

*TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council*

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE

Wednesday, February 3, 2016
Metropolitan Council
9:00 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of January 6, 2016 Minutes**
4. **TAB Report – Elaine Koutsoukos**
5. **Committee Reports**
 - **Executive Committee** (Steve Albrecht, Chair)
 - a. **Information Item: Revised TAC Bylaws**
 - **Planning Committee** (Lisa Freese, Chair)
 - a. **2016-12 City of St. Paul Functional Classification Change**
 - b. **2016-13 City of Brooklyn Center Functional Classification Change**
 - c. **2016-14 City of Minneapolis Functional Classification Change**
 - d. **2016-15 Regional Bicycle Transportation Network Changes**
 - **Funding and Programming Committee** (Tim Mayasich, Chair)
 - a. **2016-09 TDM Project List**
 - b. **2016-19 Minneapolis HSIP Scope Change**
 - c. **2016-20 Minneapolis HSIP TIP Amendment**
 - d. **2016-18 Transit Inflation Correction for 2014 Solicitation**
 - e. **Information Item: Quarterly Streamlined TIP Amendment Report**
6. **Special Agenda Items**
 - **Travel Behavior Inventory Presentation** (Jonathan Ehrlich, MTS)
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click here to print all agenda items at once.

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

City of Minneapolis Overhead Signal Upgrade Project

*Transportation Advisory Board
Of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 6, 2016
9:00 A.M.**

Members Present: Doug Fischer, Lyndon Robjent, Brian Sorenson, Jim Grube, Tim Mayasich, Lisa Freese, Jan Lucke, Steve Bot, Elaine Koutsoukos, Mark Filipi, Michael Larson, Adam Harrington, Molly McCartney, Amanda Smith, Bridget Rief, Jane Kansier, Danny McCullough, Karl Keel, Jean Keely, Paul Oehme, Michael Thompson, Kim Lindquist, Bruce Loney, Jim Kosluchar, Jenifer Hager, Jack Byers, Bill Dermody, Paul Kurtz (Members Excused: Steve Albrecht)

1. Call to Order

The meeting was called to order by Steve Albrecht at 9:03 a.m.

2. Approval of Agenda

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

3. Approval of March Minutes

The December 2, 2015 meeting minutes were modified under the TAB report, quoting the MAC representative speaking of a new facility at Longfellow and Cargo Road. Elaine Koutsoukos moved and Mark Filipi seconded. No discussion. Motion passed.

4. TAB Report

Elaine Koutsoukos reported on the December 16, 2015 TAB meeting.

REPORTS

TAB Chair's Report

Hovland recognized outgoing TAB members (Gerry Butcher, John Gunyou, Jennifer Janovy, Robert Lilligren, Patricia Schwietz) and thanked them for their service. The new Council appointed members beginning in January are Sue Sandahl, Jamez Staples, Brad Tabke, Doug Anderson, as citizen representatives; Kenya McKnight and Dave Van Hattam, as transit representatives; and Ethan Fawley, as non-motorized transportation representative.

Hovland informed the TAB members that the TAB Executive Committee is re-established every January and asked members to send an email to Elaine with their interest and he will provide a slate of members for selection at the January TAB meeting

TAB Bylaws Proposal

Task Force Chair Hamann-Roland reported that TAB directed the Bylaws Task Force to look at a broader range of alternates for all forms of representation on the TAB. Hamann-Roland requested that interested TAB members send an email to Elaine volunteering to serve on the Task Force. The Task Force will anticipate meeting in January.

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

No report from MnDOT, MPCA, or MAC.

Metropolitan Council: Katie Rodriguez provided information on the Council's newly established Advisory Committee on Equity-Related Policy. The Committee will advise the Council on advancing Equity in all Council areas. Applications for the Committee will be accepted through January 4.

ACTION ITEMS

Steve Albrecht, TAC Chair, and Steve Peterson, MTS staff, provided information on the Regional Solicitation schedule for TAB and an introduction to three Action Transmittals recommended by TAC (2015-50, 2015-51 and 2015-52). Per Chair Hovland's request the TAC made formal recommendations on three items that had been discussed in the committees.

1. 2015-50: Regional Solicitation Funding Categories – adopted the 10 application categories and will review the measure changes to accommodate railroad crossings and new roadways that will come from F&P and TAC.
2. 2015-51: Regional Solicitation Functional Classification Scoring – TAC reviewed three options for TAB direction (TAB decide to fund a project in each functional classification prior to release Solicitation, adjust scoring in several measures, or leave the decision until after the scoring is completed and make the determination). TAC forwarded a recommendation to adjust the scoring. TAB did not make a decision and asked the committees to provide pros and cons for each option for TAB to consider.
3. 2015-52: Regional Solicitation Cost Effectiveness Criterion – adopted by TAB to add the CE criterion to all the applications and directed the committees to discuss and approve measures.
4. 2015-49: 2016-2022 MAC CIP - approved

5. Committee Reports

A. Executive Committee (Paul Oehme, Vice Chair)

In February an information item will be brought to the TAC to amend the bylaws to include the Suburban Transit Association on the membership to TAC-Planning. This item will be voted on in March. This follows the TAC bylaws Article VI, which prescribes the amendment process to the bylaws.

B. Planning Committee (Lisa Freese)

2016-06 Functional Classification Washington County. Lisa Freese presented this item. Lisa Freese moved and Jan Lucke seconded. Motion passes.

2016-07 Functional Classification City of Dayton. Lisa Freese presented this item. Carl Ohrn noticed a typo in the Recommended Motion where it says "collector" instead of "connector." Changes will be made to correct the report. Lisa Freese moved and Jim Grube seconded. Motion passes.

C. Funding and Programming Committee (Tim Mayasich)

2016-01 City of Minneapolis Scope Change. Tim Mayasich presented this item. Jen Hager presented the details of the work proposed. Tim Mayasich moved and Jen Hager seconded. Motion passes.

2016-02 City of Minneapolis TIP Amendment. Tim Mayasich presented this item. Tim Mayasich moved and Jen Hager seconded. Motion passes.

Information Item: Regional Solicitation. Tim Mayasich opened the floor to Steve Peterson to discuss a range of options available for the Regional Solicitation.

Doug Fischer said that the solicitation has typically funded one project for each functional classification. Elaine Koutsoukos asked for clarification that one project per functional class should be funded across the spectrum of funding pots (as opposed to one project of each functional classification in each funding pot); response was in the affirmative. Steve Peterson provided the option that all functional classifications be awarded funds, in addition to non-freeway principal arterials. Karl Keel said that the group shouldn't feel obligated to fund one of each because the group shouldn't be funding bad projects out of obligation. Tim Mayasich said that TAB retains the ability to not fund poorly-performing projects. Lyndon Robjent asked how many non-freeway principal arterials were submitted last time; the answer was between three and five. Doug Fischer moved that the TAC recommend funding at least one project in each A minor category and one project for non-freeway principal arterial, across the spectrum of categories. Lyndon Robjent seconded. Motion passes.

Jim Grube advocated for using lane miles instead of VMT points as a measure. Lyndon Robjent said that this would be a complicated measure, especially for interchanges. This has been discussed at the work group level in the past. Amanda Smith added that previously cost effectiveness was across all measures. The air quality piece needs VMT improvements, and lane miles don't accomplish this. Danny McCullough asked how adding pavement and wide shoulders would impact bicycles and pedestrians. Steve Peterson said that these improvements are made for freight traffic and can also be used to accommodate transit vehicles and facilities.

Doug Fischer asked why a one hour peak period count for delay is being used in the railroad impacts measure. Steve Peterson said this is easier for applicants who would have to manually count; doing a 12 or 24 hour count would be prohibitive for many local governments. Jim Grube asked how delay is measured elsewhere in the solicitation; the railroad impacts should be about safety and not delay. Elaine Koutsoukos clarified that safety is covered elsewhere in the solicitation.

The group agreed that option A presented under the emissions slide was preferable. The interchange, transit, and bicycle/pedestrian areas were agreed to.

2016-03 Solicitation Measures and Scoring Guidance. Steve Peterson presented the item. Tim Mayasich moved and Adam Harrington seconded. Motion passes.

2016-04 Solicitation Criteria Weighting and Measures. Steve Peterson presented the item. Tim Mayasich moved and Lyndon Robjent seconded. Motion passes.

2016-05 Solicitation Minimum and Maximum Funding Amounts. Steve Peterson presented the item. Bill Dermody requested to keep the multiuse trail maximum at \$5.5 million instead of reducing to \$3.5 million. Danny McCullough asked what the feedback was from the previous solicitation; Lyndon Robjent responded that local governments love this program and the solicitation was only able to fund about a

third of those that applied. This pool should be made available to more projects, which is possible if the maximum award is lowered. Tim Mayasich said that Funding & Programming agreed with the \$3.5 million. Michael Larson said that bigger projects have a large regional impact. Tim Mayasich moved and Doug Fischer seconded. Motion passes with three votes against.

2016-08 Solicitation Forms and Qualifying Criteria and Full Packet for Public Comment. Steve Peterson presented the item. Tim Mayasich moved and Jan Lucke seconded. Motion passes.

6. Special Agenda Items

MnDOT Statewide Multimodal Transportation Plan (Jake Rueter, MnDOT)

Jake Rueter presented the item. Steve Bot asked if congestion can be a bigger part of the discussion in the framing of this plan. Jake Rueter responded that the materials are changing to highlight congestion in the metro area and in greater Minnesota.

7. Agency Reports

There were no agency reports.

8. Other Business and Adjournment

There being no other business, the meeting adjourned at 10:54AM.

