highway and transit option on TH 169, which the Council follows and participates in. For many transit corridors, the regional railroad authorities are the lead agencies for feasibility, AA or environmental studies, although responsibility is usually transferred to the implementing agency when project development or design commences. The cities of Minneapolis and Saint Paul are exploring modern streetcar systems and have completed system studies leading to specific corridors. The City of Minneapolis is moving forward on a specific recommendation of streetcar in the Nicollet-Central corridor and Council staff are assisting on early environmental work. Council staff participates in station land use planning activities lead by counties or cities along transit corridors (e.g., a Southwest LRT Community Works project has been formed by Hennepin County; and Council leadership and staff are participating in a Steering Committee and Technical Implementation Committee, in addition to leading a Southwest LRT Management Committee). MnDOT also works on transit studies, especially where the corridor utilizes a MnDOT highway, such as Cedar Avenue/Highway 77 or I-35W BRT; or commuter rail projects, where MnDOT has responsibilities under state law. MPCA staff will provide input regarding the applicability of MAP-21 and CAA air quality requirements, and state noise rules during environmental document development by reviewing and commenting on proposed highway and transit construction and/or reconstruction projects. The majority of corridor study costs are typically incurred by the leading agency for both staff and consultant work and are reflected in their own agency budget.

**PRODUCTS**

**COMPLETION DATES**

Highspeed Rail between the Twin Cities and Milwaukee EIS	Ongoing
Review EAs and EISs	As Needed
I-35W North Corridor Preliminary Design Project	2016
I-494/TH 62 Managed Lanes Study	2016
Rush Line Pre-Project Development Study	Q2 2016
Gateway (I-94 East) Corridor DEIS	2016
Riverview Pre-Project Development Study	2016
Nicollet/Central Avenue Corridor EA	Q1 2016
West Broadway Alternatives Analysis	2016
Red Rock Implementation Plan	Q1 2016
I-35E Corridor Management Team	Ongoing
I-94 Between the Downtowns Project	2017
TH 169 Managed Lane and Transitway Study	2017
TH 169/101 <sup>st</sup> Interchange Corridor Study	2017
TH 252 Interchanges Study/ZipRail Tier 1 EIS	2017/Ongoing

## TASK B-5 HIGHWAY SYSTEM PLANNING

**PURPOSE:** To work with agency partners to plan a regional highway system that is consistent with the goals and objectives in the 2040 Transportation Policy Plan.

**ACTIVITIES:** Council staff will work with agency partners on a number of highway issues including the following:

- Staff will co-lead a project with MnDOT to examine non-freeway principal arterials. It will assess the feasibility and priorities for intersection conversions into interchanges and other grade-separation solutions.
- Staff will continue to work with MnDOT on alternative roadway financing issues including the I-35E Value Pricing grant project and other MnPASS and dynamic shoulder pricing projects. Consistent policy and design decisions are needed as the region implements more managed lane MnPASS projects.
- Staff will begin work on identifying and prioritizing strategic capacity expansion projects for the Increased Revenue Scenario of the next TPP.
- Staff will begin to explore the potential and feasibility for an Arterial Traffic Management Center to coordinate roadway operations that are not on the principal arterial network.
- Staff will begin discussion on the feasibility and potential need for a regional approach to managing the arterial roadway system.
- Staff will continue to examine the feasibility of “superstreets” for the region.
- Staff will continue to evaluate requests for additional interchanges as submitted.
- Staff will review and approve changes to controlled access highways, as required by state law.
- Staff will continue to work closely with MnDOT to provide metro area perspective on a number of statewide studies and plans, such as updates of the Statewide Multimodal Transportation Plan, MnSHIP, Capital Highway Investment Plan (CHIP) Asset Management Plan, and Highway Safety and Operations Plan.

**RELATIONSHIP TO PREVIOUS WORK:** Metropolitan Council staff have worked closely with MnDOT and other agency partners to further plan the regional highway system. Some of these efforts include Congestion Management and Safety Plan (CMSP) III and MnPASS II. The A-Minor Arterial System Evaluation also assessed the past performance of this functional class of roadway and made recommendations to improve it in the future.

**RELATIONSHIP TO OTHER AGENCY WORK:** Metropolitan Council staff will devote a significant amount of time to supporting MnDOT’s I-94 Between the Downtowns Project. This is a large project requiring input and feedback from all partner agencies. Staff will be provided to assist in the technical contract as well as in substantial engagement activities throughout the duration of the study. In addition, staff will also assist on CMSP IV and MnPASS III Studies, both lead by MnDOT.

### PRODUCTS

Principal Arterial Intersection Conversion Study  
Various Managed Lane Implementation Studies  
Strategic Capacity Expansion Study  
Arterial Traffic Management Center  
Review Highway Interchange Additions  
Review Controlled Access Highway Revisions

### COMPLETION DATES

2017  
Ongoing  
2018  
2018  
As Needed  
As requested

## TASK B-6 FREIGHT PLANNING

**PURPOSE:** To continue to develop an integrated regional freight planning program for the Twin Cities Metropolitan Area, to be implemented by MnDOT, Metropolitan Council, and our partners in the public and private sectors.

**ACTIVITIES:** The Twin Cities Metropolitan Area is the hub of many freight transportation supply chains in the Upper Midwest not only for goods produced and consumed here, but for freight moving through the region to other areas. Freight issues include highway and rail traffic congestion, conflicts between freight rail and passenger rail, aging infrastructure, local land use conflicts and community acceptance. Freight planners will continue to work on teams implementing the economic competitiveness aspects of *Thrive MSP 2040*.

The Metropolitan Council will continue ongoing work activities in 2016 to:

- Complete the Regional Truck Highway Corridor Study begun by the Council in 2015.
- Identify and support integration of freight considerations into land use and transportation planning activities of the Council, including implementation of *Thrive MSP 2040*, updates to the regional solicitation, and technical assistance to local governments on freight planning
- Participate in freight transportation planning at MnDOT, including the updates of the Statewide Freight Plan and other planning efforts underway to integrate freight planning;
- Participate in Minnesota Freight Advisory Committee (MFAC) and its Executive Committee and draw on the expertise and contributions of members of the MFAC as needed for metro area transportation planning;
- Coordinate freight data collection and analysis within and between partner organizations.

**RELATIONSHIP TO PREVIOUS WORK:**

In 2011-2013 the Metropolitan Council worked with MnDOT (Metro District and the Office of Freight and Commercial Vehicle Operations) to prepare a Twin Cities Metropolitan Area Regional Freight Study to identify freight-related trends and issues and to develop solutions for the high priority freight issues. The summary report of this study was used in preparing the *2040 Transportation Policy Plan*, and other study reports, posted on the MnDOT website, will continue to be used as needed to coordinate freight planning in the region. In 2014-15 staff participated in MnDOT's update of the state freight plan.

**RELATIONSHIP TO OTHER AGENCY WORK:** MnDOT includes an Office of Freight and Commercial Vehicle operations that conducts freight planning statewide and oversees the MN freight advisory committee.(MFAC). This office informs and works closely with MnDOT metro district planners and Metropolitan Council staff on metro area freight planning activities.

**PRODUCTS**

Regional Freight and Industrial Manufacturing Lands Assessment  
Metro Freight Initiative Implementation  
Regional Truck Highway Corridor Study

**COMPLETION DATES**

2016  
Ongoing  
2016

**TASK B-7 TRANSIT PLANNING**

**PURPOSE:** To conduct the mid- and long-range regional transit studies, policy, planning, and implementation activities. To develop short-range implementation plans to carry out regional transit policy and ensure, through a comprehensive and coordinated review process, that proposed development plans or implementation programs are consistent with the Council's Transportation Policy Plan and other transportation policy documents. To participate in regional transportation projects to ensure that transit alternatives are adequately addressed and considered.

**ACTIVITIES:** Activities in this category include short-, mid- and long-range transit planning and implementation conducted by the Council's MTS planning staff which is not related to a specific corridor.

