

*TRANSPORTATION ADVISORY BOARD  
Of the Metropolitan Council*

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

Wednesday, October 5, 2016  
Metropolitan Council  
9:00 A.M.

**AGENDA**

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of August 3, 2016 Minutes**
4. **TAB Report – Elaine Koutsoukos**
5. **Committee Reports**
  - **Executive Committee** (Steve Albrecht, Chair)
    - a. **2016-54 Travel Behavior Inventory**
  - **Planning Committee** (Lisa Freese, Chair)
    - a. **2016-49 Public Participation Plan**
  - **Funding and Programming Committee** (Tim Mayasich, Chair)
    - a. **2016-47 Minneapolis Scope Change**
    - b. **2016-48 Minneapolis TIP Amendment**
6. **Special Agenda Items**
  - **Evaluation of Unique Projects (Steve Peterson, MTS)**
  - **Counties Transportation Improvement Board (Mary Richardson, RR&A)**
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click here to print all agenda items at once.

Streamlined Amendments going to TAB this month. 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, August 3, 2016  
9:00 A.M.**

**Members Present:** Doug Fisher, Brian Sorenson, Carla Stueve, Tim Mayasich, Lisa Freese, Jan Lucke, Virgil Hawkins, Elaine Koutsoukos, Mark Filipi, Michael Larson, Adam Harrington, Pat Bursaw, Innocent Eyoh, Bridget Rief, Kris Riesenberg, Dave Jacobson, John Tompkins, Danny McCullough, Karl Keel, Jean Keely, Steve Albrecht, Paul Oehme, Michael Thompson, Kim Lindquist, Bruce Loney, Jim Kosluchar, Jen Hager, Jack Byers, Bill Dermody, Paul Kurtz (Excused: Lyndon Robjent)

**1. Call to Order**

The meeting was called to order by Steve Albrecht at 9:04 a.m.

**2. Approval of Agenda**

Mark Filipi moved and Tim Mayasich seconded. No discussion. Motion passed.

**3. Approval of July Minutes**

There were two corrections to the July minutes:

- 1) Innocent Eyoh requested to add “tugboats” to Amanda Smith’s comments about port cranes.
- 2) Pat Bursaw requested to correct her remarks to eliminate the mention of local funding and include the possibility of partnering on funding for the TBI.

Mark Filipi moved and Tim Mayasich seconded. Motion passed.

**4. TAB Report**

Elaine Koutsoukos reported on the July 20, 2016 TAB meeting.

**REPORTS**

**Agency Reports** (MnDOT, MPCA, MAC and Metropolitan Council)

MnDOT: Pat Bursaw reported that MnDOT held a workshop from a grant received from FHWA for “Every Place Counts”. The workshop is in conjunction with a larger study of I-94 corridor between the downtowns.

MPCA: David Thornton reported that Minnesota will receive \$43.6 million for diesel retrofits from Volkswagon for rigging its diesel cars to fool emissions tests.

MAC: Carl Crimmins reported that a public hearing would be held that evening on the Transportation Network Companies (TNC) ordinance and Delivery ordinance.

**Regional Solicitation**

Elaine Koutsoukos, TAB Coordinator, reported on the Regional Solicitation that closed on Friday, July 15. A total of 148 applications were received, with a total federal funding request of \$545 M.

Category	Application s	Federal Requested (Millions)
Roadway Expansion	21	\$120.40
Roadway Modernization	35	\$172.50
Roadway System Management	4	\$5.90
Bridge	9	\$37.00
Multituse Trails	39	\$78.00
Pedestrian	8	\$5.80
Safe Routes to Schools	3	\$2.50
Transit Expansion	10	\$57.40
Transit Modernization	13	\$64.80
Travel Demand Management	6	\$1.26
	148	\$545.56

#### **ACTION ITEMS**

1. 2016-43: Approved Streamlined Administrative Amendment to the 2016 UPWP
  - i. Gold Line Station Area Planning
  - ii. Spending on the Regional Highway System
  - iii. TPP Engagement Work
2. 2016-36: Approved the allocation of \$17.5 million of 2017 funds
  - i. Fully fund Minneapolis Bicycle Coalition
  - ii. Advance Penn Avenue bus purchase project from 2018 to 2017
  - iii. Fund Dakota County CSAH 28 Connector project
  - iv. Fund City of Champlin US 169 Reconstruction
  - v. Reallocate remaining funds to four bikeway projects with ability to accept additional federal funds
  - vi. Direct TAC to review and recommend criteria to evaluate unique projects in the solicitation and examine a long-term funding solution for the Travel Behavior Inventory in conjunction with Metro Council and MnDOT
3. 2016-37: Approved Lake Elmo Airport LTCP
4. 2016-38: Approved Scope Change for Brooklyn Center
5. 2016-39: Approved TIP Amendment for Brooklyn Center

#### **INFORMATION ITEMS**

1. 2017 UPWP – Katie White presented information on the work plan and projects for 2017.

Karl Keel and Adam Harrington asked questions to clarify how the TAB's action different from the recommendation from TAC. Katie White will mail out a summary of the funded projects after this meeting. Karl Keel asked if the modal balance will remain. Elaine Koutsoukos responded that it will rebalance in 2018-2019. Pat Bursaw said that the TAC action would have carried \$700,000 for transit into the next solicitation, but TAB designated those funds for bicycle/pedestrian projects. Doug

Fischer asked if there was concern about Champlin's ability to deliver their project. Elaine Koutsoukos clarified that Champlin had started the process to advance their project but stopped after they believed there were no more funds available.

## **5. Committee Reports**

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

Steve Albrecht welcomed Virgil Hawkins, the Wright County engineer, who sat in for Steve Bot from District 7W today. The Executive Committee discussed the TAB's actions from last month. The Executive Committee would like further direction from TAB about how to score unique projects. A long term funding solution to the TBI will be evaluated through the TAC committee process, beginning with TAB Executive Committee. Additionally, there may need to be changes to the reallocation policy to clarify "current" year dollars and "future" year dollars in how the policy is applied.

### **B. Planning Committee (Lisa Freese, Chair)**

The Planning committee met in July with an information item on the Public Participation Plan.

**2016-40 Unified Planning Work Program.** Lisa Freese introduced this item. Katie White presented more detailed information on the UPWP. Jan Lucke moved and Adam Harrington seconded. There were no questions. Motion passes.

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

**2016-41 Dakota County Scope Change.** Tim Mayasich introduced this item. There were no questions. Tim Mayasich moved the recommended motion and Pat Bursaw seconded. Motion passes.

**2016-39 Dakota County TIP Amendment.** Tim Mayasich introduced this item. There were no questions. Tim Mayasich moved the recommended motion and Pat Bursaw seconded. Motion passes.