Prepared by:

Katie White

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

Information Item

DATE: January 25, 2016
TO: Technical Advisory Committee
PREPARED BY: Katie White, Senior Planner (651-602-1716)
SUBJECT: Proposed TAC Bylaws Change

TAC has received a request to add the Suburban Transit Association to the membership of the TAC-Planning committee. There being no objections after discussion at a TAC Executive Committee meeting, the proposed bylaw changes are presented today for review. A vote on the change will occur in March, which requires two-thirds in approval for passage. Information will then be presented to the Transportation Advisory Board. This process is in accordance with Article VI of the bylaws.

METROPOLITAN COUNCIL

BYLAWS

of

The Technical Advisory Committee (TAC)

3/5/2014 DRAFT for

February 3, 2016 Meeting

These bylaws explain the TAC's purpose, membership composition, election of officers, structure and schedule of meetings, conduct of business, and subcommittee responsibilities and structure. These bylaws were adopted by

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| the TAC on ~~March 5, 2014~~.DATE.

ARTICLE 1: NAME AND PURPOSE

A. Name

The name of this body shall be the Technical Advisory Committee (hereinafter called the TAC).

B. Purpose

The purposes of the TAC are:

1. Provide the technical assistance and coordination necessary for the Transportation Advisory Board (hereinafter called the TAB) to carry out its duties and responsibilities;
2. Assure state, regional, county and municipal involvement and coordination in transportation decisions of metropolitan significance;
3. Provide a forum for discussion of metropolitan transportation issues by professional staff of planning and implementing agencies.

ARTICLE II: MEMBERSHIP OF THE TAC

A. Composition

The TAC shall be composed of the following professional staff:

Designated representatives or their designated alternate of:

- | | |
|---|-----|
| Association of Metropolitan Municipalities | (8) |
| Metropolitan Airports Commission | (1) |
| Mn Dept of Employment and Economic Development | (1) |
| Minnesota Department of Transportation | (1) |
| Minnesota Pollution Control Agency | (1) |
| USDOT (FHWA) (non-voting) | (1) |
| Suburban Transit Provider (designated by Suburban Transit Association) | (1) |
| Non-motorized Transportation (designated by State Non-motorized Advisory Board) | (1) |
| Freight (designated by MnDOT Freight Office) | (1) |
| And the following individuals (or their representative): | |
| Metropolitan Council | (3) |
| - Dir. Of Metropolitan Transportation Services (MTS) | |
| - Dir. Of Community Development | |
| - General Manager of Metro Transit | |

County Engineer of each of the Seven Metropolitan Counties	(7)
Region 7W (represent the areas of Sherburne and Wright Counties in the Twin Cities Urbanized Area)	(1)
Minneapolis City Engineer and Planning Director	(2)
St. Paul City Engineer and Planning Director	(2)
Transportation Advisory Board Coordinator	(1)
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B. Appointment and Changes of Representatives to the TAC

The agencies listed in Article II A. shall notify the TAC Chair in writing of any changes to its designated representative and alternate representative. The change shall take effect upon the Chairperson's receipt of such notification. When a vacancy occurs, the Chairperson shall immediately notify the appointing body and request that a new representative be appointed.

C. Qualifications of Members and Alternates

The representative should be able to speak for the organization he/she represents and be a participant in its decision making process.

D. Terms of Office

All designated representatives shall serve at the pleasure of their respective organizations.

E. Responsibilities

It is the responsibility of each member or alternate to attend TAC meetings on a regular basis to be informed on matters coming before the TAC and to participate in the Standing Committees.

F. Attendance.

Attendance is an essential component of Committee work. Should a Committee member or alternate miss attending any four regular meetings in a six-month period without reasonable excuse for such absences, that member shall be considered to have resigned from the Committee. The TAC Committee Chair will notify the appointing agency, and that agency must reappoint a member to the Committee. The same attendance criteria as stipulated above shall also apply to regularly scheduled standing committee meetings. While regular attendance is expected, remote attendance will be accommodated in certain circumstances.

ARTICLE III: OFFICERS OF THE TAC

A. Chairperson

The Chairperson shall be a member of the TAC. The Chairperson shall serve for a term of three years beginning January 1. The Chairperson cannot serve more than one term. The Chairperson must be able to devote the time that is necessary to work effectively and cooperatively with the members of the TAC and TAB. The Chairperson shall preside at all meetings of the TAC and shall have duties and responsibilities as are normally attendant upon that office and as are prescribed by these bylaws and as are specifically delegated or assigned by the TAC. The Chairperson shall appoint the vice-chair of the TAC and the chairs of the standing committees and task forces. The Chairperson shall represent the TAC at meetings of the TAB and other meetings as authorized by the TAC and shall act as liaison with the TAB. In such capacity, the Chairperson shall express the collective views of the TAC.

B. Vice-Chairperson

The Vice-Chairperson shall be a member of the TAC. The Vice-Chairperson shall be appointed by the Chairperson. The Vice-Chairperson shall act for the Chairperson during temporary absence and shall perform such duties as may be delegated by the Chairperson. The term shall be concurrent with that of the Chairperson.

C. Secretary

The Metropolitan Council's Director of Metropolitan Transportation Services , after consultation with the TAC Chairperson, shall designate one of his/her professional staff as Secretary of the TAC. The Secretary shall maintain a current copy of these bylaws and shall provide a copy to each newly appointed TAC member. Upon revision, the Secretary shall promptly update these bylaws and furnish each TAC member with an updated copy. The Secretary shall keep all TAC minutes; shall oversee the production and distribution of materials for upcoming TAC meetings as directed by the Chairperson and with the TAB Coordinator shall oversee the production of TAC materials for presentation to the TAB. The Secretary shall keep a record of the attendance of TAC members and shall report to the Executive Committee on a regular basis. The TAC Secretary shall also serve as Secretary to the Executive Committee.

ARTICLE IV: MEETINGS OF THE TAC

A. Regular Meetings

Regular meetings of the TAC shall be held at 9AM on the first Wednesday of every month at a location determined by the members. Members of the TAC shall be sent notification of the specific time and place and tentative agenda, together with appropriate material pertaining to agenda items at least five days

prior to the meeting. These materials will also be available to the public on the Council's website.

B. Cancellation

Regular meetings of the TAC may be cancelled by a majority vote of the members or by the Chairperson. The TAC Chairperson may not cancel two successive regular meetings without the approval of the Executive Committee.

C. Special Meetings

Special meetings of the TAC may be held upon the call of the Chairperson or a majority of the members of the TAC. Notice of a special meeting shall include the date, time, place and agenda for that meeting and shall be sent to the TAC members three days prior to the meeting. Business at special meetings shall be limited to the subject(s) stated in the call.

D. Quorum

A simple majority of TAC members shall constitute a quorum for the conduct of business at any meeting of the TAC. If a quorum exists at any time during the meeting, a quorum is then determined to exist for the remainder of the meeting.

E. Non-Member Participation

All meetings of the TAC, its committees and task forces shall be open to the public. Non-member participation shall be at the discretion of the Chairperson.

F. Order of Business

The business of the TAC shall contain the following elements:

- 1) Approval of the Agenda
- 2) Approval of the Minutes of Previous Meetings
- 3) TAB Report
- 4) Consent Items
- 5) Reports of Committees
- 6) Special Agenda Items
- 7) Agency Reports
- 8) Other Business
- 9) Adjournment

G. Conduct of Business

1) Roberts Rules of Order

The rules contained in the current edition of the Roberts Rules of Order

shall govern the TAC to the extent that they are not inconsistent with these bylaws.

2) Suspension of Rules

Roberts Rules of Order may be suspended by a two-thirds vote of the TAC members present.

3) Voting, Motions, Recording

Only members of the TAC may vote on matters, introduce or second a motion before the group. There shall be no voting by proxy and each member shall be entitled to only one vote on any issue. The chairperson shall be a voting member of the TAC. Voting on any matter shall be by voice vote provided that a roll call vote shall be called and recorded on any issue if requested by the Chairperson or a majority of members present. Upon request of any member, the Secretary shall repeat the motion and the name of the mover and seconder immediately preceding a vote by the TAC.

In situations when the TAC meeting has been canceled but an item requires TAC action, the TAC Chair may offer the members the opportunity to vote electronically. The electronic votes must be received from a quorum of the members for the vote to be valid. The TAC Secretary will record the electronic vote and forward the action to the TAB, if necessary. The results of the electronic vote, the action transmittal and all appropriate materials pertaining to the item will be sent to the TAC members and posted on the website. The item will be on the TAC agenda the following month for information.

ARTICLE V: COMMITTEES

A. TAC Chairperson Nominating Committee

At the November TAC meeting, in the third year of the Chair's term, the members shall caucus within their respective groups representing the cities, the counties and the agencies. The caucuses shall select one person from their caucus to be a member of the TAC Chairperson Nominating Committee. At the December TAC meeting, the TAC Chairperson Nominating Committee shall nominate a candidate for TAC Chair.

B. Executive Committee

The Executive Committee shall be composed of the TAC Chairperson, the Vice-Chair and the chairpersons of the standing committees, the MnDOT TAC member, the Metropolitan Council's MTS TAC member, the TAB Coordinator, the immediate past TAC Chair and such other TAC members as the TAC Chairperson may appoint. The Executive Committee will be chaired by the TAC Chairperson

and will meet at his/her discretion to coordinate TAC activities.

C. Standing Committees and Subcommittees

Standing committees are created or discharged only by action of the TAC. These committees are to perform as delineated within the purposes and objectives for each committee as adopted by the TAC. These committees shall make a report of activities at each regular TAC meeting. The committee chairperson shall be selected by the TAC chairperson from the members of the TAC. The term of the committee chairperson shall be concurrent with that of the TAC Chairperson. Each standing committee chair shall propose the membership for his/her standing committee to the Executive Committee which shall consider each proposal and propose the membership of each standing committee to the TAC. The membership and purpose statement of the standing committees shall be approved by the TAC annually. The two standing committees of the TAC are the Funding and Programming Committee and the Planning Committee. Standing committee chairpersons may establish appropriate subcommittees and appoint the subcommittee chairperson from among the members of the parent standing committee. The purpose, objective and membership of the subcommittee shall be approved by the parent standing committee.