- Council staff coordinate with Metro Transit staff, other transit operators, and local communities on specific studies of transit policy issues and assist with the implementation of completed studies, when applicable.
- Council staff will continue to participate with MnDOT and transit operators in the multi-agency Team Transit, which has been identifying and expediting bus-related road improvements to improve the multimodal capability of the region's highways for almost 30 years.
- Council staff will provide technical assistance to communities on development and implementation of transit and TDM elements of comprehensive plan amendments, pedestrian and bicycle friendly land use coordination, transit-oriented development and other transit-related activities as appropriate. Council will also coordinate with TDM implementers on the relationship between activities and regional long-range planning efforts.
- The Council is leading policy efforts that will inform future updates of the Transit Investment Direction in the 2040 TPP. One effort is to further define possible criteria for setting regional transitway priorities. This will build off the performance-based planning framework in the 2040 TPP and provide a direct linkage between performance measures and potential system investments. Another effort will be studying the possible policy implications of the introduction of modern streetcar into the transitway system. This effort is looking at peer regions and key questions surrounding the funding and expansion of streetcar system, which is being explored and has been recommended by some local partners for consideration in the 2040 TPP. Additional efforts will analyze regional transit demand for non-regular route transit services, which may include services such as dial-a-ride, employer shuttles, and van programs.
- The Council is working with Metro Transit to evaluate potential updates to the 2030 Park-and-Ride Plan and implementation guidelines around bus stops. These efforts will guide regional and local implementation of transit projects when they are being funded or designed.
- The Council works with all regional transit providers to update the Regional Service Improvement Plan, a document that informs potential investments in the expansion of the transit system. This is updated every two years with a call for project ideas and the involvement of all public transit providers.

**RELATIONSHIP TO PREVIOUS WORK:** This activity implements several activities of past years, such as the *2040 Transportation Policy Plan*, Public Transit/Human Services Coordination Plan, the Highway Transitway Corridor Study, the Arterial Transitway Corridor Study, and other ongoing policy or system analyses. LRT, BRT, and commuter rail feasibility studies are related to this activity but fall under Task B-3, "Corridor Studies."

**RELATIONSHIP TO OTHER AGENCY WORK:** The Council works closely with the county regional railroad authorities on corridor-specific work to ensure consistency with system planning and development. The Counties Transit Improvement Board develops policies and plans for expenditure of major resources in the transitway system and the Council coordinates closely with these efforts for development and updating of the *2040 Transportation Policy Plan*. Any efforts to address policies related to regional transit investments require the Council to coordinate with cities, counties, and transit providers that may be leading specific efforts or be affected by policies through land use planning or implementation activities. MnDOT, Met Council, Metro Transit, other transit providers, and local governments work jointly on the Team Transit effort that provides planning and coordination on bus shoulder lanes, park-and-ride lots, and HOV by-pass lanes on the Trunk Highway system, as well as the mitigation of highway construction impacts. The Transportation Advisory Board to the Metropolitan Council continues to invest in the federally-funded regional travel demand management program, which includes implementation efforts for the promotion of transportation alternatives such as transit, bicycling, and walking.

## PRODUCTS

	COMPLETION DATES
Project Review and Referral Memoranda Related to Transit	As Needed
Development of Bus Shoulder Lanes and Other Transit-Supportive Measures in Conjunction with the Trunk Highway System	Ongoing
Further Defining the Process for Setting Transitway Priorities	2016
Update of Regional Service Improvement Plan	2016
Modern Streetcar Policy Study	2016
Last Mile Employer Transit Connections Study	2017

## TASK B-8 BICYCLE AND PEDESTRIAN PLANNING

**PURPOSE:** To participate in bicycle and pedestrian planning in the region and provide technical assistance and coordination to other government units.

**ACTIVITIES:** The Council's *2040 TPP* supports and encourages bicycle and pedestrian planning and staff provides regional coordination and technical assistance. The *2040 TPP* established a Regional Bicycle Transportation Network (RBTN), with prioritized regional bicycle corridors and general alignments. The defined RBTN corridors are intended to serve as the "backbone" arterial system for biking in the region and to encourage planning and implementation of this regional network by cities, counties, parks agencies, and the state. Refinement and implementation of the RBTN is ongoing and corridor refinements and specific alignment designations will continue in 2016.

Metropolitan Council staff is developing a new tool for updating the regional bicycle system inventory. Metropolitan Council staff will be collaborating with MnDOT and local agencies to update and maintain the regional bicycle system map. The new mapping tool will allow local agencies to upload their local bike plan networks to a regional map database. This regional database will be managed by Council staff and then made exportable to agencies and the general public via the Metro GIS datafinder.

In 2016, staff will purchase automated bicycle and pedestrian count equipment for use in collecting count data for regional planning. MnDOT has been leading the development of automated bicycle and pedestrian count data collection in the state, and Council staff participate in MnDOT's Bicycle and Pedestrian Count Task Force. A regional count program pilot will enable staff to collect data for locations appropriate for regional planning uses, such as (but not limited to) identifying usage trends, determining exposure for safety analyses, and model calibration.

**RELATIONSHIP TO PREVIOUS WORK:** The Regional Bicycle System Study was completed in 2014 to develop a more complete understanding of how the region's on-street bikeways and off-street trails interface and how the on and off-road systems work together to serve regional transportation trips by bicycle. Results of this study, including the RBTN, were incorporated into the *2040 TPP* during 2014.

**RELATIONSHIP TO OTHER AGENCY WORK:** MnDOT's bicycle and pedestrian staff works cooperatively with the Council by providing data and technical information, participating on the TAC Funding and Programming Subcommittee, and providing technical assistance and technical training for local governments on ADA and other elements of bike and pedestrian design, planning and operations. Minneapolis and Hennepin and Ramsey counties have formal bicycle and pedestrian advisory committees which include Council and MnDOT staff. Metropolitan Council staff continues to participate on MnDOT's State Non-Motorized Transportation Advisory Committee, the Statewide Bicycle Plan project advisory committee, and a state Bicycle Law Advisory Task Force.

MnDOT and the Minnesota Department of Health (MDH) began a Statewide Pedestrian Plan in 2014. Council staff continues to work with MnDOT and MDH staff to provide input from the region's perspective to the statewide plan and serves on the Project Advisory Committee.

**PRODUCTS**

Maintain Bike/Pedestrian Facility Map on MetroGIS  
 Regional Bicycle Transportation Network implementation  
 MnDOT Statewide and Metro District Bicycle Plans  
 MnDOT/MDH Statewide Pedestrian Plan  
 Bicycle and Pedestrian Count Program

**COMPLETION DATES**

Ongoing  
 Ongoing  
 2015  
 2016  
 Ongoing

**TASK B-9 ENVIRONMENTAL JUSTICE AND EQUITY**

**PURPOSE:** An important consideration for the *2040 Transportation Policy Plan* is its impact on all populations in the region, particularly those who have been historically underrepresented in regional planning efforts, including communities of color, low-income residents, people with disabilities, and people with limited English proficiency. This UPWP adheres to federal requirements for environmental justice and further responds to additional aspirations for equity set forth in *Thrive MSP 2040*. Equity connects all residents to opportunity and creates viable transportation options for people of all races, ethnicities, incomes, and abilities so that all communities share the opportunities and challenges of growth and change.

During 2016 cooperative activities will continue with the counties and other social service providers on transportation assistance to clients. Although the JARC program was not included in MAP-21, efforts will continue to disburse JARC funds granted in previous years.

**ACTIVITIES:** Council staff participates in the Equity Implementation Team and the departmental Equity Change Team within the Metropolitan Council. The Metropolitan Council has also hired a full time staff member in order to effectively engage the public, including traditionally underrepresented communities, in all transportation planning efforts.

**RELATIONSHIP TO PREVIOUS WORK:** The Council has operated in accordance with executive order 12898 since the order was issued. In 2015 the TAB and Council members participated in a workshop to provide a common understanding of equity and its application to regional transportation policy and making policy-driven investments.

**RELATIONSHIP TO OTHER AGENCY WORK:** The Council is a recognized leader in the area of outreach and engagement after the construction and launch of the Green Line transitway. Staff is approached by other agencies to learn best practices and to build capacity at all levels. As part of the I-94 corridor study between the downtowns, Metropolitan Council staff will work with MnDOT project leaders to enhance the engagement activities for users of and residents near the corridor.

**PRODUCTS**

Equity Analysis Study  
 Access to Jobs Implementation

**COMPLETION DATES**

2016  
 Ongoing

**TASK B-10 AIR QUALITY AND CLIMATE CHANGE PLANNING**

**PURPOSE:** To implement long-term air quality planning required by federal law including the integration of congestion management, transportation, land use, and air quality planning with the requirements of the Clean Air Act (CAA).

**ACTIVITIES:** During 2016, the Council, MnDOT and the MPCA will continue the regional and state air quality planning and coordination activities with through the interagency air quality and transportation committees and work groups formed to address the CAA conformity requirements.