## **6. Special Agenda Items**

**PlanIt.** Michael Larson from the Council's Community Development division demonstrated the tools available for communities as part of the comprehensive plan process. Adam Harrington said that sometimes comprehensive plans incorporate transit oriented development and expect a transit route to be implemented shortly thereafter. He recommended that communities plan enough density and growth to make transit sustainable over the long term.

## **7. Agency Reports**

Mark Filipi announced that Steve Peterson is the new Manager for Highway Planning in MTS.

Adam Harrington said that Metro Transit is always hiring bus operators and mechanics.

Dave Jacobson said that the suburban transit providers are always hiring bus operators and mechanics.

Bridget Rief explained that with Terminal 1 short term parking closed for construction there has been confusion about the Green and Gold ramps. Therefore new colors will be introduced to help guide travelers.

Doug Fischer announced that Andrew Witter has been made the Sherburne County engineer and may be involved in TAC as a District 7W alternate in the future.

Innocent Eyoh announced that MPCA will receive \$42.6 million from Volkswagen as part of the diesel emissions restitution agreement. MPCA will be accepting comments on how best to spend the money.

#### **8. Other Business and Adjournment**

There being no other business, the meeting adjourned at 9:54AM.

**Prepared by:**

Katie White

**ACTION TRANSMITTAL No. 2016-54**

**Date:** September 22, 2016

**To:** Technical Advisory Committee

**Prepared by:** Jonathan Ehrlich, Planning Analyst (651-602-1408)

**Subject:** Ongoing Funding Strategy for the Travel Behavior Inventory (TBI).

**Requested action:** Recommend approval of a funding strategy for the TBI over the next ten years.

**Recommended motion:**

TAC recommends that TAB allocate \$2.7 million of federal Regional Solicitation funds to the Travel Behavior Inventory for the first six years of the program; and direct staff to develop a memorandum of agreement for future funding on the principle of equal funding shares between the Council, MnDOT, and TAB.

**BACKGROUND AND PURPOSE OF ACTION:** The Metropolitan Council, like all large MPOs, maintains a regional transportation forecasting model. This model is regularly updated to reflect changes in regional demographics, transportation networks, and observed travel patterns and behaviors. Federal laws and regulations require the regular maintenance of the model for planning, environmental, and environmental justice purposes.

The regional model is used by the Council to demonstrate conformity of the regional TIP and TPP to the Clean Air Act, enabling federal transportation funds to be spent in the region. The regional travel model is used for project forecasting by MnDOT, Metro Transit, counties and cities. The information put out by the model is used for project justification, estimation of environmental impacts, and for design. The right-sizing of major infrastructure projects, such as the TH 169/I-494 interchange in Hennepin County is an important use of the model. The Council's role in project forecasting is to maintain the model and its input data, provide technical support to users of the model, and review model validation and results. The credibility of model forecasts is crucial to major highway and transit projects; models that lack credibility and currency expose major projects to litigation risk.

The region's model is only as good as the data that is used to develop it. The program used to collect our region's data is known as the Travel Behavior Inventory (TBI) and has been an on-going data collection program since 1949. Traditionally the TBI data have come from a decennial household travel survey and a transit on board survey every five years. From 2015-2016 the Council engaged a consultant to make recommendations for the future structure and frequency of the TBI program considering the needs of the model, contemporary policy concerns, the pace at which changes in travel patterns now occur and advances in technology. The work of the consultant was overseen by regional stakeholders, including members of TAC.

**RELATIONSHIP TO REGIONAL POLICY:** The regional travel demand model is used by all major transportation stakeholders across the Twin Cities and is a requirement of the TPP and TIP to determine air quality conformity.

**STAFF ANALYSIS:** Previous conversations with the TAC and TAB indicate a high level of interest in maintaining a current and useful model for regional use. Staff was directed to identify a funding mechanism that keeps the TBI data current and relevant to produce the highest benefit for the model to the region. Instead of conducting one household travel survey every ten years and a transit on board survey every five years, the proposal is for a continuous program sampling the region every two years plus transit, airport, and University of Minnesota emphasis areas on a regular basis and continuing updates to the regional model for an estimated cost of \$2.5 million every two years. This action would also establish an agreed upon funding formula for the future.

The recommended motion involves splitting the cost equally between three partners: the Metropolitan Council, MnDOT, and TAB through the Regional Solicitation. This is a total of \$850,000 per participant per two year cycle.

Taking this action at this time fits into the funding cycle for TAB's 2016 solicitation round. However this falls behind MnDOT's funding cycle and therefore the MnDOT share would be funded by a one-time funding available from the Council and a slightly higher share from TAB (\$1.0 M versus \$850,000) for the first two-year cycle of the TBI data collection.

Action is needed at this time to advance the TBI program to ensure continued reliable, trusted results for the region's transportation partners.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>COMPLETION DATE</b>
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

**ACTION TRANSMITTAL 2016-49**

**DATE:** September 8, 2016  
**TO:** TAC Planning Committee  
**PREPARED BY:** Mai Thor, Outreach Coordinator, 651-602-1588  
**SUBJECT:** Public Participation Plan  
**REQUESTED ACTION:** Request that the Transportation Advisory Board recommend adoption of the draft Public Participation Plan, for the purpose of receiving public comment, to the Metropolitan Council.  
**RECOMMENDED MOTION:** That the Planning Committee recommend TAC adoption of the Public Participation Plan for the Twin Cities Metropolitan Area for the purpose of receiving public comment.

**BACKGROUND AND PURPOSE OF ACTION:** The Metropolitan Council is federally required to develop a plan that outlines how the public will be informed and engaged in transportation planning and policy. The purpose of the Public Participation Plan is to set up a framework for the Metropolitan Council to encourage the active participation of community members through various means, including providing opportunities for the public to be involved at all levels of decision making. Following the lead of *Thrive MSP 2040* and influenced by the *2040 Transportation Policy Plan* and the Council's Public Engagement Plan, the Public Participation Plan is aimed at not just adding public comments at the end of the development of a plan, but to leverage the voices of the people who live throughout the region to shape and influence planning as early as possible.

The Public Participation Plan is mainly descriptive in nature so that it can be applied broadly across all of the Metropolitan Council's transportation plans and programs, minimizing the need for updates. This also creates the opportunity for the Metropolitan Council to examine how the transportation plans that are currently in place can improve by examining how public participation and engagement can be done differently.

The Public Participation Plan applies to the following transportation plans and programs:  
Transportation Policy Plan  
Transportation Improvement Plan  
Unified Planning Work Program  
Air Quality Conformity Determination

**RELATIONSHIP TO REGIONAL POLICY:** Pursuant to 23 §CFR450.316, the Metropolitan Council is required to develop a Public Participation Plan in order to outline how the public can participate and engage in the transportation planning through strategies and approaches that lead to an informed region.