1) Funding and Programming Committee

The TAC shall establish a TAC Funding and Programming Committee. The primary function of the committee shall be to advise on the use of and to manage federal transportation funds available to the region. The committee shall include the following purposes and objectives:

- Prepare and process the regional TIP and TIP amendments
- Carry out the Regional Solicitation for Federal Funds
- Assist in the development and review of the TPP and MnDOT's Metro Highway Investment Plan
- Review program year date and scope change requests
- Prepare the Annual Implementation report on Regionally Solicited and Federally Funded Transportation Improvement Projects and Programs

The membership of the committee shall include (1) representative (or alternate) from:

- At least five Counties
- At least five Cities
- MnDOT Metro District
- MnDOT State Aid Office
- Metropolitan Council staff
- MPCA
- DNR
- Suburban Transit Providers
- Metro Transit
- MnDOT Bicycle and Pedestrian Section

- TAB Coordinator
- FHWA (non-voting)

2) Planning Committee

The TAC shall establish a TAC Planning Committee. The primary function of the committee shall be to address transportation planning and policy issues. The committee shall include the following purposes and objectives:

- Interpret new or revised changes in federal law or guidance, and their impact on TAC/TAB/MPO roles.
- Give direction to the TAC, TAB, MPO in carrying out new or revised roles due to changes in federal law or guidance
- Manage the Functional Classification Procedures
- Assist in the development and review of the TPP and MnDOT's Metro Highway Investment Plan and other planning documents of regional or statewide significance
- Review Airport Comprehensive Plans
- Review Airport Land Use Compatibility Guidelines/Procedures
- Review the design and application of airport noise mitigation plans
- Review and comment on highway traffic forecast models, transit ridership forecasts, aviation forecasts
- MAC Annual CIP and Environmental Review

The membership of the committee shall include (1) representative (or alternate) from:

- At least four counties
- At least four cities
- MnDOT Metro District
- Metropolitan Council staff
- MPCA
- MAC
- Metro Transit
- Suburban Transit Providers
- TAB Coordinator
- FHWA (non-voting)

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D. Special Task Force

The TAC may establish task forces and develop their charge subject to approval by the Executive Committee. Activities shall be reported to the TAC at regular meetings and the results are subject to approval by the TAC membership. The membership and purpose statement of each task force shall be approved by the TAC. The primary function of the task force shall be to provide technical direction to the TAC or TAC subcommittees when they consider matters of a highly technical nature not regularly considered by the TAC/TAB/MPO. The following are examples of specific tasks that might be assigned to this task force:

- Define the benefits and drawbacks of new highway facility designs and application such as “roundabouts” or single-point intersections.
- Define the benefits and drawbacks of freight facility provisions, location or design and applications such as the use of double trailers, or heavier trailers.
- Review and comment on bicycle facility design standards
- Review Airport Comprehensive Plans
- Review Airport Land Use Compatibility Guidelines/Procedures
- Review the design and application of airport noise mitigation plans
- Review and comment on highway traffic forecast models, transit ridership forecasts, aviation forecasts
- MAC Annual CIP and Environmental Review

The membership of the task force should include (1) representative from:

- At least two counties
- At least two cities
- MnDOT
- Metropolitan Council staff
- MAC
- TAB Coordinator

Other members shall be appointed as needed based on the topic under discussion and the members’ expertise.

E. TAC Membership on MnDOT’s Capital Improvements Committee (CIC)

Eight representatives from the TAC, in addition to the Metropolitan Council representative and the TAB Coordinator, shall be appointed by the TAC Chair to the MnDOT Metro District Capital Improvements Committee. TAC membership should include the TAC Chair, the Funding and Programming Committee Chair, the Planning Committee chair. TAC membership should strive to achieve geographic balance through the appointment of city and county representatives.

F. Voting

Only members, or alternates, of a given committee or task force may vote on matters, introduce or second a motion before that group. Non-member participation, excluding voting, shall be at the discretion of the committee/task force chair.

In situations when a TAC Standing Committee meeting has been canceled but an item requires TAC Committee action, the Committee Chair may offer the members the opportunity to vote electronically. The electronic votes must be received from a quorum of the members for the vote to be valid. The TAC Standing Committee Secretary will record the electronic vote and forward the action to the TAC, if necessary. The results of the electronic vote, the action

transmittal and all appropriate materials pertaining to the item will be sent to the TAC Standing Committee members and posted on the website. The item will be on the TAC Standing Committee agenda the following month for information.

ARTICLE VI: AMENDMENT

These bylaws may be amended by a two-thirds vote of the TAC members present, provided that written notice setting forth in detail the content of the proposed amendment(s) has been given to the TAC at the preceding regular TAC meeting. Upon adoption by the TAC, these bylaws and any amendments thereto shall be forwarded to the TAB for its information.

ACTION TRANSMITTAL No. 2016-12

DATE: January 25, 2016
TO: TAC
FROM: TAC Planning
PREPARED BY: Rachel Wiken (651) 602-1572, Planner
SUBJECT: Functional Class Changes #1332 through #1336 – Planned and existing augmentors in West Midway area
REQUESTED ACTION: City of St. Paul requests approval of 5 new augmentors.
RECOMMENDED MOTION: That TAC approve the following changes:
#1332 – planned roadway Ellis Ave. between Transfer Road and Vandalia Ave. be reclassified from Collector to A-Minor Augmentor
#1333 – planned roadway Territorial Road between Vandalia Ave. and Eustis Street be reclassified from Local to A-Minor Augmentor
#1334 – planned roadway Vandalia Ave. between University Ave. and Ellis Ave. be reclassified from Collector to A-Minor Augmentor
#1335 – Transfer Road between Pierce Butler Route and Ellis Ave. be reclassified from B Minor to A-Minor Augmentor
#1336 - Vandalia Ave. between I-94 and University Ave. be reclassified from B Minor to A-Minor Augmentor

BACKGROUND AND PURPOSE OF ACTION:

The City of St Paul requests new A Minor Augmentors in the West Midway area - between Prior, Hwy 280, I-94, and Pierce Butler. The new Augmentor roads would provide an improved truck route between the BNSF facility along Pierce Butler and Hwy 280 interchange.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board maintains a roadway functional classification system for all regional roads. TAB has delegated the responsibility of approving changes to the system to the Technical Advisory Committee, with the exception of Principal Arterials. Changes to all other roadways submitted by the agency with jurisdiction over the roadway are reviewed and recommended by the TAC Planning Committee, approved by TAC, and received as information by TAB.

STAFF ANALYSIS:

Three roads were requested as **Planned** A Minor Augmentors and two were requested as **Existing** A Minor Augmentors. The TPP provides very little guidance on the planned system. Current precedent is that most planned roads are on future alignments, not over existing functional class roads. These requests seem to be in the grey area of roadways

which do not meet the requested classification, but for which plans for improvements are being developed. Staff feels that passing these roadways as Planned will cause confusion to the system and open the door for dual classification on many roads. If the committee feels the planned upgrades are sufficient, the requests should be all passed as **Existing** A Minor Augmentors.

If only allowing new alignments to be classified as Planned roads, and not allowing planned improvements to existing roads to qualify for an upgraded classification, the system would be unfairly penalizing improvements to existing routes in the solicitation funding process. The Committee should review process for changing functional class of routes slated for improvement.

The three **planned** requests do not have AADT within the A Minor Arterial ranges as defined in the TPP. All requested roads would need to be improved to match the A minor criteria for access, right-of-way, and through movement. These improvements are highlighted in the requests.

Transfer Rd is currently an Other Arterial. If approved on Vandalia, this would result in two Arterials within 0.2 miles. The Committee should include possible changes to Transfer Rd as part of the discussion.

MnDOT has reviewed this request and concurs with staff recommendations to approve as existing and to review the classification of Transfer Rd.

COMMITTEE ACTION: TAC Planning concurred with staff recommendations and moved to recommend the requests.