- Council staff will organize and work with the Minnesota Interagency Air Quality and Transportation Committee (MNIAQTPC) to consult on air quality issues and State Implementation Plan (SIP) updates as necessary.
- Air conformity analysis will be carried out for the 2017-2020 TIP.
- The roles and responsibilities of the interagency committee and work groups are defined in the interagency consultation procedures developed collaboratively.
- MPCA and the Council will continue to participate in activities of Clean Air Minnesota (CAM), a non-profit organization that promotes public and private partnerships to reduce emissions from criteria pollutants.
- The MNIAQTPC will continue to implement the EPA approved Limited Maintenance Plan for carbon monoxide. The MNIAQTPC will work with the MPCA in coming up with possible control strategies for PM2.5 and ozone due to potential non-attainment with current and future PM2.5 and ozone standards. The MPCA is the lead agency in these activities.
- The Council will continue to participate in the Climate Strategies and Economic Opportunities forum, as well as other climate change mitigation discussions. The Council will provide technical assistance to local governments in quantifying and reducing greenhouse gas emissions.
- The Council working with MPCA will develop effective strategies to address the greenhouse gas emissions reduction goals of the 2007 Next Generation Energy Act and integrate them into the transportation planning process.
- The Council will continue to work on internal climate change and sustainability initiatives.
- The Council will create a CMAQ plan to evaluate the effectiveness of regional activities, pending the release of the requirements for the CMAQ plan from the USDOT.

A regional component of a proactive strategy to reduce the formation of ozone and fine particulate matter needs to be prepared and coordinated with the regional planning and implementation processes. The strategy must be prepared in partnership with the MPCA, MnDOT, Council and other stakeholders. Modeling work underway by the MPCA on the regional ozone and fine particulate matter issue will provide direction on appropriate and the most effective control measures to reduce precursor emissions from transportation sources. If non-attainment designation is made, the Council, MnDOT, and MPCA will work on updating the SIP to address the new status. The increases in air toxics in the region as studied by the MPCA also remain a concern. The Federal Highway Administration and EPA have developed guidance for addressing mobile sources air toxics in environmental review process for transportation projects.

In 2016, the MPCA and Environmental Initiative will continue to facilitate a conversation among leaders in the business, government and nonprofit sectors to seek new opportunities for emissions reduction, lay groundwork for future collaboration to improve air quality in Minnesota, and prepare for potential nonattainment designations. A Work Group named “Minnesota Clean Air Dialogue” (CAD) was formed and tasked with identifying the most efficient and effective ways to meet or exceed potential new federal standards through a process of collective problem solving and consensus decision-making. The Work group members included among others, the MPCA, MnDOT, Council, and assisted by additional technical experts, developed and came to consensus on a set of complementary initiatives to voluntarily reduce emissions associated with ozone and fine particle pollution. The MPCA in coordination with Environmental Initiative is working proactively to develop, fund, and implement some of the projects that were recommended by CAD. The Environmental Quality Board is also leading a Work Group with Partner Agencies including: the MPCA, the Council, MnDOT, Commerce, DNR, Agriculture and Health called “The Climate Solutions and Economic Opportunity.” The work group is evaluating policy options from across Minnesota’s major economic sectors for their potential to grow our economy and to reduce greenhouse gases that contribute to climate change. The Council also has an on-going Climate Change and Environmental Sustainability work group that focuses on internal activities at the Council to reduce the carbon footprint of the agency as a whole. Many of the initiatives



coordinated by this group also impact and benefit the cities and other agencies of the region through activities such as urban forestry, solar gardens, and energy management.

**RELATIONSHIP TO PREVIOUS WORK:** The Council annually prepares a conformity determination of the TIP, and as needed for regionally significant amendments and prepared the most recent conformity determination of the *2040 Transportation Policy Plan and 2016-2019 TIP* in 2015. The Council signed the Transportation Conformity SIP, which lays out interagency roles and responsibilities in conformity determination in 2014- this was approved by USEPA in 2015

**RELATIONSHIP TO OTHER AGENCY WORK:** The MPCA, Council, and MnDOT will play key roles in the development of a regional response strategy to reduce the anticipated increases in the formation of greenhouse gases, ozone and PM 2.5. The Council staff will provide assistance in travel demand and air emissions modeling. Council planning staff also works with other council divisions on this effort, such as Metro Transit staff to increase transit and carpool usage, and Environmental Services staff, who monitor air pollution from waste water treatment plants.

**PRODUCTS**

SIP Revision for Minnesota  
 Implement SIP Limited Maintenance Plan  
 PM2.5/Ozone Emissions Reduction Strategies Effort  
 Environmental Initiatives Clean Air Dialogue Work Group  
 Minnesota Climate Solutions and Economic Opportunities (CSEO)  
 Conformity Analysis of 2017-2020 TIP  
 Conformity Analysis of regionally significant TIP and TPP amendments

**COMPLETION DATES**

Ongoing  
 Ongoing  
 Ongoing  
 Ongoing  
 Ongoing  
 April  
 As needed

<b>Activity B</b>	<b>2016 Budget</b>
ACTIVITY STAFF WEEKS:	656
CONSULTANT:	\$400,000
TOTAL ESTIMATED EXPENDITURES:	\$2,484,834
<b>SOURCES OF FUNDS:</b>	
FEDERAL: (CPG)	\$1,987,867
LOCAL: Met Council	\$496,967
TOTAL	\$2,484,834

**C. RESEARCH AND TRAVEL FORECASTING**

**TASK C-1 TRAVEL FORECASTING AND TECHNICAL SUPPORT**

**PURPOSE:** To support Council staff in other divisions who provide data and technical products to transportation planning division.

**ACTIVITIES:** Metropolitan Council transportation planning staff relies on the support of staff in other divisions of the Council, including GIS, Research, and Community Development. Research staff provides land use and socio-economic data and forecasts for use in the regional travel model and other analyses. GIS division maintains the regional geographic database.

**RELATIONSHIP TO PREVIOUS WORK:** This is an ongoing effort to provide data and technical products to support a variety of transportation activities.

**RELATIONSHIP WITH OTHER AGENCY WORK:** The Council's research division works with the Census Bureau and State Demographer. The Council's GIS division works with the Metro GIS, regional geographic information systems initiative serving the seven-county Minneapolis-St. Paul (Minnesota) metropolitan area, to provide a regional forum to promote and facilitate widespread sharing of geospatial data. The Council and MnDOT share GIS, data, and modeling information when possible.

**PRODUCTS**

GIS Database  
 Demographic Forecasts  
 Land use/Transportation Model  
 Technical Assistance to Land Use Planners  
 TIP Forecast (for Use in Air Quality Conformity Finding)  
 TPP Forecast (for Use in Conformity Finding and Scenario Analysis)  
 Satisfy Data Requests  
 Analyze Traffic Impacts of Transportation Projects and Development Proposals

**COMPLETION DATES**

Ongoing  
 Ongoing  
 December  
 Ongoing  
 April and as needed  
 As Needed  
 As Needed  
 As Needed

**TASK C-2 URBAN TRAVEL RESEARCH AND FORECASTING**

**PURPOSE:** To maintain and apply the travel forecast models to support planning for the orderly development and operation of transportation facilities. To maintain socio-economic, travel and traffic data, and to monitor, revise and update travel forecasts to 2040 and beyond. To provide the projections of traffic demand, greenhouse gas and air pollutant emissions and allied data needed to evaluate regional transportation investment alternatives. To continue a program of travel and employment data research such as the Travel Behavior Inventory undertaken at least every 10 years. This work coordinates travel behavior data with population and economic data and forms the factual basis for forecasting models.

**ACTIVITIES:** The Metropolitan Council and MnDOT will continue joint efforts in developing and implementing data collection programs to support transportation behavior analysis and forecast model development. In 2010-2015, the decennial Travel Behavior Inventory (TBI) was conducted and disseminated. In 2015, the Council performed the TBI program evaluation, looking at the uses of new technology, new survey methods, and the practice of the composition and timing of travel surveys. In 2016, the Council will begin implementing a new TBI program for the next decade, which may include more frequent household travel surveys using new technologies and methods, third party data purchases, and other ancillary data collection. In 2016 the Council will perform its quinquennial transit on board survey to provide data to update forecast models following several major transit service changes. The Council will continue to perform and support research on regional travel based on the TBI. The TBI data will be used to update the Regional Travel Demand Forecast Model. In 2015, the Council completed development of an activity-based model based on the 2010 TBI. Refinement, testing, application, and release of the new model will continue through 2016. Development and refinement of base highway, transit, freight, and pedestrian/bicycle networks will continue. The Council will continue to perform additional data collection as needed to support model development and improvement. The Council will work with MnDOT to explore integrating dynamic traffic assignment into the forecast model. The Council will continue to investigate additional model improvements such as more detailed bicycle/pedestrian forecasting. The Council will also provide technical assistance and satisfy data requests from other agencies, local units of government and consultants for regional studies, emissions inventories, comprehensive plans, corridor studies, or project planning. It is anticipated that the Council will experience an increase in requests for data and technical assistance as new corridor studies and comprehensive plan updates are initiated. The Council will continue to provide technical assistance and review of major highway and transit corridor and project forecasting. Council forecast staff also reviews the reasonableness of forecasts in local plans, EAWs, etc that are transmitted to the Council. Staff will continue to review and analyze information from federal data sources such as the Census Transportation Planning Products, the American Community

Survey, the National Household Travel Survey, and other data sources. Staff will work with MnDOT to coordinate assessment and purchasing of third-party transportation data where appropriate.