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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Planning Committee	Review & Recommend for public comment	9-8-16
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

# Metropolitan Council

## TRANSPORTATION PUBLIC PARTICIPATION PLAN

### **Introduction and Federal Requirement**

Public participation is an essential element of planning in the Twin Cities metropolitan region. The region is growing and the people are changing. Because of these evolving factors, public participation will need to be more coordinated and deliberate. The Metropolitan Council's public engagement framework is outlined in *Thrive MSP 2040*, the Council's Public Engagement Plan, and the Transportation Policy Plan. Together, they set the tone and give overall policy direction for public participation in transportation planning. As the designated Metropolitan Planning Organization, the Council is required to develop a Public Participation Plan to help shape the transportation policies for the region (23 §CFR450.316). The purpose of this document is to provide more specific information on the public participation approach, tools and strategies for transportation planning and programming that are used to fulfill this requirement.

This Public Participation Plan is both influenced by long-term policy documents - including *Thrive MSP 2040*, the Council's Public Engagement Plan, and the Transportation Policy Plan - and influences long-term policy development reflected in those documents. The Public Participation Plan represents the more specific strategies and activities that will be used to support transportation planning efforts.

Transportation planning and programming include activities that are part of long-term policy development, and short-term funding and programming. This plan is intended to cover all of those aspects.

### **Policy Documents Guiding Public Participation**

#### **Thrive MSP 2040**

With *Thrive MSP 2040*, the Council has not only laid out a foundation on how programs and services will be administered to maintain the region's growth and prosperity, but also how engagement supports this with an outcomes-based approach. Required by state law, the inception of *Thrive MSP 2040* underwent a rigorous vetting process by the public through a comprehensive public participation process. Efforts engaged a broad range of stakeholders, including community organizations and advocacy groups. The result of this engagement are the five outcomes and three principles of *Thrive MSP 2040*:

## 5 Outcomes for the Twin Cities Region

- **Stewardship** advances the Council's longstanding mission of orderly and economical development by responsibly managing the region's natural and financial resources and making strategic investments in our region's future.
- **Prosperity** is fostered by investments in infrastructure and amenities that create regional economic competitiveness, thereby attracting and retaining successful businesses, a talented workforce, and consequently, wealth.
- **Equity** connects all residents to opportunity and creates viable housing, transportation, and recreation options for people of all races, ethnicities, incomes and abilities so that all communities share the opportunities and challenges of growth and change.
- **Livability** focuses on the quality of our residents' lives and experiences in our region, and how places and infrastructure create and enhance the quality of life that makes our region a great place to live.
- **Sustainability** protects our regional vitality for generations to come by preserving our capacity to maintain and support our region's well-being and productivity over the long term.

## 3 Principles to Guide the Metropolitan Council's Work

- **Integration** is the intentional combining of related activities to achieve more effective results, leveraging multiple policy tools to address complex regional challenges and opportunities.
- **Collaboration** recognizes that shared efforts advance our region most effectively toward shared outcomes.
- **Accountability** includes a commitment to monitor and evaluate the effectiveness of our policies and practices toward achieving shared outcomes and a willingness to adjust course to improve performance.

The three principles are also significant to the Public Participation Plan in helping to guide regional transportation planning. Specifically, they are integrated throughout the participation plan to support the approach that:

- Reflects the interests and priorities of the diverse stakeholders of the Twin Cities transportation planning area – including residents, employers, policymakers, local government officials and staff, developers, and other interested stakeholders.
- Engages a cross-section of the transportation planning area's residents, including residents from all parts of the area and from a representative range of demographic characteristics (race/ethnicity/nationality, age, and income level).
- Transcends political differences and transitions by assuring robust participation by partners, stakeholders, and constituents.

- Promotes a regional approach to economic growth and competitiveness.

More information about *Thrive MSP 2040* can be found at <http://www.metrocouncil.org/Planning/Projects/Thrive-2040/Thrive-MSP-2040-Plan.aspx>.

### **Public Engagement Plan**

Among the new elements called out in *Thrive MSP 2040* is the need for a more inclusive approach to engaging community – both individuals and the broader community at-large. It calls for the Council to create and implement a Public Engagement Plan to establish principles and guidance for all Council outreach and engagement activities as a specific way to address equity in the region.

This Public Engagement Plan refocuses participation activities on the people of the region, rather than just the infrastructure we're planning for and building. It sets the tone for the Council on how to do business with the people throughout the region – namely the notion that the Council will come to the people, not make the people come to the Council.

Transportation planning is not only about transit, roads, infrastructure and government. It also involves people — the involvement of the individuals who use regional transportation programs and services, and experience the impact of the transportation system; the people who live, work and enjoy recreation throughout the region. By facilitating this change, the public is empowered to rightfully take ownership of their communities.

The Public Engagement Plan has influenced the nuances of the participation plan by reinforcing the Council's commitment to engagement in all of its regional planning and to support outcomes that are equitable for all the region's constituencies. A key purpose of the Council's engagement plan is to encourage change in how planning is perceived and shaped. The Council partners with people to jointly make decisions that impact the region.

Another critical component of the Public Engagement Plan is to cultivate new relationships, strengthen already existing ones and build trust throughout the region. A robust engagement plan fosters mutual respect and contributes to the overall perception of the Council's intentions and purpose.

The following principles are front and center when approaching outreach and engagement:

- Equity

- Respect
- Transparency
- Relevance
- Accountability
- Collaboration
- Inclusion
- Cultural Competence

The principles within the Council's engagement plan provide guidance to public participation to ensure that the region's diverse communities are represented and included in a meaningful way. These principles are simultaneously guided by *Thrive MSP 2040*, the state required comprehensive regional plan.

For more information about the Public Engagement Plan, refer to <http://www.metrocouncil.org/About-Us/Publications-And-Resources/Public-Engagement-Plan.aspx>.

### **Transportation Policy Plan**

The Transportation Policy Plan echoes the outcomes and principles that are outlined in *Thrive MSP 2040* and the Public Engagement Plan, and it serves as a building block for transportation planning for the metropolitan region. Participation from the public is essential to transportation planning and to the Transportation Policy Plan specifically. Together in partnership, the Council and the people of the region can build a transportation system that provides a strong foundation for access and efficiency, yet also encourages flexibility as the region continues to change and grow.

The Council is federally required to draft and adopt the Transportation Policy Plan which is the regional vision for planning and developing the region's transportation system. The Transportation Policy Plan is updated at least every four years. It lays out a course of action to maintain and enhance our existing facilities, better connect people and communities, and provide more transportation choices that will make the region stronger and a better place to live, through six goals:

- Transportation System Stewardship
- Safety and Security
- Access to Destinations
- Competitive Economy
- Healthy Environment
- Leveraging Transportation Investments to Guide Land Use

## **Guiding Principles**

The following values and principles comprise the core of the participation plan and have helped shaped and guide both *Thrive MSP 2040* and the Public Engagement Plan.