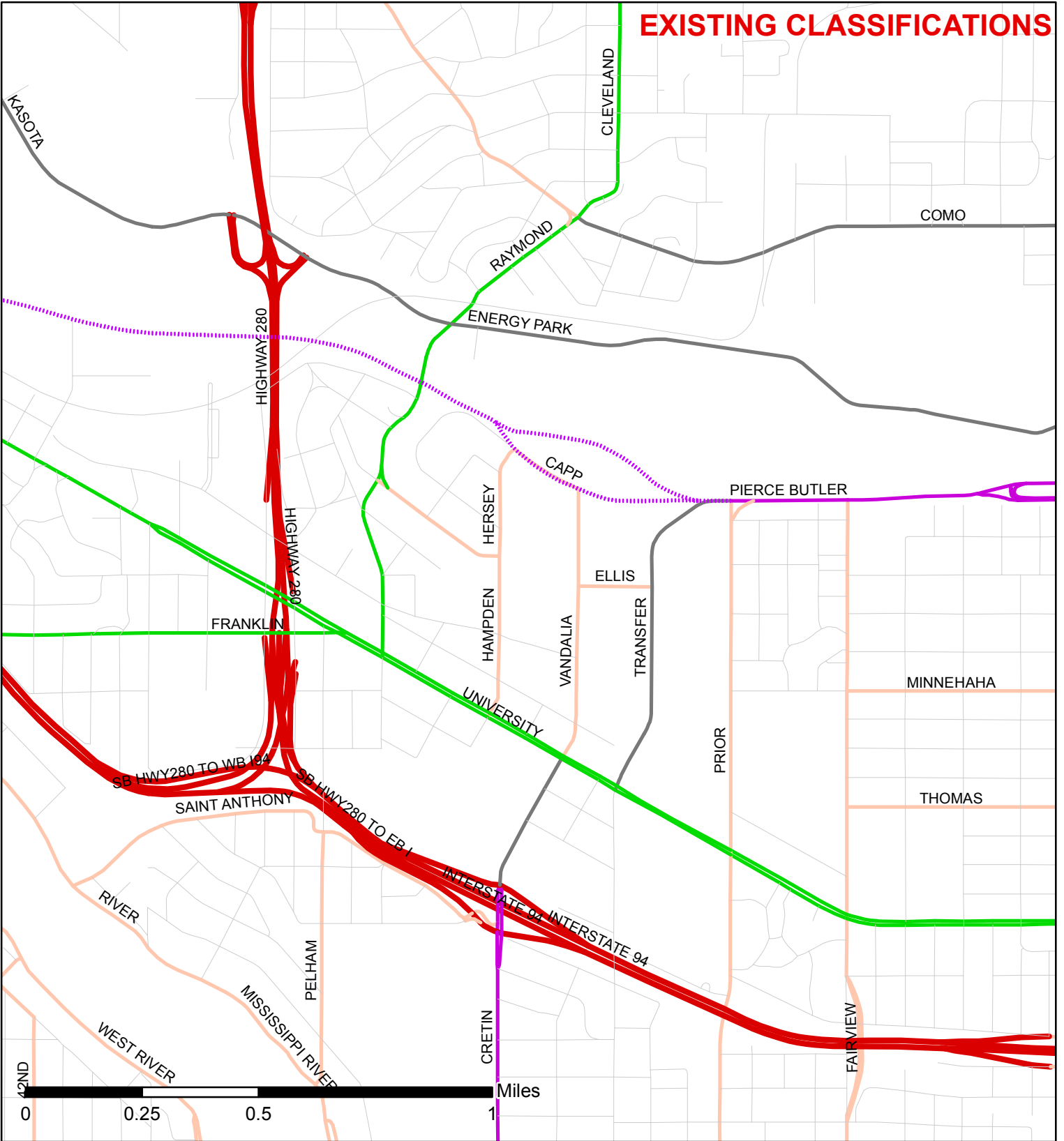
ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC - Planning	Review and Recommend	1-14-16
Technical Advisory Committee	Review and Approve	

Functional Class Roads Change Requests

City of St Paul

ID# 1332 - 1336



Existing Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

City / Township Boundaries

Street Centerlines



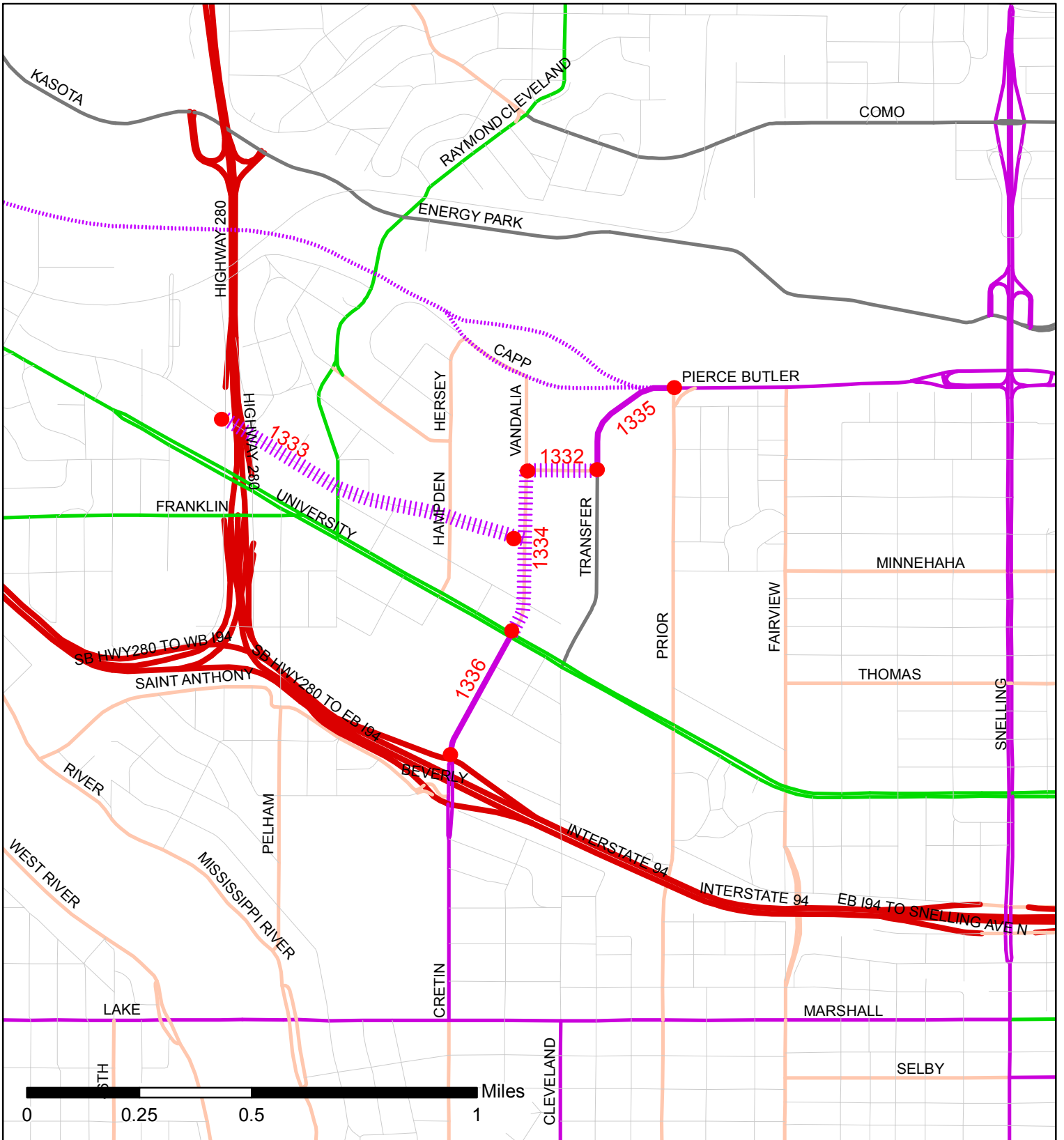
County Boundaries



Functional Class Roads Change Requests

City of St Paul

ID# 1332 - 1336



Existing Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

City / Township Boundaries

Street Centerlines

County Boundaries



Regional Functional Classification Change Request Form

ID Number: 1332

Date of Request: 12/15/15

Roadway Name: Ellis Avenue

Roadway CSAH #

Roadway MSA # 164-240

Roadway County Rd #

Request Type: _____

Functional Classification Information:

Existing Roadway

Current Classification: -----

Requested Classification: -----

If other:

Planned Roadway

Current Classification: Major Collector

Requested Classification: A Minor Augmentor

If other:

Planned to existing Contingent Conditions: other

Other / Explain: Additional Right of Way will be acquired and the road reconstructed to A Minor standards.

Request Information:

Change Start Location: Transfer Road

Change End Location: Vandalia Avenue

Length of Requested Change (Miles): 0.16

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: Planned Vandalia Avenue

Involves other jurisdictions (No) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change

This change would serve as the primary truck route connecting the BNSF Midway Intermodal Facility to the I-94 interchange at Vandalia.

----- Required for B-Minor, A-Minor and PA Requests -----

Criteria: Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections: Ellis is the connection between Transfer Road and Vandalia Avenue which connects the West Midway Industrial Area, including the BNSF Midway Intermodal Facility, in St. Paul to Interstate 94.

Spacing: Ellis is between University Ave (0.36 miles south) and planned Pierce Butler (0.27 miles north)

Management:

System Connections & Access Spacing: Ellis connects Transfer Road to Vandalia which in turn connects the BNSF Midway Intermodal Facility to I-94 via Vandalia.

Trip Making Services:

Regional Functional Classification Change Request Form

ID Number: 1332

Date of Request: 12/15/15

Mobility vs. Land Access: Primarily serves as a connection between the West Midway Industrial Area, the BNSF Midway Intermodal Facility and Interstate 94.

IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:

(from Table D-4 in TPP, http://www.metrocouncil.org/planning/transportation/TPP/2010/Oct21/Appendix/D_FunClass.pdf)

Use:

Location:

Trip Length:

Problem Addressed: Connects Principle Arterial (I-94) to A-Minor system.

(Optional) Typical Characteristics: Providing the following to support the request

Intersection Treatments: Ellis is currently stop controlled at Transfer Road and at Vandalia.

The future intersections would make Vandalia-Ellis-Transfer Road a free movement with stops in the other directions.

Present AADT: 4,600

Estimated Future AADT/Year: 9,100

Source of Estimated AADT/Date: Assuming 5% annual growth.

Posted Speed: 30

----- **Required for All Requests** -----

MAP: Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

Contact Information:

Agency/City/County: City of Saint Paul Department of Public Works

Contact Person: Eriks Ludins

Phone: 651-266-6204

Fax: 651-266-6222

Email: eriks.ludins@ci.stpaul.mn.us

Address: 25 West 4th Street, Suite 1500

City: Saint Paul

State: MN

Zip: 55102

----- **Committee Staff ONLY** -----

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Regional Functional Classification Change Request Form

ID Number: 1332

Date of Request: 12/15/15

Change Tracking:

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date:

Regional Functional Classification Change Request Form

ID Number: 1333

Date of Request: 12/15/15

Roadway Name: Territorial Road

Roadway CSAH #

Roadway MSA # 164-240

Roadway County Rd #

Request Type: _____

Functional Classification Information:

Existing Roadway

Current Classification: -----

Requested Classification: -----

If other:

Planned Roadway

Current Classification: Local

Requested Classification: A Minor Augmentor

If other:

Planned to existing Contingent Conditions: other

Other / Explain: The road will be reconstructed to A Minor standards.

Request Information:

Change Start Location: Vandalia Avenue

Change End Location: Eustis Street

Length of Requested Change (Miles): 0.72

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: Planned Vandalia Avenue

Involves other jurisdictions (No) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change

This change would serve as the primary truck route connecting the BNSF Midway Intermodal Facility to the 280 interchange at Territorial.