**RELATIONSHIP TO PREVIOUS WORK:** Travel demand forecasting is an ongoing activity of the Council and region since 1967.

**RELATIONSHIP TO OTHER AGENCY WORK:** The Council is the lead agency. MnDOT and the Council have a Memo of Understanding on forecasting responsibilities. MnDOT will continue to collaborate with the Council regarding any revisions to the regional model. Also, Metro District and/or its consultants will provide project level, and system level forecasts to support development of Trunk Highway projects, as well as the planning activities of the district. MnDOT will also involve the Council in Metro District’s review and approval of travel demand forecasts developed by consultants for Trunk Highway projects. The Council will partner with MnDOT and local jurisdictions in acquiring data on speed and congestion for the non-freeway arterial and collector system.

<b>PRODUCTS</b>	<b>COMPLETION DATES</b>
Distribute Travel Forecast Model and Provide Needed Training and Documentation	As Needed
Provide Traffic Forecasts in Support of Council and MnDOT Studies	As Needed
Provide Technical Assistance, Support, and Review for Traffic Forecasts performed by regional partners	As needed
Continued Model Development and Enhancement	Ongoing
Transit On Board Survey	2017
TBI Survey Reports, Data Distribution and Data Analysis	Ongoing

### **TASK C-3 TRAFFIC MONITORING AND EVALUATION**

**PURPOSE:** The purpose of this program is to provide appropriate traffic data as needed to determine annual average daily traffic (AADT) on trunk highways and state aid highways and indicate travel trends and patterns. Data is also used for analysis of transportation caused air pollution and noise.

**ACTIVITIES:** MnDOT, working through the Office of Transportation Data Analysis, the State Aid for Local Transportation Division, Traffic Management Center and District Traffic Engineer in the Metro District, has established a cooperative counting program with the counties and municipalities. This cooperative program was undertaken for efficiency, convenience and to prevent duplication of vehicle counts, and is part of the overall statewide traffic monitoring program. Special counts will be taken as the need is identified. This work provides a database for identifying trends, and evaluating system performance. The Council will work with MnDOT and the University of Minnesota to expand this program to include more robust counts of trucks, bicycles, and pedestrians, and to provide better speed/operational data on roadways.

**RELATIONSHIP TO PREVIOUS WORK:** Traffic counting is conducted in the seven-county metropolitan area on a 2 year cycle for all Trunk Highways, County Roads, County State Aid Highways (CSAH), and a few Municipal State Aid Streets (MSAS). Most MSAS’s are counted on a 4 year cycle. There are about 9000 sites where traffic counts are collected. MnDOT’s Metro District personnel conduct the counts on almost all of the 1000 Trunk Highway locations. Metro county field staff collects data on all 2850 County and CSAH locations, and municipal field staff collects data on the remaining 5150 MSAS locations. Traffic volumes representing Annual Average Daily Traffic (AADT) are shown on traffic volume maps available online in pdf format. These maps cover the seven-county metropolitan area and include individual municipal maps

showing the volumes on the Trunk Highway, County, and MSAS systems. All of these AADT estimates including Heavy Commercial AADT (HCADT) estimates are available through the interactive basemap or by using the GIS shape file product. More information about the program as well as all of the available data is located on the web:

[http://www.dot.state.mn.us/traffic/data/html/volume\\_program.html](http://www.dot.state.mn.us/traffic/data/html/volume_program.html)

**RELATIONSHIP TO OTHER AGENCY WORK:** There is no Metropolitan Council time or funding in this activity although it is essential to the 3C process. MnDOT will continue to provide vehicle count data to the region. This work provides a database for identifying trends and evaluating system performance. This data is used by Metropolitan Council to calibrate the regional travel demand forecast model, and by many implementing agencies for STP applications on the criteria for “traffic volumes served.”

**PRODUCTS**

Seven-county Metro Area Traffic Volume Maps (2013 volumes)  
 Seven-county Metro Area Flow Map (2013 volumes)

**COMPLETION DATES**

July  
 September

<b>Activity C</b>	<b>2016 Budget</b>
ACTIVITY STAFF WEEKS:	141
CONSULTANT:	\$150,000
TOTAL ESTIMATED EXPENDITURES:	\$591,254
<b>SOURCES OF FUNDS:</b>	
FEDERAL: (CPG)	\$473,003
LOCAL: Metropolitan Council	\$118,251
TOTAL	\$591,254

## D. OPERATIONS AND MANAGEMENT

### TASK D-1 TRANSIT IMPLEMENTATION & EVALUATION

**PURPOSE:** To evaluate the application of transit service planning guidelines and performance standards, achieving a regional consensus on equity and service priorities in the allocation of transit resources, and instituting service changes.

**ACTIVITIES:** Review and develop service and capital plans to assure consistency with the Transportation Policy Plan; selection of capital projects, monitoring of system performance and financial status, and other activities to ensure coordination and review between the activities of the Metropolitan Council and its operating entities. Apply service-planning guidelines to determine service areas and types best suited for various areas of the region. Apply performance standards to existing services to determine which services are performing well and which are not. This includes the development of an annual Route Analysis that evaluates all routes in the regional transit system against regional performance standards. The routes that are not performing well should be the focus of restructuring or elimination. Formulate proposed service changes (enhancement, restructure, or reduction) to take to the community for their reaction and input prior to final implementation.

A bus replacement study and the development of a policy for replacement of fleet vehicles is underway in 2015 and will conclude in 2016.

**RELATIONSHIP TO PREVIOUS WORK:** The Council has routinely supported the planning of transit implementation and evaluation of those activities. The Council works closely with transit providers and partners to accomplish this work.

**RELATIONSHIP TO OTHER AGENCY WORK:** The Council is the lead agency.

#### PRODUCTS

Monitor provider performance and financial status  
Bus Replacement Study  
Transit Implementation assistance and activities

#### COMPLETION DATES

Ongoing  
2016  
Ongoing

### TASK D-2 TRANSPORTATION PLANNING FOR PEOPLE WITH DISABILITIES

**PURPOSE:** To formulate plans for the coordination of specialized transportation services in compliance with the Americans with Disabilities Act (ADA) throughout the Metropolitan Area. To conduct public policy research, identify policy issues and recommend policy actions for regional specialized transportation services. To ensure public participation of this community in the transit planning process.

**ACTIVITIES:** Coordinate the specialized transportation services throughout the Region including Metro Mobility, other ADA transit services and community based paratransit services. Participate with review of MnDOT 5310 capital funding requests for paratransit vehicles. Provide staff support to the Transportation Accessibility Advisory Committee (TAAC). Cooperative activities will continue with the counties and other social service providers on transportation assistance to clients.

The Council will study the likely increase in demand for Metro Mobility services. The Human Services Coordination Plan will be updated in 2016 with assistance from Metropolitan Transportation Services Operations division.

**RELATIONSHIP TO PREVIOUS WORK:** These work activities are a continuation of past responsibilities carried out by regional government, including the Public Transit/Human Services Coordination Plan. The Human Services Coordination Plan was last updated in 2013.

**RELATIONSHIP TO OTHER AGENCY WORK:** The Council is the lead agency.

**PRODUCTS**

Coordination of Regional Specialized Transportation Services  
 Coordinate TAAC Meetings  
 Human Services Coordination Plan  
 Metro Mobility Service Demand Study

**COMPLETION DATES**

Ongoing  
 Monthly  
 2016  
 2017

**TASK D-3 RIGHT OF WAY ACQUISITION LOAN FUND**

**PURPOSE:** To administer the Right of Way Acquisition Loan Fund (RALF)

**ACTIVITIES:** In 1982 the Minnesota legislature established a revolving loan fund program to acquire undeveloped property located within an officially-mapped metropolitan highway right-of-way that is threatened by development. Council staff are responsible for administering this program. This work is not federally funded. This includes reviewing RALF loan applications and processing loan repayments. Staff also consults with interested cities to determine the eligibility of specific parcels for RALF loans. The Met Council has the ability to levy property tax for the RALF program. Each year, the Council decides whether a levy is necessary to support the program. In addition, the Met Council is required to report on the status of the RALF program each year.