- Regional planning and transportation planning are about people – we’re building better communities for all of our region.
- People, businesses, and the broader community have a stake in the region’s transportation decisions.
- Participation processes should facilitate discussion and dialogue about transportation impact on the natural and built environments.
- Participation in policy discussions and decisions should be meaningful and have impact in the appropriate contexts.
- Participation opportunities should be inclusive and assure groups traditionally underrepresented in regional policymaking are engaged.
- A variety of participation activities should be used to assure the process can be responsive to the needs of affected audiences and groups.
- Multiple methods will be used to capture public comments, including traditional methods (mail, phone) and emerging methods (email, online forums, and related opportunities).
- Information submitted will be summarized and communicated to participants and the general public, and its impact on the planning process will be tracked.
- When necessary, public meetings will be scheduled at times and in locations that are accessible by transit riders and people with disabilities, to avoid potential conflicts with opportunities hosted by other units of government, in locations throughout the region to provide convenient/nearby access to the process, and at different times during the day and evening hours to accommodate a variety of work schedules.
- Opportunities will be promoted widely, both through the Metropolitan Council’s channels, and also through organizations and agencies partnering with the Council on various planning and outreach efforts.

Public participation includes a broad range of activities geared to inform stakeholders, interested parties, and the public about a topic and to provide opportunities for the public at-large, as well as specific stakeholders, to participate and engage in the processes used to create policies. Technology is increasingly used to connect with audiences, and the rapidly changing nature of technology means new methods and communications channels become available regularly. Processes will use technology methods and capture emerging technologies when appropriate. However, technology will not replace in-person engagement methods.

## **Goals and Desired Outcomes**

Not only does public participation help shape transportation policy, it also helps to strengthen it. To achieve this, the Council will set in place a plan that is representative of all regional needs, crossing over all demographics and geographies. The Public Participation Plan provides guidance to develop and implement transportation policies and programs that fit the varying needs of the region. The resulting transportation policies will address multi-modal options that encourage not only automobile usage, but also transit, biking and pedestrian alternatives. The key is to offer as many opportunities as possible for participating which will ideally result in the following:

- Providing a range of opportunities and venues for public participation, including in-person and online engagement.
- Identifying and engage key audiences and constituencies for transportation planning information and feedback.
- Connecting with a broad range of residents that is reflective of the demographics and geography of the region.
- Gathering input from identified audiences and constituencies regarding regional transportation policies and planning.
- Educating stakeholders and the general public about the Metropolitan Council's role in regional transportation policies and planning.
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## **Transportation Plans and Programs**

In addition to the Transportation Policy Plan, this Public Participation Plan also applies to the following short-term plans and programs.

### ***Transportation Improvement Program (TIP)***

The TIP is a staged, four-year, multimodal program of highway, transit, bicycle, pedestrian and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area. The TIP is a federally required document that reflects funding available and reasonably anticipated (fiscally constrained). The Metropolitan Planning Organization is required to prepare the TIP as a short-range programming document that complements the long-range transportation plan. The Council prepares the TIP in cooperation with the Minnesota Department of Transportation. The TIP includes federal funds allocated through the regional solicitation process, and federal formula funds programmed by the Minnesota Department of Transportation, the Council and transit providers.

### ***Unified Planning Work Program (UPWP)***

The Unified Planning Work Program is a federally required program that details and describes proposed transportation and transportation-related planning activities in the metropolitan area. The Unified Planning work Program also serves as the Council's application for transportation planning funds from the U.S. Department of Transportation. The UPWP is prepared annually and describes metropolitan-area transportation planning activities being undertaken by four agencies: the Metropolitan Council, the Minnesota Department of Transportation, the Minnesota Pollution Control Agency and the Metropolitan Airports Commission.

### ***Air Quality Conformity Determination (AQCD)***

The Federal Clean Air Act Amendments passed in 1990 stipulate that transportation plans, programs, and projects in non-attainment and maintenance areas must undergo an air quality conformity analysis. The U.S. Environmental Protection Agency designates the seven-county metropolitan area and a developed portion of Wright County adjacent to the metropolitan area (along U.S. Highway 10 and I-94), as a maintenance area for carbon monoxide emissions. Therefore, transportation plans, projects, and programs are subject to air quality analysis.

### **Public Participation Strategies**

The strategies identified below reflect commonly used public participation methods in transportation planning. Outreach and public involvement are valuable activities that can engage stakeholders, underrepresented constituencies and newer audiences in shaping the region-wide transportation system.

1. Creating background information for posting on web sites, and for use in fact sheets, handouts, and other materials.
2. Convening stakeholders around large topics of regional scale.
3. Sponsoring listening sessions, workshops or conferences to feature policy aspects and promote topic-based policy discussions on plan content.
4. Organizing and hosting social media events.
5. Designing and disseminating informal surveys – use social media, electronic mailing lists, idea-gathering platforms and websites to ask questions and promote discussion spaces
6. Offering forums, including online forums, to elicit stakeholders' and communities' ideas and perspectives on regional issues, projects and initiatives.
7. Developing special events to announce, highlight or kick-off an issue, project, initiative or news event.



8. Offering open opportunities to learn about the project, through open houses, meetings/tours/receptions specific to locations that interest the public, or other experience in order to highlight an initiative, project or facility.
9. Soliciting in-depth information by hosting focus groups or small-group discussions about issues, activities or public perceptions from stakeholders.

A mixture of several or all of these strategies will be used in every effort, as is appropriate for the specific audiences and constituencies. A specific plan of activities will be created for each effort that reflects the broader goals, strategies, and tactics of this Public Participation Plan.