----- Required for B-Minor, A-Minor and PA Requests -----

Criteria: Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections: Territorial Road is the connection between Vandalia Avenue and 280 which connects the West Midway Industrial Area, including the BNSF Midway Intermodal Facility, in St. Paul to Highway 280.

Spacing: Territorial is between University Ave (0.15 miles south) and planned Pierce Butler (0.45 miles north)

Management:

System Connections & Access Spacing: Territorial connects Vandalia to Hwy 280 which in turn connects the BNSF Midway Intermodal Facility to Hwy 280.

Trip Making Services:

Regional Functional Classification Change Request Form

ID Number: 1333

Date of Request: 12/15/15

Mobility vs. Land Access: Primarily serves as a connection between the West Midway Industrial Area, the BNSF Midway Intermodal Facility and Hwy 280.

IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:

(from Table D-4 in TPP, http://www.metrocouncil.org/planning/transportation/TPP/2010/Oct21/Appendix/D_FunClass.pdf)

Use:

Location:

Trip Length:

Problem Addressed: Connects Principle Arterial (280) to A-Minor system.

(Optional) Typical Characteristics: Providing the following to support the request

Intersection Treatments: Territorial is currently stop controlled at Vandalia and Hampden and signalized at Raymond and at Eustis.

Present AADT: 4,400 between Vandalia and Raymond. 5,125 between Raymond and 280.

Estimated Future AADT/Year: 5,300/6,500

Source of Estimated AADT/Date: Northwest Area Transportation Study - Final Report 10-12-2012; A study conducted by the City of Saint Paul to look at transportation needs of the area.

Posted Speed: 30

----- **Required for All Requests** -----

MAP: Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

Contact Information:

Agency/City/County: City of Saint Paul Department of Public Works

Contact Person: Eriks Ludins

Phone: 651-266-6204

Fax: 651-266-6222

Email: eriks.ludins@ci.stpaul.mn.us

Address: 25 West 4th Street, Suite 1500

City: Saint Paul

State: MN

Zip: 55102

----- **Committee Staff ONLY** -----

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Regional Functional Classification Change Request Form

ID Number: 1333

Date of Request: 12/15/15

Change Tracking:

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date:

Regional Functional Classification Change Request Form

ID Number: 1334

Date of Request: 12/15/15

Roadway Name: Vandalia Avenue

Roadway CSAH #

Roadway MSA # 164-233

Roadway County Rd #

Request Type: _____

Functional Classification Information:

Existing Roadway

Current Classification: -----

Requested Classification: -----

If other:

Planned Roadway

Current Classification: Major Collector

Requested Classification: A Minor Augmentor

If other:

Planned to existing Contingent Conditions: other

Other / Explain: Additional Right of Way will be acquired and the road reconstructed to A Minor standards.

Request Information:

Change Start Location: University Avenue

Change End Location: Ellis Avenue

Length of Requested Change (Miles): 0.36

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: Planned Ellis Avenue and Transfer Road

Involves other jurisdictions (No) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change

This change would serve as the primary truck route connecting the BNSF Midway Intermodal Facility to the I-94 interchange at Vandalia.

----- Required for B-Minor, A-Minor and PA Requests -----

Criteria: Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections: Vandalia is the connection between the West Midway Industrial Area, including the BNSF Midway Intermodal Facility in St. Paul to Interstate 94.

Spacing: Vandalia is between Snelling Ave (1.25 miles east) and Raymond Avenue (0.43 miles west) (Staff edit: Transfer Rd, 0.17 mile to the east, is a Other Arterial (formally called Bminor).

Management:

Regional Functional Classification Change Request Form

ID Number: 1334

Date of Request: 12/15/15

System Connections & Access Spacing: Vandalia connects the BNSF Midway Intermodal Facility on Pierce Butler (A-Minor Augmentor) to University Ave (A-Minor Augmentor) I-94 (principal arterial) and Cretin Ave. (A-Minor Augmentor) .

Trip Making Services:

Mobility vs. Land Access: Primarily serves as a connection between the West Midway Industrial Area, the BNSF Midway Intermodal Facility and Interstate 94.

IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:

(from Table D-4 in TPP, http://www.metrocouncil.org/planning/transportation/TPP/2010/Oct21/Appendix/D_FunClass.pdf)

Use:

Location:

Trip Length:

Problem Addressed:

(Optional) Typical Characteristics: Providing the following to support the request

Intersection Treatments: Signals at University Ave. Through turning movements at Ellis with southbound Vandalia stopped at Ellis and northbound through movements also stopped at Ellis.

Present AADT: 4,900

Estimated Future AADT/Year: 6,200

Source of Estimated AADT/Date: Northwest Area Transportation Study - Final Report 10-12-2012; A study conducted by the City of Saint Paul to look at transportation needs of the area.

Posted Speed: 30

----- **Required for All Requests** -----

MAP: Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

Contact Information:

Agency/City/County: City of Saint Paul Department of Public Works

Contact Person: Eriks Ludins

Phone: 651-266-6204

Fax: 651-266-6222

Email: eriks.ludins@ci.stpaul.mn.us

Address: 25 West 4th Street, Suite 1500

City: Saint Paul

State: MN

Zip: 55102

Regional Functional Classification Change Request Form

ID Number: 1334

Date of Request: 12/15/15

----- *Committee Staff ONLY* -----

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Change Tracking:

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date:

Regional Functional Classification Change Request Form

ID Number: 1335

Date of Request: 12/15/15

Roadway Name: Transfer Road

Roadway CSAH #

Roadway MSA #

Roadway County Rd #

Request Type: _____

Functional Classification Information:

Existing Roadway

Current Classification: B Minor

Requested Classification:

A Minor Augmentor

If other:

Planned to existing Contingent Conditions: -----

Other / Explain:

Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

Request Information:

Change Start Location: Pierce Butler Route

Change End Location: Ellis Avenue

Length of Requested Change (Miles): 0.30

Dependent on other Requested Changes: No

Road name(s) or ID Number(s) of dependent requests:

Involves other jurisdictions (Yes) If "yes" please attach letter(s) of support

Ramsey County Letter included

Purpose of Change: Please explain rationale for requested Change

This change would serve as the primary truck route connecting the BNSF Midway Intermodal Facility to the I-94 interchange at Vandalia.

----- Required for B-Minor, A-Minor and PA Requests -----

Criteria: Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections: Transfer Road is the connection between Pierce Butler (A-Minor) and Ellis Avenue/Vandalia Avenue which connects the BNSF Midway Intermodal Facility, in St. Paul to Interstate 94.

Spacing: Transfer Road is between Snelling Ave (0.91 miles east) and Raymond Avenue (0.58 miles west)

Management:

System Connections & Access Spacing: Transfer Road connects Pierce Butler Route to Ellis/Vandalia which in turn connects the BNSF Midway Intermodal Facility to I-94 via Vandalia.

Regional Functional Classification Change Request Form

ID Number: 1335

Date of Request: 12/15/15

Trip Making Services:

Mobility vs. Land Access: Primarily serves as a connection between the West Midway Industrial Area, the BNSF Midway Intermodal Facility and Interstate 94.

IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:

(from Table D-4 in TPP, http://www.metrocouncil.org/planning/transportation/TPP/2010/Oct21/Appendix/D_FunClass.pdf)

Use:

Location:

Trip Length:

Problem Addressed: Connects Principle Arterial (I-94) to A-Minor system.

(Optional) Typical Characteristics: Providing the following to support the request

Intersection Treatments: Transfer Road is currently thru traffic from Pierce Butler to University Avnue. The future intersection at Ellis would make south bound Transfer Road to west bound Ellis and west bound Ellis to north bound Transfer Road free movements with stops in the other directions.

Present AADT: 9,525

Estimated Future AADT/Year: 12,000

Source of Estimated AADT/Date: Northwest Area Transportation Study - Final Report 10-12-2012; A study conducted by the City of Saint Paul to look at transportation needs of the area.

Posted Speed: 40

----- Required for All Requests -----

MAP: Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

Contact Information:

Agency/City/County: City of Saint Paul Department of Public Works

Contact Person: Eriks Ludins

Phone: 651-266-6204

Fax: 651-266-6222

Email: eriks.ludins@ci.stpaul.mn.us

Address: 25 West 4th Street, Suite 1500

City: Saint Paul

State: MN

Zip: 55102

----- Committee Staff ONLY -----

Staff Recommendation:

Regional Functional Classification Change Request Form

ID Number: 1335

Date of Request: 12/15/15

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Change Tracking:

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date:

Regional Functional Classification Change Request Form

ID Number: 1336

Date of Request: 12/15/15

Roadway Name: Vandalia Avenue

Roadway CSAH #

Roadway MSA # 164-233

Roadway County Rd #

Request Type: _____

Functional Classification Information:

Existing Roadway

Current Classification: B Minor

Requested Classification:

A Minor Augmentor

If other:

Planned to existing Contingent Conditions: -----

Other / Explain:

Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

Request Information:

Change Start Location: I-94 (North side exit/entrance ramps)

Change End Location: University Avenue

Length of Requested Change (Miles): 0.31

Dependent on other Requested Changes: No

Road name(s) or ID Number(s) of dependent requests:

Involves other jurisdictions (No) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change

This change would serve as the primary truck route connecting the BNSF Midway Intermodal Facility to the I-94 interchange at Vandalia.

----- Required for B-Minor, A-Minor and PA Requests -----

Criteria: Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections: Vandalia is the connection between the West Midway Industrial Area, including the BNSF Midway Intermodal Facility, in St. Paul to Interstate 94.

Spacing: Vandalia is between Snelling Ave (1.25 miles east) and Huron Blvd (1.75 miles west)

Management:

System Connections & Access Spacing: Vandalia connects I-94 (principal arterial) and Cretin Ave. (A-Minor Augmentor) to University Ave (A-Minor Augmentor) and the West Midway Industrial Area of St. Paul.