**RELATIONSHIP TO PREVIOUS WORK:** In 2014 the Council concluded an assessment of the program which showed long-term savings occurred because development of the land and its appreciated costs have been preempted. Some eligibility modifications were made at that time. Over the last 20 years loans have been made to acquire right of way parcels for TH 10, TH 52, TH 169, TH 212, TH 610, I-494,I-694, I-35W and I-35.

**RELATIONSHIP TO OTHER AGENCY WORK:** Met Council staff works with MnDOT to determine which parcels are needed for future state highway expansions. Staff also coordinates with MnDOT to process RALF repayments and transfer ownership from the Council to MnDOT for highway construction.

<b>Activity D (excluding RALF)</b>	<b>2016 Budget</b>
ACTIVITY STAFF WEEKS:	91
CONSULTANT:	\$150,000
TOTAL ESTIMATED EXPENDITURES:	\$442,931
<b>SOURCES OF FUNDS:</b>	
FEDERAL: (CPG)	354,344
LOCAL:	\$88,586
TOTAL ESTIMATED EXPENDITURES:	\$442,931
<b>RALF ONLY</b>	
ACTIVITY STAFF WEEKS:	2
CONSULTANT:	\$0
<b>SOURCES OF FUNDS:</b>	
FEDERAL: (CPG)	\$0
LOCAL:	\$6,115
TOTAL ESTIMATED EXPENDITURES:	\$6,115

## E. AVIATION TRANSPORTATION PLANNING

### TASK E-1 AVIATION TRANSPORTATION PLANNING

**PURPOSE:** To maintain the long-term viability of the regional aviation system by ensuring compatible land use planning, development, system efficiency, and project effectiveness. To develop and implement long-range regional aviation policy, monitor and periodically review and update the TPP (which now includes the APP). To also ensure aviation plan consistency with current and anticipated technical, economic and political conditions. Provide for review and coordination of aviation planning activities among agencies and municipalities.

**ACTIVITIES:** This activity will continue an aviation system planning program including an aviation database, identification of needs, and evaluation of system performance. Coordination activities continue with MnDOT Aeronautics, Metropolitan Airports Commission (MAC), other airport sponsors, communities, and users on the various metro aviation activities. Other activities include reviews/approvals of individual airport long-term comprehensive plans (LTCPs) and LTCP amendments, airport project environmental evaluations, airport annual capital improvement programs, and land use (noise, safety, and infrastructure) compatibility planning. This task also includes ongoing reviews of the aviation elements of local comprehensive plans and comprehensive plan amendments. Continued coordination will occur on review of projects to implement the MSP 2030 Long-Term Comprehensive Plan.

**RELATIONSHIP TO PREVIOUS WORK:** This work is a continuance of legislatively directed responsibility for the Council to develop and update a regional transportation systems plan which includes aviation. The 2040 Transportation Policy Plan was completed in 2015 with the major work effort to incorporate new information from the 2030 System Plan Technical Update, updates of all seven reliever airport LTCPs, and the ten-year updates of all metro communities and county comprehensive plans.

**RELATIONSHIP TO OTHER AGENCY WORK:** The Council is the lead agency on metro airport system planning and works closely with Metropolitan Airports Commission, who owns and operates most of the region's public airports and MnDOT Office of Aeronautics for statewide air system planning and airport project funding. Other cities and agencies participate in planning activities through the Council's TAC/TAB process.

#### PRODUCTS

Coordination Activities (including implementation of joint airport ordinances)  
 Potential System Plan FAA Grant Application  
 Review MAC's Capital Improvement Program  
 Review of Local Plan Amendments and EAs  
 Plan Updates/Amendments for general aviation  
 LTCP for Reliever Airports

#### COMPLETION DATES

Ongoing  
 As needed/2017  
 January  
 As needed  
 Ongoing  
 2016

Activity E	2016 Budget
ACTIVITY STAFF WEEKS:	56
CONSULTANT:	\$0
TOTAL ESTIMATED EXPENDITURES:	\$178,697
<b>SOURCES OF FUNDS:</b>	
FEDERAL:	\$0
LOCAL:	\$66,129
LOCAL: MAC	\$115,468
TOTAL	\$178,697

## II. APPENDICES

### A. 2016 UNIFIED PLANNING WORK PROGRAM BUDGET

		Staff Weeks 2013	Salary Cost	Consult- ant Cost	Overhead & Expenses	Total Cost	UPWP Federal	Local Met C	Local MAC	Total	% Local
<b>A</b>	Planning and Programming Process	252	\$547,666	\$100,000	\$704,274	\$1,351,940	\$1,081,552	\$270,388		\$1,351,940	20%
<b>B</b>	Comprehensive & Land Transp PI	656	\$1,270,706	\$400,000	\$814,128	\$2,484,834	\$1,987,867	\$496,967		\$2,484,834	20%
<b>C</b>	Research & Travel Forecasting	141	\$266,266	\$150,000	\$174,988	\$591,254	\$473,003	\$118,251		\$591,254	20%
<b>D</b>	Operations and Management	91	\$179,995	\$150,000	\$112,935	\$442,931	\$354,344	\$88,586		\$442,931	20%
<b>Federally Funded</b>		1,140	\$2,264,632	\$800,000	\$1,806,326	\$4,870,959	\$3,896,767	\$974,192	\$0	\$4,870,959	20%
<b>E</b>	Aviation Transportation Planning	56	\$109,198	\$0	\$69,499	\$178,697	\$0	\$66,129	\$115,468	\$181,597	100%
<b>D-4</b>	RALF	2	\$3,415	\$0	\$2,482	\$5,897	\$0	\$6,115		\$6,115	100%
<b>Locally Funded</b>		58	\$112,612	\$0	\$71,981	\$184,593	\$0	\$72,244	\$115,468	\$187,712	100%
<b>Total</b>		1,198	\$2,377,245	\$800,000	\$1,878,307	\$5,055,552	\$3,896,767	\$1,046,435	\$115,468	\$5,058,670	21%



**2016 UPWP Program Budget -- Salary Portion**

UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount	Total Funding Amount
<b>A</b>	<b>Planning and Programming Process</b>			<b>\$547,665.86</b>
A-1	Planning Program Support and Administration	\$254,116.96	\$63,529.24	\$317,646.20
A-2	TIP Development and Management	\$39,431.94	\$9,857.99	\$49,289.93
A-3	Regional Solicitation	\$43,813.27	\$10,953.32	\$54,766.59
A-4	Respond to Revisions in Federal Transportation Law	\$13,143.98	\$3,286.00	\$16,429.98
A-5	Transportation Finance	\$87,626.54	\$21,906.63	\$109,533.17
<b>B</b>	<b>Comprehensive &amp; Land Trans</b>			<b>\$1,270,705.75</b>
B-1	Land Use and General Transportation Planning	\$355,797.61	\$88,949.40	\$444,747.01
B-2	Performance-Based Planning and Measurement	\$20,331.29	\$5,082.82	\$25,414.11
B-3	Congestion Management Process	\$182,981.63	\$45,745.41	\$228,727.03
B-4	Corridor Studies	\$182,981.63	\$45,745.41	\$228,727.03
B-5	Highway System Planning	\$20,331.29	\$5,082.82	\$25,414.11
B-6	Freight Planning	\$40,662.58	\$10,165.65	\$50,828.23
B-7	Transit Planning	\$101,656.46	\$25,414.11	\$127,070.57
B-8	Bicycle and Pedestrian Planning	\$71,159.52	\$17,789.88	\$88,949.40
B-9	Environmental Justice and Equity	\$20,331.29	\$5,082.82	\$25,414.11
B-10	Air Quality and Climate Change Planning	\$20,331.29	\$5,082.82	\$25,414.11
<b>C</b>	<b>Research and Travel Forecasting</b>			<b>\$266,265.78</b>
C-1	Travel Forecasting and Technical Support	\$125,677.45	\$31,419.36	\$157,096.81
C-2	Urban Travel Research and Forecasting	\$80,944.80	\$20,236.20	\$101,181.00
C-3	Traffic Monitoring and Evaluation	\$6,390.38	\$1,597.59	\$7,987.97
<b>D</b>	<b>Operations and Management</b>			<b>\$179,995.05</b>
D-1	Transit Implementation & Evaluation	\$86,422.16	\$21,605.54	\$108,027.70
D-2	Transportation Planning for People with Disabilities	\$54,891.29	\$13,722.82	\$68,614.11
D-3	Right of Way Acquisition Loan Fund		\$3,414.58	\$3,414.58
<b>E</b>	<b>Aviation Transportation Planning</b>			<b>\$109,197.81</b>
E-1	Aviation Transportation Planning		\$109,197.81	\$109,197.81

## ***B. ROLES AND RESPONSIBILITIES OF PARTICIPANTS***

### ***OVERVIEW OF THE ON-GOING 3-C PLANNING PROCESS BY THE MPO***

As the Metropolitan Planning Organization for the Twin Cities area, the Council is the lead agency responsible for administering and coordinating the activities of participants carrying out the required tasks of the transportation planning process.