***Effort-Specific Strategies and Tactics***

Transportation Policy Plan	
Public Participation Strategies	<ol style="list-style-type: none"> <li>1. Include any transportation-related feedback and guidance from other regional planning activities, including Thrive MSP 2040 and transportation corridor planning and implementation. Use this information in creating any public participation plans.</li> <li>2. Create policymaker and elected officials technical advisory work groups; have representation from community voices (such as from community-based organizations and community leaders) as members of this group</li> <li>3. Develop comprehensive outreach and engagement plan for the region               <ul style="list-style-type: none"> <li>• Use content and results from outreach and engagement plans created to support planning and research efforts identified in the Work Plan for the Transportation Policy Plan (given that these efforts are the foundation for policy contained in the TPP)</li> <li>• Conduct stakeholder meetings that target a broad swath within the community, transportation including businesses, council districts and community based coalitions; conduct one-on-one meetings if necessary</li> <li>• Partner with research groups, transportation experts and urban planners within government and the community to gather information and data on needs assessments and current trends</li> <li>• Performance-based workshops</li> <li>• Focus groups</li> </ul> </li> <li>4. Promote the plan with online information and notices, opportunities for public comment, media releases, public hearings</li> </ol>

	<ol style="list-style-type: none"> <li>5. Engage stakeholders and formal transportation advisory committees early in and throughout the process of preparing a draft plan for public review to provide guidance to the existing plan</li> <li>6. Create specific stakeholder/policy-maker advisory groups to guide policy development in the plan</li> <li>7. Identify key issues, provide context to them, and communicating progress toward related policy to stakeholders</li> </ol>
Decision-making Roles	Technical Advisory Committee (Planning), Transportation Advisory Board, Equity Advisory Committee, Transportation Accessibility Advisory Committee, the Metropolitan Council

<b>Transportation Improvement Plan</b>	
Public Participation Strategies	<ol style="list-style-type: none"> <li>1. Investigate what engagement process works best for the Transportation Improvement Plan. Tactics include but are not limited to: <ul style="list-style-type: none"> <li>• Ask applicants from the Regional Solicitation why a project was chosen to be included</li> <li>• Ask local agencies about project engagement at the local level</li> <li>• Recommend support for project engagement at local level and for TIP</li> </ul> </li> <li>2. Conduct in-depth discussions among Council Communications and MTS staff regarding engagement strategies for the Transportation Improvement Plan</li> <li>3. Create a work group consisting of Technical Advisory Committee/Transportation Advisory Board members, members of partnering agencies and other key stakeholders with the purpose of developing an engagement plan during the next Regional Solicitation revision</li> </ol>
Decision-making Roles	Minnesota Department of Transportation, Metropolitan Pollution Control Agency, Technical Advisory Committee (Funding), Technical Advisory Committee (Planning), Transportation Advisory Board, Metropolitan Council

<b>Unified Planning Work Program</b>	
Public Participation Strategies	<ol style="list-style-type: none"> <li>1. Work with the Minnesota Department of Transportation, Pollution Control Agency, Metropolitan Airports Commission and Transportation Advisory Board about the process of the Unified Planning Work Program; develop an outreach and engagement plan</li> <li>2. Include guidance for anticipated engagement strategies for projects included in the work program.</li> <li>3. Develop online tool to obtain feedback from the public on what priorities the Met Council as an MPO should include in their work plan.</li> <li>4. After draft of budget and work plan is completed, open up for public comments</li> </ol>
Decision-making Roles	Technical Advisory Committee, Transportation Advisory Board, Equity Advisory Committee, Metropolitan Council

<b>Air Quality Conformity Determination</b>	
Public Participation Strategies	<ol style="list-style-type: none"> <li>1. Recruit air quality and environmental experts onto the Minnesota Interagency Air Quality and Transportation Planning Committee; identify key issues, providing context to them, and communicating progress toward related policy to stakeholders, interested parties, and the general public</li> <li>2. Analysis</li> <li>3. Conduct public comment</li> </ol>
Decision-making Roles	Technical Advisory Committee (Planning), Transportation Advisory Board

### ***Advisory Bodies***

The Council's advisory bodies provide key opportunities for stakeholder participation. They allow members, representing a cross-section of key stakeholder groups in the region, to help shape regional transportation plans and policies. The Council appoints members of the general public, local elected officials, professionals with technical knowledge and experience, or representatives of statute-identified groups, according to the responsibilities of particular advisory bodies. Advisory bodies may conduct studies, recommend action to the Council's standing committees, and/or provide expert advice.

1. **Transportation Advisory Board (TAB)**: The TAB works in conjunction with the Council to distribute federal transportation funds and set regional transportation policy. The TAB consists of 34 members: 10 elected city officials; 1 member from each county board in the metropolitan area; the Commissioner of the Department of Transportation; the Commissioner of the Pollution Control Agency; one member of the Metropolitan Airports Commission; one member from the Suburban Transit Association; one person appointed by the Council to represent non-motorized transportation, one member representing the freight transportation industry, two members representing public transit, one “citizen” representative from each Council district (for a total of eight), and one Council member. The TAB chair is appointed by the Council from among the 34 members. The TAB works closely with the Council, reviewing, commenting on and coordinating transportation planning and programming activities. A key responsibility of the Council’s TAB is to solicit and evaluate project applications for federal funding programs from.
2. **Technical Advisory Committee (TAC) to the TAB**: The TAC also works closely with the TAB and the Council. Composed of professional staff from city and county governments and the agencies involved in transportation in the seven-county region, the TAC provides technical expertise to the TAB. The TAC has two standing committees, the Funding and Programming Committee and the Planning Committee as well as ad hoc multimodal task forces
3. **Transportation Accessibility Advisory Committee (TAAC)**: The TAAC was created by the legislature and consists of 16 members including a chair appointed by the Council – seven members chosen by disability and senior groups in the metro area, and eight others, also selected by the Council, who represent districts that are combinations of the Council's 16 districts.

At least half TAAC members must be certified as eligible for paratransit services under the Americans with Disabilities Act and be active users of public transportation in the metro area.

4. **Equity Advisory Committee**: In late 2015, the Metropolitan Council created an advisory committee to advise the Council on issues related to the equity commitments in Thrive MSP 2040 and other Council equity-related policy issues. The ultimate goal of the committee’s work is to create more equitable outcomes for people who live and work in the Twin Cities region. The committee will provide advice to the full Metropolitan Council.

## **Measuring Success**

As a key outcome of the *Thrive MSP 2040* effort, the public participation activities for transportation planning should achieve the following goals:

1. Provide policy details consistent with the overall vision included in the *Thrive MSP 2040* plan and the Transportation Policy Plan where relevant.
2. Employ practices consistent with the *Thrive MSP 2040* Outreach and Engagement Plan.
3. Build upon relationships and partnerships identified in the *Thrive MSP 2040* Outreach and Engagement efforts.
4. Support the key goals identified in the *Thrive MSP 2040* Outreach and Engagement Plan (as stated in this document).
5. Engage transportation stakeholders as identified in the Transportation Policy Plan.