Trip Making Services: This is the primary connection between the BNSF Midway Intermodal Facility and the West Midway Industrial Area to Interstate-94.

Regional Functional Classification Change Request Form

ID Number: 1336

Date of Request: 12/15/15

Mobility vs. Land Access: Primarily serves as a connection between the West Midway Industrial Area, the BNSF Midway Intermodal Facility and Interstate 94.

IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:

(from Table D-4 in TPP, http://www.metrocouncil.org/planning/transportation/TPP/2010/Oct21/Appendix/D_FunClass.pdf)

Use:

Location:

Trip Length:

Problem Addressed:

(Optional) Typical Characteristics: Providing the following to support the request

Intersection Treatments: Signals at I-94 ramps and at University Ave. Wabash and Myrtle are stopped at Vandalia. Note: both Wabash and Myrtle have been vacated by the City of Saint Paul west of Vandalia. Wabash and Myrtle east of Vandalia remain as City streets (Stops at Vandalia).

Present AADT: 16,775

Estimated Future AADT/Year: 22,000

Source of Estimated AADT/Date: Northwest Area Transportation Study - Final Report 10-12-2012; A study conducted by the City of Saint Paul to look at transportation needs of the area.

Posted Speed: 30

----- **Required for All Requests** -----

MAP: Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

Contact Information:

Agency/City/County: City of Saint Paul Department of Public Works

Contact Person: Eriks Ludins

Phone: 651-266-6204

Fax: 651-266-6222

Email: eriks.ludins@ci.stpaul.mn.us

Address: 25 West 4th Street, Suite 1500

City: Saint Paul

State: MN

Zip: 55102

----- **Committee Staff ONLY** -----

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Regional Functional Classification Change Request Form

ID Number: 1336

Date of Request: 12/15/15

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Change Tracking:

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date:

December 1, 2015

Lisa Freese, Chair
TAC Planning Committee
Metropolitan Council
390 Robert St. N.
St. Paul, MN 55101

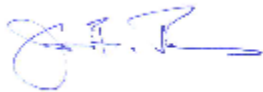
CITY OF SAINT PAUL PROPOSED FUNCTIONAL CLASS CHANGES ON TRANSFER ROAD (CSAH 33), ELLIS AVENUE, VANDALIA AVENUE, TERRITORIAL ROAD, AND A PROPOSED NEW SEGMENT OF PIERCE BUTLER ROUTE

Dear Ms. Freese:

Ramsey County supports the City of Saint Paul's proposal to designate a Class A Minor Arterial-Augmenter route along Transfer Road, Ellis Avenue, and Vandalia Avenue to provide an efficient truck route from Pierce Butler Route to I-94. We further support the City's proposal to designate Territorial Road between Vandalia Avenue and TH 280 as an Augmenter to serve as a connection to TH 280. With the addition of the Green Line light rail transit on University Avenue, alternate routes for truck traffic make sense.

We have not had any discussions with the City about whether any of these routes would be placed on the County's system, but as Class A Minor Arterials and truck routes, Ramsey County is open to that discussion as the routes are upgraded to accommodate the expected traffic. Please let me know if there are any questions about our support or our future role in these routes.

Sincerely,



James E. Tolaas, P.E.
Director of Public Works/County Engineer

C: Kathy Lantry, Director of Public Works, City of Saint Paul

ACTION TRANSMITTAL 2016-13

DATE: January 25, 2016
TO: TAC
FROM: TAC Planning
PREPARED BY: Rachel Wiken (651) 602-1572, Planner
SUBJECT: Functional Class Changes #1339 Brooklyn Center
REQUESTED ACTION: Brooklyn Center requests a change from Collector to A Minor Reliever for 66th Ave, Shingle Creek, and 69th Ave
RECOMMENDED MOTION: That TAC approve #1339 – reclassification of 66th Ave./Shingle Creek/69th Ave. between Brooklyn Blvd. (CSAH 152) and TH 252 from Collector to A-Minor Reliever.

BACKGROUND AND PURPOSE OF ACTION:

To provide a continuous east-west connection parallel to I-694/I-94 on the north side within the City of Brooklyn Center. Presently there are no arterial routes that serve as a reliever to I-694/I-94. The closest parallel arterial route that provides east-west movement is CSAH 109 (85th Avenue N) which is located approximately 2 miles north of the proposed "A" minor arterial route in this application. The land use density of the area would support an additional east-west A minor arterial.

In addition to reclassifying the roadway for purposes of providing a continuous east-west route parallel to I-694/I-94, the city would like to have the route reclassified in order to qualify for future interchange consideration at the 66th Avenue N and TH 252 intersection. The City of Brooklyn Center recently led a TH 252 Corridor Study in coordination with MnDOT, Brooklyn Park and the Metropolitan Council to consider long-term changes for the TH 252 corridor. The study recommended constructing an interchange at the 66th Avenue N/TH 252 intersection to address both existing and future safety and capacity problems.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board maintains a roadway functional classification system for all regional roads. TAB has delegated the responsibility of approving changes to the system to the Technical Advisory Committee, with the exception of Principal Arterials. Changes to all other roadways submitted by the agency with jurisdiction over the roadway are reviewed and recommended by the TAC Planning Committee, approved by TAC, and received as information by TAB.

STAFF ANALYSIS:

The requested road mostly matches the A Minor Reliever criteria. It has appropriate current AADT and is in an urban location and does / will function as a reliever of I-694. Access spacing should be improved, but it does seem to be the best option within Brooklyn Center to function as a reliever.

The section of 694 parallel to the request does not have any reliever roadways. However, according to 2014 MnDOT Congestion report, this section of road is not congested. The request seems similar to a 2014 request from Washington County to upgrade Hadley Ave from Major Collector to Reliever. While I-694 in that area was not congested, staff and committee approved the request, as it met other characteristics and was a necessary reclassification to begin planning an interchange at that intersection. Staff feels this previous actions sets precedent to approve this request.

MnDOT reviewed the proposal and concurs with the Metropolitan Council’s concern that access spacing along portions of the route are not ideal, but are superior to other east-west alternatives for A Minor arterials (70th Avenue N). MnDOT anticipates that as improvements to the east and west of this area are made, traffic levels will increase, thereby underscoring the need for a reliever roadway.

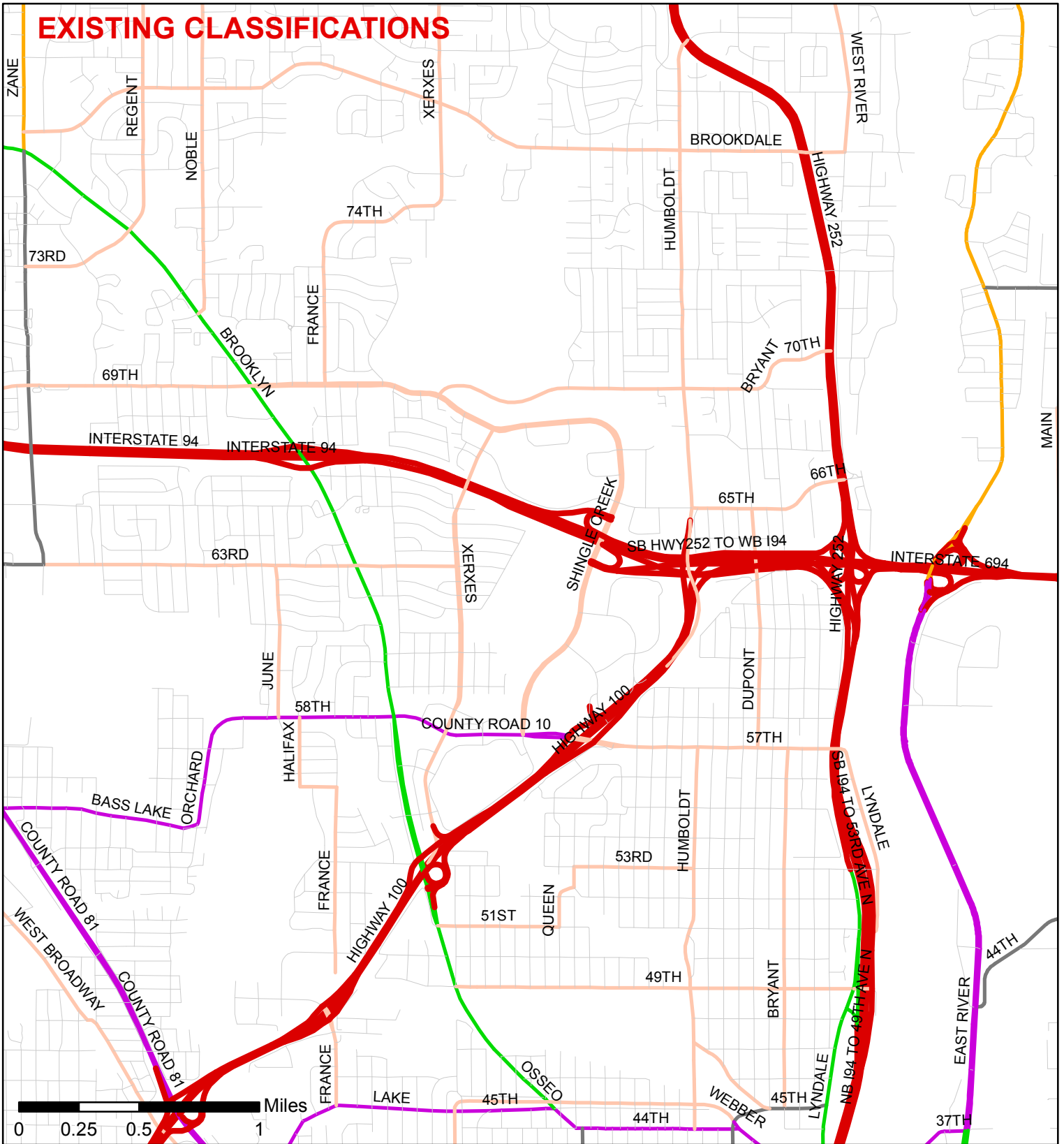
COMMITTEE ACTION: TAC Planning concurred with staff recommendations and moved to recommend the change.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC - Planning	Review and Recommend	1-14-16
Technical Advisory Committee	Review and Approve	