Participants in the transportation planning process include the Metropolitan Council; the Minnesota Department of Transportation (MnDOT); the Minnesota Pollution Control Agency (MPCA); the Metropolitan Airports Commission (MAC); transit operators; counties and municipalities; local officials; private citizens; and U.S. Department of Transportation (U.S. DOT).

Transportation agency staff from the agencies, counties and municipalities are involved in the policy-making process through the Technical Advisory Committee (TAC), which advises the Transportation Advisory Board. Other subcommittees and task forces of the TAC deal with specific transportation issues. Refer to Figure 2 in the Transportation Planning and Programming Guide, adopted June 2012, (<http://www.metrocouncil.org/Transportation/Publications-And-Resources/TransportationPlanningGuide-pdf.aspx>) for a flow-chart that delineates transportation committees of the TAB and TAC involved in the 3-C (continuing, comprehensive, cooperative) transportation planning process.

Detailed information about the roles and responsibilities of agencies and local units of government in the transportation planning process are included in the Transportation Planning and Programming Guide. The Guide also includes information on adopted planning documents and web links for the documents.

### C. FEDERAL FACTORS CONSIDERED BY PROGRAM ELEMENT

On August 10, 2005, Congress signed in law PL 109-50, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users, which is referred to as SAFETEA-LU. This law required, under Section 6001 (h), that plans and programs address the eight elements listed below. These same elements were retained in MAP-21, Section 1201 – 134 (h)(1).

- 1) In general. – The metropolitan transportation planning process for a metropolitan area under this section shall provide for consideration of projects and strategies that will –
  - A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
  - B. Increase the safety of the transportation system for motorized and nonmotorized users;
  - C. Increase the security of the transportation system for motorized and nonmotorized users;
  - D. Increase the accessibility and mobility of people and for freight;
  - E. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
  - F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  - G. Promote efficient system management and operation; and
  - H. Emphasize the preservation of the existing transportation system.

The factors that apply to each element of the Unified Planning Work Program are listed below.

<b>FEDERAL FACTORS</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>
<b>Planning and Programming Process</b>	X	X	X	X	X	X	X	X
<b>Comprehensive and Surface Transportation Planning</b>	X	X	X	X	X	X	X	X
<b>Research and Travel Forecasting</b>	X	X	X	X	X	X	X	X
<b>Operations and Management</b>	X	X	X	X	X	X	X	X
<b>Aviation Transportation Planning</b>	X	X	X	X	X	X	X	X



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**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**Information Item**

**DATE:** August 21, 2015  
**TO:** Technical Advisory Committee  
**PREPARED BY:** Steve Peterson, Planning Analyst (651-602-1819)  
**SUBJECT:** Regional Solicitation Update

With the recent programming of FY 2017-2019 funds, Metropolitan Council Staff is now turning its attention to the 2016 Regional Solicitation, which will program funds for fiscal years 2020-2021.

At this time, two handouts are provided:

- 1) The draft 2016 Regional Solicitation Schedule. TAB will be awarding funds in January of 2017.
- 2) 2014 Regional Solicitation Criteria Sensitivity Analysis. As requested by TAB, the impact of each criterion within eight application categories has been determined.

\* There is no analysis of Transit Reconstruction/Modernization, as there was only one application completed for that category.

As the timeline, shows, TAC will see agenda items related to the 2016 Regional Solicitation for the next several months.

## Draft 2016 Regional Solicitation Schedule

DATE	PROCESS
July	Survey applicants, scorers, F&PC and TAC members, TAB on previous solicitation.
August	Staff evaluate previous solicitation scoring. Staff review survey and summarize results.
August 20/Sept. 16	F&PC/TAB - Present Scoring Criteria Sensitivity Analysis.
Sept 17/Oct 21	F&PC/TAB review survey results. Introduce changes to Introduction and Qualifying Criteria sections.
Oct 15/Nov 18	F&PC/TAB discusses changes to measures for roadway applications.
Nov 19/Dec 16	F&PC/TAB discusses changes to measures for bike/ped applications and transit applications.
Dec 17/Jan 20	F&PC/TAB wrap-up discussion on equity measures and multi-modal measures.
January 20, 2016	TAB – Public presentation on draft 2016 regional solicitation package
January 21, 2016	TAC F&PC reviews the draft 2016 regional solicitation package. The draft is forwarded to TAC.
February 3, 2016	TAC reviews the draft 2016 regional solicitation package. Public comment closes February 10.
February 17, 2016	TAB reviews the draft 2016 solicitation package.
February 18, 2016	TAC F&PC reviews the list of comments and staff responses, and may recommend modifying the draft solicitation package before recommending adoption of the final 2016 regional solicitation package to the TAC.
March 2, 2016	TAC reviews the public comments, staff responses and any revisions from the TAC F&PC. The TAC may also modify the solicitation package before forwarding it to the TAB for adoption as the final 2016 regional solicitation package. Recommend functional classification map.
March 14, 2016	TAB presents the draft 2016 regional solicitation to the Met Council as an information item.
March 16, 2016	TAB reviews the revised 2016 solicitation package recommended by the TAC. The TAB forwards the adopted 2016 regional solicitation package to the Met Council for concurrence. TAB adopts the regional roadway functional classification map identifying eligible “A” minor arterials.
March 28, 2016	The Metropolitan Council's Transportation Committee reviews the 2016 solicitation package and recommends it to the Metropolitan Council for concurrence.
April 13, 2016	The Metropolitan Council concurs with TAB adoption of the 2016 regional solicitation package.
March – May 2016	Online application set-up and testing
<b>May 18, 2016</b>	<b>TAB solicits for Regional Solicitation projects.</b> Staff sends announcements to local governments and other organizations and directs interested applicants to the Met Council website where all the solicitation materials are accessible.
May 19, 2016	TAC F&PC names project scoring group chairs and begins staffing the scoring groups.
May 2016	Met Council and TAB host workshops on the Regional Solicitation applications. Staff describes each program, eligibility requirements and scoring criteria and answers questions.
June 30, 2016	Deadline for staffing the project scoring groups.
<b>July 15, 2016</b>	<b>Regional Solicitation applications are due by 4:00 PM.</b>
July 18 through August 10, 2016	Staff logs in all the applications and reviews the qualifying criteria responses of all applications. Staff meets with the chair of each scoring group to discuss the qualifying criteria review, and may consult with the FHWA field office. Staff prepares a report for the TAC F&PC. Staff notifies the applicants if their project appears not to meet the qualifying criteria and invites them to the TAC F&PC meeting to defend their application.
August 18, 2016	Staff presents the list of projects that may not meet the qualifying criteria and applicants may defend their applications. The TAC Funding and Programming Committee votes on each qualifying issue and reports their decisions to the TAC at their August meeting.
Aug 22 - Oct 7, 2016	Scoring groups meet and evaluate the applications. They develop ranked lists of projects.
<b>October 20, 2016</b>	<b>The TAC F&amp;PC approve the ranked lists of projects and make them available on the Met Council website.</b> Notify applicants that the scores are available and requests for scoring reevaluations of specific criteria can be submitted.
October 31, 2016	Scoring re-evaluation requests are due.
October 31 through November 4, 2016	Staff reviews all the scoring reevaluation requests, consults with the individual scorer and chair and prepares a report for TAC F&PC.
November 17, 2016	The TAC F&PC discusses the scoring reevaluation report prepared by staff. The TAC F&PC votes on all scoring reevaluations and adjusts the project scores and rankings if necessary. Final scores are forwarded to the TAC and TAB for information.
November 21 through December 9, 2017	Staff develops funding options for the modal categories based on anticipated available funding in the programs, adopted procedures and guidance from the TAB.
December 15, 2017	TAC F&PC considers the funding options presented by staff and votes to eliminate, modify or create additional options and forwards them to the TAC. Additional TAC F&PC meeting(s) may be necessary to develop funding options.
January 4, 2017	TAC reviews the funding options forwarded by TAC F&PC and may make adjustments. TAC forwards the options to the TAB Programming Committee.
<b>January 18, 2017</b>	<b>TAB vote to award funds and direct staff to include them into the draft 2018-2021 TIP.</b>

# Transportation Advisory Board

## of the Metropolitan Council of the Twin Cities

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### Information Item

**DATE:** August 20, 2015  
**TO:** TAC Funding and Programming Committee  
**PREPARED BY:** Steve Peterson, Planning Analyst (651-602-1819)  
Jessica Schoner, Planning Intern (651-602-1961)  
**SUBJECT:** Sensitivity Analysis of Regional Solicitation Criteria

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This information item presents a sensitivity analysis of the scoring criteria used in the 2014 Regional Solicitation. Criteria were evaluated on how they impacted project rankings, which ultimately contribute to the final funding decisions. These criteria should be reviewed to see if they are performing as intended.