A combination of qualitative and quantitative measures will be used to evaluate the success of the public participation activities:

- Number of people participating in public involvement activities
- Number and diversity of organizations participating in transportation planning efforts
- Number of individuals who participate in transportation-related online discussions; depth of participation in discussions (based on measurable activities)
- Percentage of county, city and township governments whose staff and/or policymakers participated in transportation planning efforts
- Earned media related to transportation planning efforts (and comparisons, as available)

**ACTION TRANSMITTAL No. 2016-47**

**DATE:** August 25, 2016  
**TO:** Technical Advisory Committee  
**FROM:** TAC Funding and Programming Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Scope Change Request for City of Minneapolis Andersen School Pedestrian Crossings & Bikeway Project

**REQUESTED ACTION:** The City of Minneapolis requests a scope change to its Andersen School Pedestrian Crossings & Bikeway Safe Routes to School project (SP # 141-591-010) to change the location of proposed curb extension and ramps, change the protected bikeway facility to a bicycle boulevard, and remove the overhead stop installation at the hospital entry.

**RECOMMENDED ACTION:** That the Technical Advisory Committee recommend to the Transportation Advisory Board approval of the requested scope change with no funding reduction.

**BACKGROUND AND PURPOSE OF ACTION:** The City of Minneapolis was awarded \$603,200 in the Safe Routes to School category in the 2013 Transportation Alternatives Program (TAP) Regional Solicitation to add curb extensions and pedestrian ramps, an on-street bicycle lane, and an overhead stop sign. More specifically, the project will include the following elements:

1. Curb extensions on East 26<sup>th</sup> Street at 10<sup>th</sup>, 11<sup>th</sup>, and 12<sup>th</sup> Avenues South.
2. Pavement markings along East 26<sup>th</sup> Street between 10<sup>th</sup> and 12<sup>th</sup> Avenues South.
3. A two-way protected on-street bike lane following:
  - a. 12<sup>th</sup> Avenue South from East 26<sup>th</sup> Street to East 28<sup>th</sup> Street.
  - b. 11<sup>th</sup> Avenue South from East 28<sup>th</sup> Street to the Midtown Greenway trailhead.
4. A protected off-street two-way trail on East 28<sup>th</sup> Street from 12<sup>th</sup> Avenue South to 11<sup>th</sup> Avenue South.
5. Stop sign visibility treatment, via overhead mount and signage, at the entrance to the hospital on 10<sup>th</sup> Avenue South.

The City is requesting the following changes to the above:

1. Movement of the curb extension from the intersection of East 26<sup>th</sup> Street and 10<sup>th</sup> Avenue South to the intersection of East 28<sup>th</sup> Street and 11<sup>th</sup> Avenue South. The City reports that this will roughly be cost-neutral.
2. No change.
3. Changing the 11<sup>th</sup> and 12<sup>th</sup> Street portions of the bicycle facility from a protected bikeway to a bicycle boulevard. The City reports that this will result in a \$10,000 cost reduction.
4. No change.
5. Changing the overhead stop installation at the hospital entrance to installation of durable crosswalks. The City reports that this will result in a \$6,500 cost reduction.

**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 request accompanies this request and will be needed if the project cost changes.

**STAFF ANALYSIS:** Working with the scorers from the Regional Solicitation, Metropolitan Council staff reviewed the original project and scoring. The project originally scored 710 points, 51 points higher than the top-scoring un-funded project. It scored 12 points higher than the lowest-scoring Safe Routes to School (SRTS) project, which was funded.

Scorers reported no change in the scoring, as most categories were not specific to the elements being changed. However, other factors to consider include:

- The request would cause students, grades K to 8, to bike with traffic on 11<sup>th</sup> and 12<sup>th</sup> Avenues South. The scorer from MnDOT's SRTS program reported that such facilities are allowed, though are not commonly funded through SRTS.
- With or without this scope change, 12<sup>th</sup> Avenue does not meet MnDOT State Aid standards. The applicant has applied for an exception.

The City reports an estimated cost reduction of \$16,500. Staff adjusts this number through the following steps:

- X 80% federal proportion (\$13,200)
- X 1.04% for inflation adjustment that was added at selection (\$13,728)
- Reducing contingencies, traffic control, and mobilization by 3% (the proportionate of what is being removed), adding the 4% inflation adjustment, and reducing by 20% for local cost (\$18,261.53)

Assuming the scope change is approved, a federal reduction of roughly \$18,260 would reflect the reduction in work.

**COMMITTEE COMMENTS AND ACTION:** At its August 18, 2016 meeting, the TAC Funding & Programming Committee unanimously recommended approval of the scope change request. No reduction in funding was recommended due to the small amount the budget decreased.

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**ROUTING**

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8-18-2016
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



Mr. Timothy Mayasich  
TAC Funding & Programming Committee  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101

RE: SP 141-591-010 – Andersen School Pedestrian Crossings & Bikeway – Scope Change Request

### Introduction

The City of Minneapolis submitted a successful proposal for Safe Routes to School improvements at Andersen School during the January 2014 solicitation for federal Transportation Alternatives Program funds through Metropolitan Council. The 2016-2019 Statewide Transportation Improvement Program (STIP) has allocated \$603,200 of federal funds to the project with a total project construction cost of \$754,000 in the state fiscal year 2017. The City is requesting the following project changes in order to better address the needs and deficiencies expressed on the original application. These changes will address unforeseen circumstances in project coordination and school dismissal operations, while mitigating adverse impacts to the community. City staff believes the purpose and goals of the project will remain consistent with the original application.

### Original Project Description, Purpose, and Need

The original proposal focused on barriers to walking and biking near Andersen School in South Minneapolis. Andersen is the largest K-8 school in the city and the school campus is adjoined to a large city park. The site is framed by arterial streets to the north and south, creating walking and biking barriers for students and park users. 28<sup>th</sup> St E represents a barrier for users between the Midtown Greenway and Andersen School and Stewart Park.

The original proposal addressed the following needs and deficiencies (these are lettered to correspond with the additional sections below, and also with the attached project map):

- A. Long crossing distances, poor sight lines, infrequent crossing gaps, and high travel speeds along 26<sup>th</sup> St E and 28<sup>th</sup> St E.
- B. One-way bikeway connection along 28<sup>th</sup> St E with multiple high-volume, high-speed vehicle travel lanes.
- C. Poor sightlines at a 10<sup>th</sup> Ave S intersection adjacent to the school and a major hospital entrance.

### Requested Changes and Justification

- A. **10<sup>th</sup> Ave S & 26<sup>th</sup> St E – Change the location of proposed curb extension and ramps; Install durable crosswalks at the original location.** The curb extension and ADA ramps will be addressed prior to the project with a City signal replacement in 2016. The City requests to reallocate these funds by adding a curb extension at 28<sup>th</sup> St E and 11<sup>th</sup> Ave S to the project. This proposed location will address a difficult crossing at 28<sup>th</sup> St E, an area that was identified in the application as one of the primary barriers for walking and biking.
- B. **11<sup>th</sup> Ave S & 12<sup>th</sup> Ave S – Change bikeway facility from a protected bikeway to a bicycle boulevard.** Several factors have necessitated a change in the type of bikeway along these local streets.
  - 1. An on-street protected bikeway would significantly impact the existing operation and curb side uses of the residential streets, complicating parking and access within the neighborhood.
  - 2. Bicycle boulevards are an appropriate treatment for these low volume residential streets, whereas a protected bikeway is more suitable for higher volume collectors and arterials. Minneapolis has successfully installed approximately 19 miles of bicycle boulevards on similar streets to link schools, parks, libraries and trails. This design meets the original purpose and need of the project.
- C. **10<sup>th</sup> Ave S at hospital entry drive – Change overhead stop installation to install durable crosswalks only.** Sightline issues at this location have been resolved through other recent signage improvements. Durable crosswalks are proposed at this intersection to better delineate the crossing.