Functional Class Roads Change Requests City of Brooklyn Center

ID# 1339



Existing Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

City / Township Boundaries

Street Centerlines

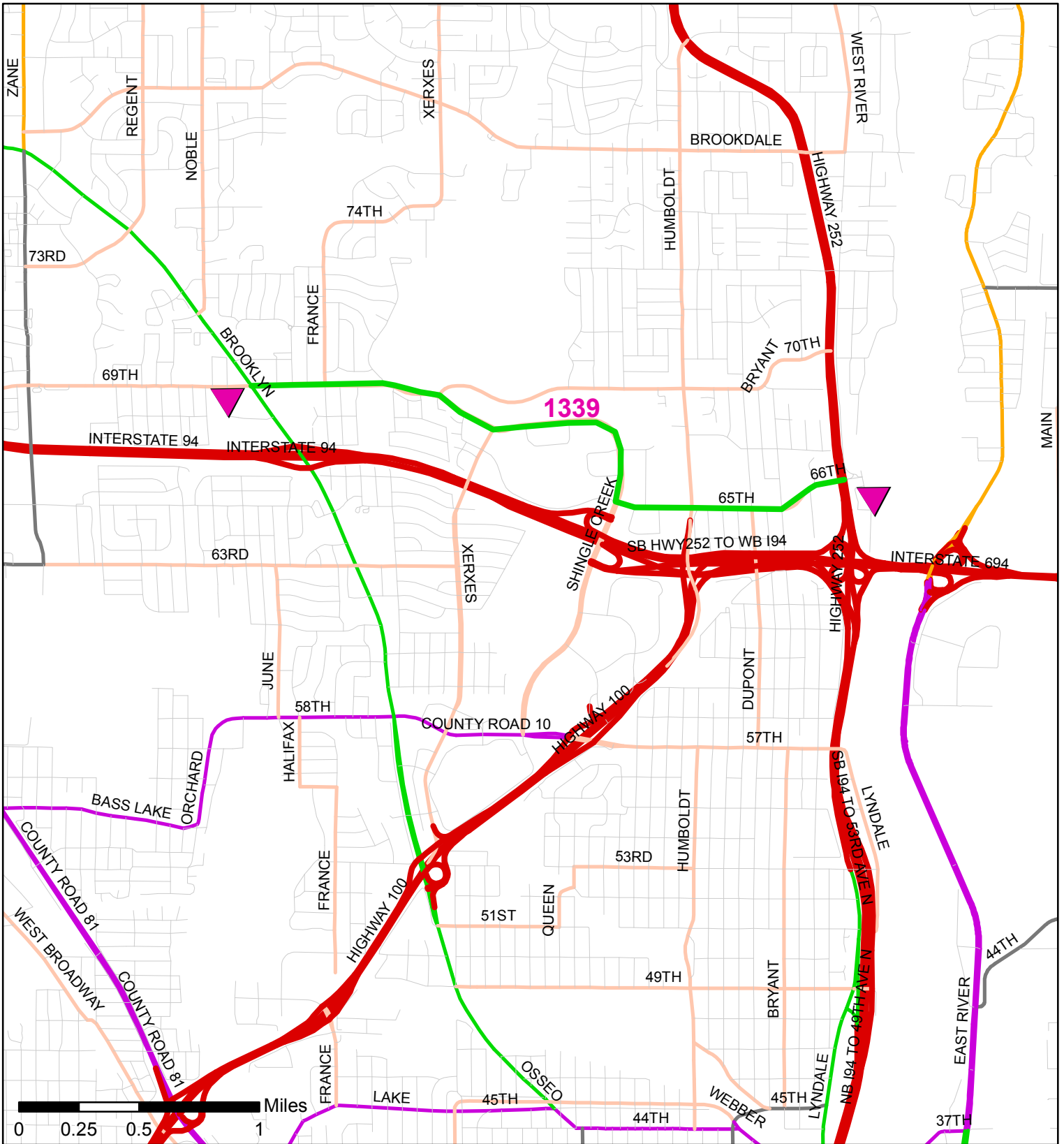
County Boundaries



Functional Class Roads Change Requests

City of Brooklyn Center

ID# 1339



Existing Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

City / Township Boundaries

Street Centerlines

County Boundaries



Regional Functional Classification Change Request Form

ID Number: 1339

Date of Request: 12-22-2015

Roadway Name: 69th Avenue N, Shingle Creek Parkway, Freeway Boulevard, 65th Avenue N, and 66th Avenue N

Roadway CSAH # NA

Roadway MSA # 111,109,125

Roadway County Rd # NA

Request Type: Existing

Functional Classification Information:

Existing Roadway

Current Classification: Major Collector

Requested Classification: A Minor Reliever

If other: One section of roadway is currently classified as a local roadway in the Metropolitan Council database and as

collector route in the city's comprehensive plan

Planned Roadway

Current Classification: N/A

Requested Classification: N/A

If other:

Planned to existing Contingent Conditions: -----

Other / Explain: The entire route is shown as a major collector in the City of Brooklyn Center Comprehensive Plan. However, Freeway Boulevard is not shown as a major collector on the Metropolitan Council Functional Classification map, thus leaving a gap in the collector network. For purposes of streamlining the functional reclassification process, Metropolitan Council staff indicated that only one application will be needed for the proposed route rather than breaking it into three different segments.

Request Information:

Change Start Location: Brooklyn Boulevard (CSAH 152)

Change End Location: Trunk Highway (TH) 252

Length of Requested Change (Miles): 2.8

Dependent on other Requested Changes: No

Road name(s) or ID Number(s) of dependent requests: NA

Involves other jurisdictions (No) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change

To provide a continuous east-west connection parallel to I-694/I-94 on the north side within the City of Brooklyn Center. Presently there are no arterial routes that serve as a reliever to I-694/I-94. The closest parallel arterial route that provides east-west movement is CSAH 109 (85th Avenue N) which is located approximately 2 miles north of the proposed "A" minor arterial route in this application. The land use density of the area would support an additional east-west A minor arterial.

In addition to reclassifying the roadway for purposes of providing a continuous east-west route parallel to I-694/I-94, the city would like to have the route reclassified in order to qualify for future interchange consideration at the 66th Avenue N and TH 252 intersection. The City of Brooklyn Center recently led a TH 252 Corridor Study in coordination with MnDOT, Brooklyn Park and the Metropolitan Council to consider long-term changes for the TH 252 corridor. The study recommended constructing an interchange at the 66th Avenue N/TH 252 intersection to address both existing and future safety and capacity problems.

Regional Functional Classification Change Request Form

ID Number: 1339

Date of Request: 12-22-2015

Following Section Required for All Principal and Minor Arterial Requests

Criteria: Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections: The proposed A Minor arterial provides interconnection between existing traffic generators including the concentration of commercial land uses at 66th Avenue N and TH 252, commercial and industrial land uses along Freeway Boulevard and Shingle Creek Parkway between Humboldt Avenue N and 69th Avenue N, commercial land uses at 69th Avenue N and Brooklyn Boulevard, and Brooklyn Center High School.

Spacing: The closest continuous east-west minor arterials are approximately 2 miles to the north (85th Avenue N) and 2.6 miles to the south (44th Avenue N/Lake Drive). I-94/694 (principal arterial) is spaced between approximately a quarter of a mile to a half a mile south of the proposed route. This route is an interstate facility with limited access. The Metropolitan Council recommends minor arterial spacing of 0.5-1 mile in urban communities.

Within the Metropolitan Council's functional classification criteria, the proposed route is the best candidate for a continuous east-west A Minor arterial connection north of I-694. 70th Avenue N/69th Avenue N could be considered as an alternate connection for the eastern portion of the proposed route (instead of 66th Avenue N/65th Avenue N/Freeway Boulevard/Shingle Creek Parkway). However, 70th Avenue N passes through mostly park, residential, and school uses. Based on the adjacent land use, existing access is not consistent with criteria for an A Minor arterial and it would not connect the commercial and industrial uses that are served by the proposed route.

Management: All intersections along the proposed route are signalized or side street stop-controlled. Existing posted speeds are between 30 and 35 mph. The proposed route is expected to maintain at least a 30 mph average speed during peak traffic periods.

Regional Functional Classification Change Request Form

ID Number: 1339

Date of Request: 12-22-2015

System Connections & Access Spacing: The proposed route provides a continuous east-west connection between CSAH 152 (Brooklyn Boulevard), an A minor arterial reliever and TH 252, a principal arterial. Both connections are via full movement signalized intersections. The proposed route also connects to several major collectors, including France Avenue N, 69th Avenue N, Xerxes Avenue N, Shingle Creek Parkway, Humboldt Avenue N, and Dupont Avenue N.

Access spacing varies along the route. Along 69th Avenue N, Shingle Creek Parkway, and Freeway Boulevard, access is limited to commercial driveways and local public streets. Average spacing in this segment is approximately 300 feet. Along 65th and 66th Avenues N, there is some access to residential properties in addition to commercial driveways and local public streets. Average spacing in this segment is approximately 200 feet. Access spacing along this route is not ideal; however, it is better than the other alternative for east-west A Minor arterials (70th Avenue N).

Trip Making Services: Most trips are expected to be short to medium length at moderate speeds. The proposed route links many commercial and industrial land uses and the residential areas located north and south of the proposed route. The route parallels I-694 and keeps traffic off the freeway system for short and medium length trips. The route also provides access to the principal arterial network for longer trips. There are connections to I-694 at CSAH 152, Shingle Creek Parkway, and TH 252. 66th Avenue N connects to TH 252 for northbound trips on TH 252 and southbound trips on I-94.