### Evaluation Method

While each criterion measures an important concept, some are more significant than others. Criteria were assigned point values relative to their policy importance. This point value reflects how the criterion is *intended* to perform.

Tables 1 through 8 present the criteria used to evaluate each project subcategory. The criteria are sorted based on their point allocations. Each criterion is presented with three measures:

1. Number of projects changing their ranked order if the criterion is removed
2. Number of projects that are pushed above or below the TAB-approved funding line if the criterion is removed
3. Standard deviation, or a measure of how clustered or spread out project scores are, for that criterion

### *Number of projects changing their ranked order if a criterion is removed, and ranked position relative to TAB-approved funding decisions*

The primary measure for evaluating a criterion's actual impact in the 2014 Regional Solicitation was how many projects changed their rank position within a project subcategory if that criterion is removed. Criteria that have a large impact on how the projects score relative to each other have more potential to affect a funding decision. Changes in ranked order sometimes caused a project to move above or below the TAB-approved funding line, also indicated in the tables. However, criteria that have a mismatch between their point value and their effect on project rankings (e.g., high point value but minimal impact on rankings, or vice versa) may not be performing as intended. Future meetings will discuss possible solutions to address any issues identified.

### *Standard Deviation*

To further explore the potential for a criterion to contribute to a project's funding decision, we calculated the standard deviation of each criterion's project scores. Higher standard deviations usually suggest scores that are widely spaced, though it is possible for outliers to skew standard deviations. Lower standard deviations indicate score clustering. Standard deviation also depends on the number of points allocated to a criterion; with higher-value criteria expected to have generally higher standard deviations.

**Table 1. Summary of Roadway Expansion criteria performance (23 projects submitted).**

Criteria	#	Measures	# of projects:			St. Dev.	Comments
			Max Points	Rank order changed	Crossed funding line		
<i>Safety</i>	6	Cost effectiveness (project cost/crashes reduced)	150	18	1	37	
<i>Usage</i>	2A	Current daily person throughput	110	20	3	34	
<i>Congestion / Air Quality</i>	5A	Cost effectiveness (project cost/vehicle delay reduced)	100	16	1	34	
<i>Regional Role</i>	1A	Role in Regional Economy	90	17	1	30	
<i>Infrastructure Age</i>	4	Date of construction and remaining useful life	75	17	1	29	
<i>Risk</i>	8	Risk Assessment Form	75	10	0	11	
<i>Equity and Housing</i>	3B	Housing Performance Score	70	10	0	12	
<i>Regional Role</i>	1B	Current daily heavy commercial traffic	65	13	0	16	
<i>Usage</i>	2B	Forecast 2030 average daily traffic volume	65	13	0	17	
<i>Congestion / Air Quality</i>	5B	Cost effectiveness (project cost/kg per day reduced)	50	14	0	16	
<i>Multimodal</i>	7A/B	Ridership of transit routes directly and indirectly connected to the project; Bicycle and pedestrian connections	50	9	0	12	
<i>Multimodal</i>	7C.	Transit, bicycle, or pedestrian elements of the project	50	11	0	11	
<i>Equity and Housing</i>	3A	Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	6	0	5	
<i>Regional Role</i>	1C	Connection to Job Concentrations, Manufacturing/Distribution Locations, Educational Institutions, and local activity centers	20	4	0	5	The only possible values were 0, 12, or 20.
<b>TOTAL</b>			<b>1,000</b>				

<b>Key:</b>	<b>Number changed rank order:</b> How many projects changed their ranked order by including that criterion	<b>Number crossed funding line:</b> How many projects would have flipped across the TAB-approved funding line by including that criterion	<b>St. Dev.</b> Standard deviation, a measure of how clustered or spread out project scores are
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**Table 2. Summary of Roadway Reconstruction / Modernization criteria performance (21 projects submitted).**

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
Safety	6.	Cost effectiveness (project cost / crashes reduced)	150	12	2	44	
Usage	2A.	Current daily person throughput	110	14	0	31	
Infrastructure Age / Condition	4B.	Geometric, structural, or infrastructure deficiencies	100	8	0	5	All projects scored ≥ 80
Regional Role	1A.	Role in Regional Economy	90	15	1	26	
Risk	8.	Risk Assessment Form	75	12	0	19	
Equity / Housing	3B.	Housing Performance Score	70	10	1	17	
Regional Role	1B.	Current daily heavy commercial traffic	65	13	0	18	
Usage	2B.	Forecast 2030 average daily traffic volume	65	9	0	16	
Infrastructure Age / Condition	4A.	Date of construction and remaining useful life	50	11	0	13	
Congestion / Air Quality	5A.	Cost effectiveness (project cost/vehicle delay reduced)	50	5	1	13	
Multimodal	7A/B.	Ridership of transit routes directly and indirectly connected to project; Bicycle and pedestrian connections	50	12	1	12	
Multimodal	7C.	Transit, bicycle, or pedestrian elements of the project	50	12	0	13	
Equity / Housing	3A.	Connection to disadvantage populations and project's benefits, impacts, and mitigation	30	6	0	8	
Congestion / Air Quality	5B.	Cost effectiveness (project cost/kg per day reduced)	25	7	0	8	
Regional Role	1C.	Connection to Job Concentrations, Manufacturing / Distribution Locations, Educational Institutions, and local activity centers	20	4	0	6	Scores are tightly clustered at 0, 12, and 20.
<b>TOTAL</b>			<b>1,000</b>				

<b>Key:</b>	<b>Number changed rank order:</b> How many projects changed their ranked order by including that criterion	<b>Number crossed funding line:</b> How many projects would have flipped across the TAB-approved funding line by including that criterion	<b>St. Dev.</b> Standard deviation, a measure of how clustered or spread out project scores are
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**Table 3. Summary of Roadway System Management criteria performance (10 projects submitted).**

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
<i>Safety</i>	6	Cost effectiveness (project cost / crashes reduced)	200	8	0	73	
<i>Congestion / Air Quality</i>	5A	Cost effectiveness (project cost/vehicle delay reduced)	150	8	0	57	Most scores are either over 100 or below 30.
<i>Usage</i>	2A	Current daily person throughput	85	2	0	16	
<i>Infrastructure Age / Condition</i>	4	Date of construction and remaining useful life	75	2	0	10	
<i>Risk</i>	8	Risk Assessment Form	75	3	0	22	
<i>Equity / Housing</i>	3B	Housing Performance Score	70	0	0	9	Scores are clustered in the top half of the score range
<i>Regional Role</i>	1A	Role in Regional Economy	65	4	0	24	
<i>Congestion / Air Quality</i>	5B	Cost effectiveness (project cost/kg per day reduced)	50	4	0	16	
<i>Multimodal</i>	7A/B	Ridership of transit routes directly and indirectly connected to the project; Bicycle and pedestrian connections	50	2	0	11	
<i>Multimodal</i>	7C	Transit, bicycle, or pedestrian elements of the project	50	4	0	18	
<i>Regional Role</i>	1B	Current daily heavy commercial traffic	40	0	0	10	
<i>Usage</i>	2B	Forecast 2030 average daily traffic volume	40	0	0	7	
<i>Equity / Housing</i>	3A	Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	0	0	9	
<i>Regional Role</i>	1C	Connection to Job Concentrations, Manufacturing / Distribution Locations, Educational Institutions, and local activity centers	20	2	0	3	The only possible values were 0, 12, or 20.
<b>TOTAL</b>			<b>1,000</b>				