### Project Description

No modifications to the original project description are anticipated as the bicycle trail and pedestrian crossings will remain within the project and the project alignment and length will remain unaltered.



**Funding**

- A: Costs associated with the proposed curb extension and ramps at 28<sup>th</sup> St E and 11<sup>th</sup> Ave S are comparable to items originally proposed at 26<sup>th</sup> St E and 10<sup>th</sup> Ave S
- B: The bikeway segments along local residential streets were originally estimated at \$15,000, while the cost of the proposed bicycle boulevard facility is expected to be approximately \$5,000.
- C: The proposed crosswalk markings are estimated to be \$3,500 which is less than the originally proposed items.

**Andersen School : SP-141-591-010****Original Cost Estimate**

Item	Description / Design Element	Location	Prelim Cost (\$)
A	Curb Extension and Pedestrian Ramps	26th St E at 10th Ave S	\$ 68,000
B	On-Street Bike Lane	11th Ave S (28th St E - 29th St E) 12th Ave S (26th St E - 28th St E)	\$ 15,000
C	Overhead Stop Sign	10th Ave S at hospital entry drive	\$ 10,000
	All Other Construction Items	various (per application)	\$ 639,032
<b>Original Estimated Construction Total in Application</b>			<b>\$ 732,032.00</b>
<b>Total Estimated Construction in STIP</b>			<b>\$ 754,000.00</b>

**Andersen School : SP-141-591-010****Revised Cost Estimate**

Item	Description / Design Element	Location	Prelim Cost (\$)
A	Curb Extension and Pedestrian Ramps	28th St E at 11th Ave S	\$ 68,000
B	Bicycle Bouevard Markings	11th Ave S (28th St E - 29th St E) 12th Ave S (26th St E - 28th St E)	\$ 5,000
C	Durable Crosswalks	10th Ave S at hospital entry drive	\$ 3,500
	All Other Construction Items	various (per application)	\$ 639,032
<b>Revised Estimated Construction Total</b>			<b>\$ 715,532</b>

The proposed changes are necessary in order to deliver key components of the project, and are the most viable alternative for project delivery. We believe that these changes continue to address the purpose and need as identified in the original application. If you have any questions, please contact me at 612-673-3625 or by email: [Jenifer.Hager@minneapolismn.gov](mailto:Jenifer.Hager@minneapolismn.gov)

Sincerely,



**Jenifer Hager** | Director Transportation Planning & Programming

City of Minneapolis – Public Works | 309 2<sup>nd</sup> Ave S – Rm 300 Minneapolis MN 55401  
612-673-3625 | [Jenifer.Hager@minneapolismn.gov](mailto:Jenifer.Hager@minneapolismn.gov)

Cc: Nathan Koster, Manager Transportation Planning & Programming  
Matthew Dyrdaahl, Bicycle & Pedestrian Coordinator  
Forrest Hardy, Associate Transportation Planner

Attachments: (1) 2014 TAP Application Project Map  
(2) Proposed Project Changes

## Improvement Areas Map

## Anderson School Safe Routes Attachment



Aerial photo: Google

**Project Scope**

(all work within existing r.o.w.)

### Potential Project Improvements

#### AREA OF FOCUS 1

- Bumpouts on 26th St
- Traffic calming border along 26th St
- Protected bike lane on 12th Ave
- Increase stop sign visibility at 10th Ave and hospital garage exit

#### AREA OF FOCUS 2

- Protected bike lane on 12th Ave
- Off-street bike & ped trail along 28th St
- Protected bike lane on 11th Ave connecting to Greenway Trailhead



# Improvement Area 1 Detail

Anderson School Safe Routes  
Attachment

## AREA OF FOCUS 1

Pedestrian Bumpouts



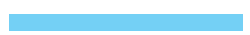
Aerial photo: Google



Stop sign visibility treatment, overhead mount and signage



Traffic Calming Pavement Markings





Protected on-street bike lane (2-way)



### Improvement Area 2 Detail

Anderson School Safe Routes Attachment

#### AREA OF FOCUS 4

-  Protected on-street bike lane (2-way)
-  Off-street bike & ped trail (2-way)



Aerial photo: Google

 High Visibility Trail Conflict Markings









# Andersen School Pedestrian Crossings & Bikeway

SP 141-591-010

Scope Change Request

**ATTACHMENT 2  
PROPOSED PROJECT CHANGES**

## Map Key

-  Off-street Trail Connection (2-way bikeway and separated sidewalk)
-  Bicycle Boulevard Markings
-  Curb Extension (from application to remain)
-  Curb Extension (newly proposed)
-  Durable Crosswalks
-  Durable Pavement Marking

## Requested changes:

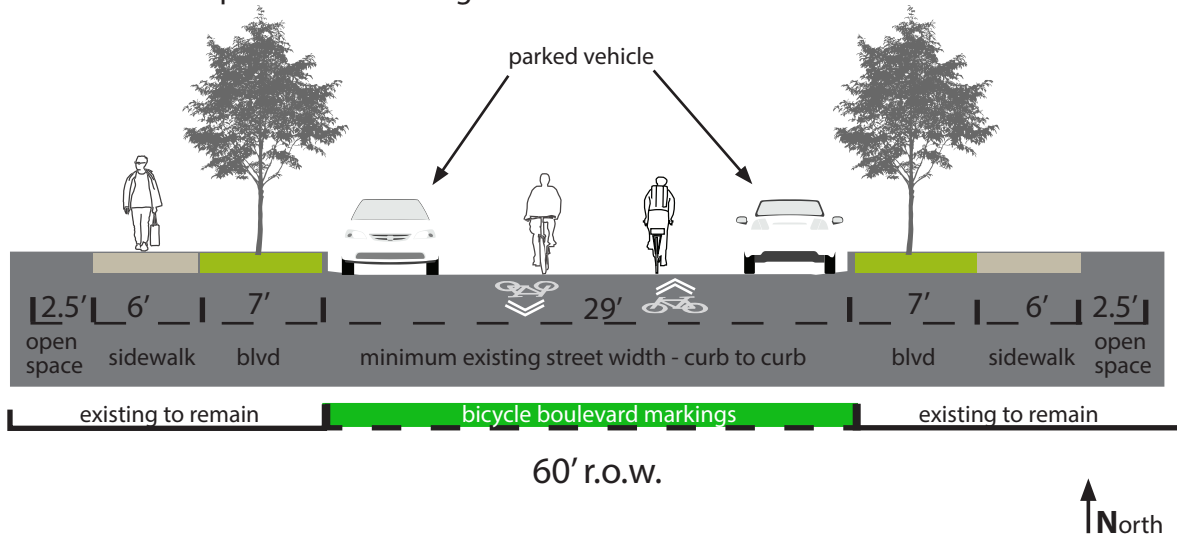
- A 10th Ave S & 26th St E** – Change the location of proposed curb extension and ramps; Install durable crosswalks at the original location
- B 11th Ave S & 12th Ave S** – Change bikeway facility from a protected bikeway to a bicycle boulevard
- C 10th Ave S at hospital entry drive** – Change overhead stop installation to install durable crosswalks only