<b>Key:</b>	<b>Number changed rank order:</b> How many projects changed their ranked order by including that criterion	<b>Number crossed funding line:</b> How many projects would have flipped across the TAB-approved funding line by including that criterion	<b>St. Dev.</b> Standard deviation, a measure of how clustered or spread out project scores are
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**Table 4. Summary of Bridges criteria performance (6 projects submitted).**

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
<i>Infrastructure Age / Condition / Safety</i>	4A	Date of construction and remaining useful life	300	4	1	24	
<i>Infrastructure Age / Condition / Safety</i>	4B	Geometric, structural, or infrastructure deficiencies	100	0		4	The lowest score is 90.
<i>Usage</i>	2A	Current daily person throughput	95	2	1	27	
<i>Risk</i>	6	Risk Assessment Form	75	0	0	27	One outlier score (5); others scored 68 to 75.
<i>Cost Effectiveness</i>	7	Cost effectiveness (total project cost / total points awarded)	75	2		30	Two low scores and the rest 43 to 75
<i>Equity / Housing</i>	3B	Housing Performance Score	70	0	0	12	
<i>Regional Role</i>	1A	Role in Regional Economy	65	2	1	20	
<i>Multimodal</i>	5A/B	Ridership of transit routes directly and indirectly connected to the project; Bicycle and pedestrian connections	50	0	0	17	
<i>Multimodal</i>	5C	Transit, bicycle, or pedestrian elements of the project	50	0	0	18	
<i>Regional Role</i>	1B	Current daily heavy commercial traffic	40	2	1	13	
<i>Usage</i>	2B	Forecast 2030 average daily traffic volume	30	0	0	6	
<i>Equity / Housing</i>	3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation	30	0	0	8	
<i>Regional Role</i>	1C	Connection to Job Concentrations, Manufacturing / Distribution Locations, Educational Institutions, and local activity centers	20	0	0	4	The only possible values were 0, 12, or 20.
<b>TOTAL</b>			<b>1,000</b>				

<b>Key:</b>	<b>Number changed rank order:</b> How many projects changed their ranked order by including that criterion	<b>Number crossed funding line:</b> How many projects would have flipped across the TAB-approved funding line by including that criterion	<b>St. Dev.</b> Standard deviation, a measure of how clustered or spread out project scores are
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**Table 5. Summary of Multiuse Trails and Bicycle Facilities criteria performance (31 projects submitted).**

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
<i>Regional Role</i>	1	Identify location of project relative to Regional Bicycle Transportation Network	200	26	2	61	
<i>Usage</i>	2	Cost effectiveness per population and employment	200	25	3	53	
<i>Safety</i>	4B	How project will correct deficiencies or address safety problem	150	17	1	8	All projects scored between 120 and 150.
<i>Risk / Public Engagement</i>	6	Risk Assessment Form	130	19	3	15	
<i>Safety</i>	4A	Gaps closed, barriers removed, and / or connectivity between jurisdictions improved by the project	100	24	2	12	
<i>Equity / Housing</i>	3B	Housing Performance Score	70	13	1	13	
<i>Equity / Housing</i>	3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation	50	17	1	13	
<i>Multimodal</i>	5A/B	Ridership of transit routes directly and indirectly connected to the project; Pedestrian connections	50	10	0	10	
<i>Multimodal</i>	5C	Transit or pedestrian elements of the project	50	19	1	8	
<b>TOTAL</b>			<b>1,000</b>				

<b>Key:</b>	<b>Number changed rank order:</b> How many projects changed their ranked order by including that criterion	<b>Number crossed funding line:</b> How many projects would have flipped across the TAB-approved funding line by including that criterion	<b>St. Dev.</b> Standard deviation, a measure of how clustered or spread out project scores are
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**Table 6. Summary of Pedestrian Facilities criteria performance (9 projects submitted).**

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
<i>Usage</i>	2	Cost effectiveness per population and employment	200	6	1	47	
<i>Safety</i>	4B	Deficiencies corrected or safety problem addressed	180	0	0	44	
<i>Risk</i>	6	Risk Assessment Form	130	4	1	25	
<i>Safety</i>	4A	Barriers overcome, gaps filled, or system connections	120	2	0	27	
<i>Regional Role</i>	1	Connection to Job Concentrations, Manufacturing / Distribution Locations, Educational Institutions, and local activity centers	100	6	1	43	
<i>Multimodal s</i>	5A/B	Ridership of transit routes directly and indirectly connected to project; Bikeway connections	75	4	1	13	All projects scored at least 45
<i>Multimodal</i>	5C	Transit or bicycle elements of the project	75	0	0	14	
<i>Equity / Housing</i>	3B	Housing Performance Score	70	4	1	18	
<i>Equity / Housing</i>	3A	Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	2	0	12	7 (of 9) submissions scored 30 or 40
<b>TOTAL</b>			<b>1,000</b>				

<b>Key:</b>	<b>Number changed rank order:</b> How many projects changed their ranked order by including that criterion	<b>Number crossed funding line:</b> How many projects would have flipped across the TAB-approved funding line by including that criterion	<b>St. Dev.</b> Standard deviation, a measure of how clustered or spread out project scores are
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**Table 7. Summary of Safe Routes to School criteria performance (3 projects submitted).**

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
<i>SRST Elements</i>	1	Describe how the project addresses 5 E's* of SRST Program	250	0	0	15	
<i>Safety</i>	4B	Deficiencies corrected or safety or security addressed	150	0	0	25	
<i>Usage</i>	2A	Average share of student population that bikes or walks	120	0	0	46	
<i>Safety</i>	4A	Barriers overcome, gaps filled, or system connections	100	0	0	2	All submissions scored at least 96.
<i>Public Engagement / Risk</i>	6B	Risk Assessment Form	85	0	0	26	
<i>Usage</i>	2B	Student population within school's walkshed	80	0	0	34	
<i>Equity / Housing</i>	3B	Housing Performance Score	70	0	0	10	
<i>Equity / Housing</i>	3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation	50	0	0	6	
<i>Multimodal</i>	5	Ridership of transit routes directly connected to the project	50	0	0	26	
<i>Public Engagement / Risk</i>	6A	Public engagement process	45	0	0	4	All submissions scored between 38 and 45.
<b>TOTAL</b>			<b>1,000</b>				

\*The 5 Es of Safe Routes to School include Evaluation, Engineering, Education, Encouragement, and Enforcement.

<b>Key:</b>	<b>Number changed rank order:</b> How many projects changed their ranked order by including that criterion	<b>Number crossed funding line:</b> How many projects would have flipped across the TAB-approved funding line by including that criterion	<b>St. Dev.</b> Standard deviation, a measure of how clustered or spread out project scores are
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**Table 8. Summary of Transit Expansion criteria performance (12 projects submitted).**

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
<i>Usage</i>	2C	Service (operating) cost effectiveness of project (per new rider)	175	2	0	45	
<i>Emissions</i>	4A	Total emissions reduced	133	2	0	41	
<i>Equity / Housing</i>	3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation	130	4	1	47	
<i>Usage</i>	2A	Cost effectiveness of project (per rider)	105	5	0	29	
<i>Usage</i>	2B	Cost effectiveness of project (per new rider)	70	2	0	16	
<i>Equity / Housing</i>	3B	Housing Performance Score	70	0	0	9	All submissions scored above 42
<i>Emissions</i>	4B	Cost effectiveness (project cost / kg of emissions reduced)	67	4	0	17	
<i>Multimodal</i>	5A	Bicycle and pedestrian connections	50	2	0	8	
<i>Multimodal</i>	5B	Multimodal elements of the project	50	0	0	10	
<i>Risk</i>	6	Risk Assessment Form	50	0	0	11	
<i>Regional Role</i>	1C	Ridership of transit routes directly connected to the project	34	0	0	11	
<i>Regional Role</i>	1A	Connection to Job Concentrations, Manufacturing / Distribution Locations, Educational Institutions, and local activity centers	33	0	0	0	All submissions scored 33 (100%)
<i>Regional Role</i>	1B	Existing population within ¼ mile (bus stop) or ½ mile (transitway)	33	0	0	10	
<b>TOTAL</b>			<b>1,000</b>				

<b>Key:</b>	<b>Number changed rank order:</b> How many projects changed their ranked order by including that criterion	<b>Number crossed funding line:</b> How many projects would have flipped across the TAB-approved funding line by including that criterion	<b>St. Dev.</b> Standard deviation, a measure of how clustered or spread out project scores are
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