Aerial photo: Google

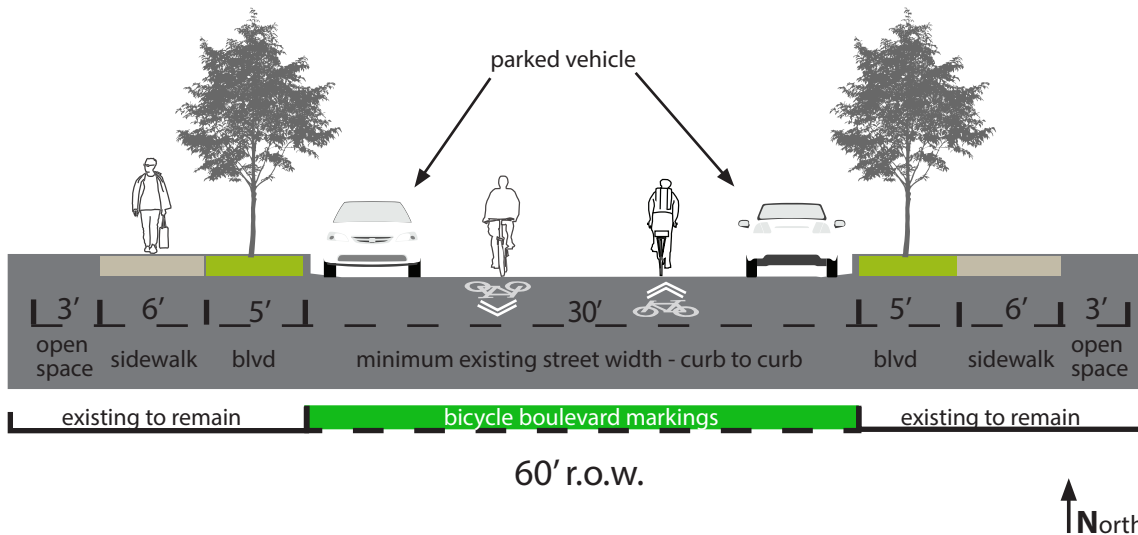
Section: 11th Ave S (28th St E - 29th St E)

- Dimensions unchanged from existing
- Bike boulevard segment designated on local residential street
- Vehicle volumes approx. 750 ADT (2016)
- 85th percentile vehicle speeds approx. 26 mph (2016)
- Shared lane pavement markings



Section: 12th Ave S (26th St E - 28th St E)

- Dimensions unchanged from existing
- Bike boulevard segment designated on local residential street
- Vehicle volumes approx. 1200 ADT (2016)
- 85th percentile vehicle speeds approx. 22 mph (2016)
- Shared lane pavement markings



**ACTION TRANSMITTAL No. 2016-48**

**DATE:** August 25, 2016  
**TO:** Technical Advisory Committee  
**FROM:** TAC Funding and Programming Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** 2017-2020 TIP Amendment: Andersen School Pedestrian Crossings & Bikeway Project  
**REQUESTED ACTION:** The City of Minneapolis requests an amendment to the 2017-2020 TIP to change the cost of its Andersen School Pedestrian Crossings & Bikeway Project (SP # 141-591-010) to reflect a reduced project scope.  
**RECOMMENDED MOTION:** No recommendation was made; the item was tabled.

**BACKGROUND AND PURPOSE OF ACTION:** This TIP amendment may be needed due to a change in project cost. The project is programmed for state fiscal year 2017. This amendment would reduce the cost of the City's Safe Routes to School project to reflect a change from an on-street bicycle lane to bicycle boulevard markings and removal of an overhead stop sign in favor of durable crosswalks.

Due to the timing of the City's scope change request, this accompanying TIP amendment will not be able to be reflected in the final 2017-2020 TIP currently in production. Therefore, this amendment is requested to be approved pending approval of the 2017-2020 TIP. The 2017-2020 TIP is scheduled to be approved by the Metropolitan Council on September 28, 2016, after which time it will be provided to MnDOT and then begin federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2017-2020 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 2017-2020 TIP by FHWA during the fall of 2016. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. The analysis has resulted in a conformity determination that the projects included in the

2017-2020 TIP meet all relevant regional emissions analysis and budget tests. The 2017-2020 TIP will conform 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.

**COMMITTEE COMMENTS AND ACTION:** Given that the project description would not change with the scope change and that it did not recommend a fund reduction, TAC Funding & Programming Committee, at its August 18, 2016 meeting, tabled the item. The item remains on the TAC agenda in case it is needed.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	8-18-2016 (Tabled)
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concurrence	



Please amend the 2017-2020 Transportation Improvement Program (TIP) to modify this project in program year 2017. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	M I L E S
	2017	M	M	Ped / Bike	141-591-010	Minneapolis	Andersen School crossing & Trail, Minneapolis, 26th St from 10th Ave to 12th Ave, 28th St from 10th Ave to 12th Ave, 12th Ave S from 26th to 28th St, 11th Ave S from 28th to 29th St, and 10th Ave S from 26th to 28th St- Intersection/Crosswalk Improvements	.37

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	GRSU – Grade and surface	STPBG (TAP)	<del>\$754,000</del> \$731,175	<del>\$603,200</del> \$584,940				<del>\$150,800</del> \$146,235

**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 a scope change leading to a reduction in cost. The amendment would reflect a change from an on-street bicycle lane to bicycle boulevard markings and removal of an overhead stop sign in favor of durable crosswalks. The 2017-2020 TIP is scheduled to be approved by the Metropolitan Council on September 28, 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 2017-2020 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
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

X

The project cost is decreasing.

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

\*AQ-2: Bicycle and Pedestrian Facilities.