In addition, the proposed route helps to serve connections to TH 100. Presently access to and from TH 100 is limited in the area due to the system to system interchange with I-94/694. Traffic on the interstate heading eastbound currently needs to exit at Shingle Creek Parkway and use Shingle Creek Parkway/Freeway Boulevard and Humboldt Avenue in order to get onto TH 100. Classifying the route as an A minor arterial better defines this function for the proposed route. Additionally, northbound traffic on TH 100 is only able to go east on I-94/694. If it is destined to the west, it needs to exit at Humboldt and then take Freeway

Regional Functional Classification Change Request Form

ID Number: 1339

Date of Request: 12-22-2015

Boulevard to Shingle Creek Parkway where it can then use the interchange to head west - again using part of the proposed A minor arterial.

Along with providing for trips for single occupant vehicles, the proposed route also provides for bus service along the corridor. Route 761 follows portions of 69th Avenue N and Shingle Creek Parkway. Route 722 follows Freeway Boulevard and Route 763 follows 65th and 66th Avenue N.

Mobility vs. Land Access: The function of the proposed A minor arterial would be to move through traffic, connect to nearby A minor and principal arterials, and provide access to concentrated commercial and industrial land uses. Access for much of the corridor is consistent with a lower-speed arterial, with access primarily being provided at public street intersections and larger industrial/commercial driveways. There are a limited number of direct residential driveways. A majority of those driveways are concentrated between Bryant Avenue N and Girard Avenue N.

IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:

(from Table D-4 in TPP, [http://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx](http://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx))

Use: Relief of traffic along I-94/694

Location: Urban community

Trip Length: Short to medium length trips (2-6 miles)

Problem Addressed: Relief of I-94/694 and improved connection to A minor and principal arterial system

(Optional) Typical Characteristics: Providing the following to support the request

Intersection Treatments: Signalized intersections with multiple lanes of approach and side street stop-controlled intersections

Regional Functional Classification Change Request Form

ID Number: 1339

Date of Request: 12-22-2015

Present AADT: 69th Avenue N: 9,400-12,400 AADT, Shingle Creek Parkway: 6,800-10,800 AADT, Freeway Boulevard: 12,000 AADT, 65th Avenue N: 8,100 AADT, 66th Avenue N: 9,700 AADT.

Estimated Future AADT/Year: 2030 Projected AADT - 69th Avenue N: 12,823-16,343 AADT, Shingle Creek Parkway: 8,926-14,206 AADT, Freeway Boulevard: 14,332 AADT, 65th Avenue N: 10,560 AADT, 66th Avenue N: 12,823 AADT.

Source of Estimated AADT/Date: City of Brooklyn Center 2030 Comprehensive Plan, approved 2010.

Posted Speed: Existing 30 mph posted speed on 65th, 66th, and 69th Avenues N. Existing 35 mph posted speed on Shingle Creek Parkway and Freeway Boulevard.

----- **Required for All Requests** -----

MAP: Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

Contact Information:

Agency/City/County: City of Brooklyn Center

Contact Person: Steve Lillehaug

Phone: 763-569-3340

Fax: 763-569-3440

Email: slillehaug@ci.brooklyn-center.mn.us

Address: 6301 Shingle Creek Parkway

City: Brooklyn Center

State: MN

Zip: 55430

----- **Committee Staff ONLY** -----

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Change Tracking:

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

Regional Functional Classification Change Request Form

ID Number: 1339

Date of Request: 12-22-2015

TAB Record of Decision (PA ONLY):
Mn/DOT Notification:

Date:
Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date:

ACTION TRANSMITTAL 2016-14

DATE: January 25, 2016
TO: TAC
FROM: TAC Planning
PREPARED BY: Rachel Wiken (651) 602-1572, Planner
SUBJECT: Functional Class Changes #1337 (existing) & # 1338 (planned) – Nicollet Ave Reliever
REQUESTED ACTION: City of Minneapolis requests changing Nicollet Ave from Other Arterial to A Minor reliever, with addition of one block section of Planned A Minor Reliever between 29th and Lake Street.
RECOMMENDED MOTION: That TAC approve #1337 – planned Nicollet Avenue between Lake Street and 29th Street West as a planned roadway with a classification as an A-Minor Reliever.

BACKGROUND AND PURPOSE OF ACTION:

Nicollet Avenue is a critically important north-south connection that extends from downtown Minneapolis to the City border and into Richfield. It serves as reliever to the I-35W corridor that frequently experiences significant congestion in the peak hours. A one-block section from Lake Street to 29th Street West does not presently exist and is requested to be identified as a planned roadway. The City of Minneapolis intends to complete the missing segment of Nicollet Avenue, although the exact timing is not known at this time. The requested change is to an A-Minor Reliever.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board maintains a roadway functional classification system for all regional roads. TAB has delegated the responsibility of approving changes to the system to the Technical Advisory Committee, with the exception of Principal Arterials. Changes to all other roadways submitted by the agency with jurisdiction over the roadway are reviewed and recommended by the TAC Planning Committee, approved by TAC, and received as information by TAB.

STAFF ANALYSIS:

Staff agrees that Nicollet Ave does function as a reliever of I-35W in its current configuration. With the planned completion of the avenue between Lake Street and 29th, Nicollet will become a direct connection from Downtown Minneapolis to residential areas of South Minneapolis and freeway connections to the south and west.

One concern would be the duplicity in classifications with Lyndale Ave and Park/Portland, which are relievers of I-35W. While not specifically spelled out in the TPP, previously relievers have been limited to one or two per Principal Arterial. However,

Nicollet is functioning as a reliever to the congestion of I-35W, and the reclassification meets all the other criteria for the Reliever status.

Spacing with Lyndale and Park/Portland are ½ mile, which is within the ½ to 1 mile spacing range for urban communities.

MnDOT has reviewed and concurs that Nicollet Ave does function as a reliever of I-35W.

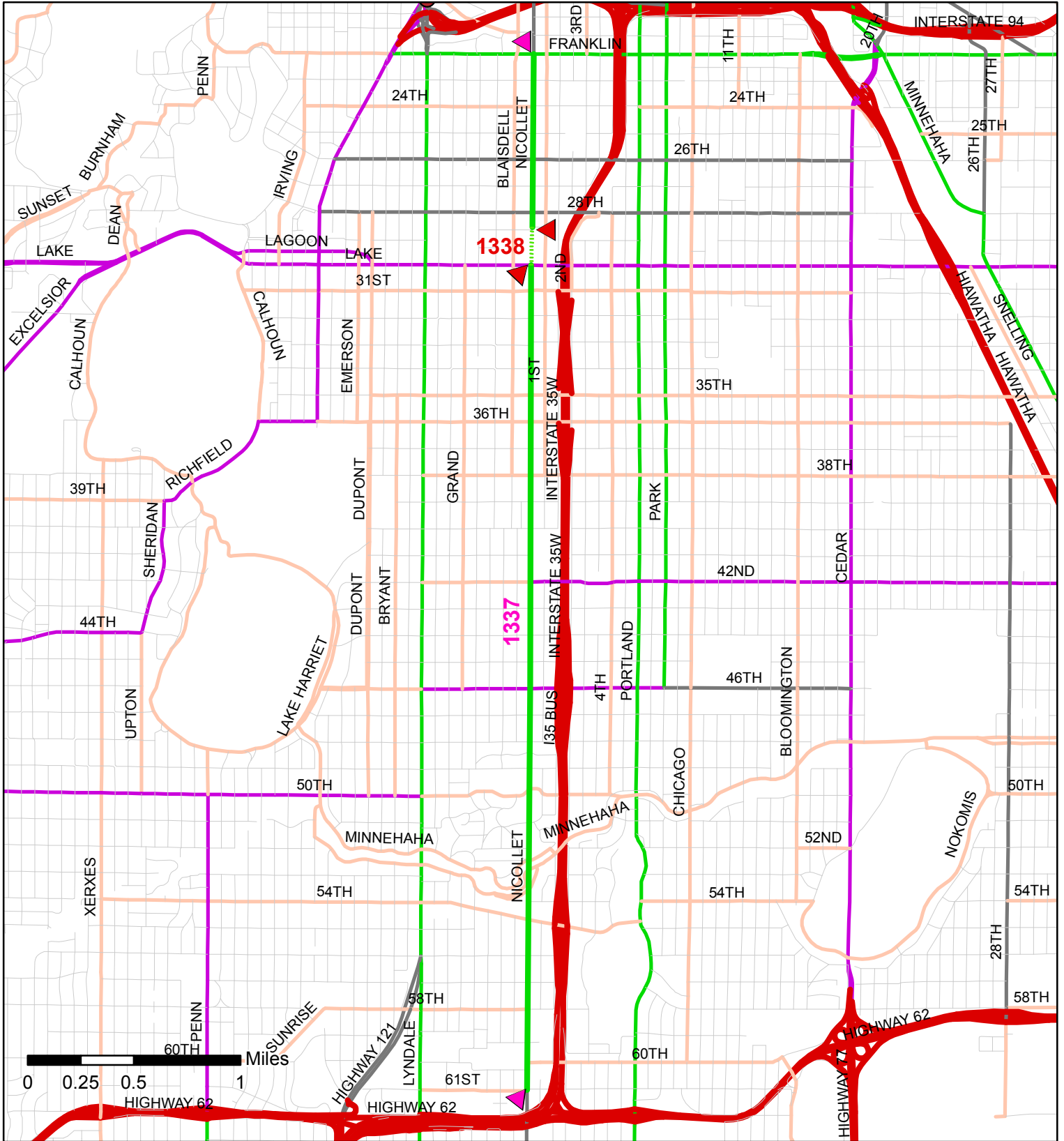
COMMITTEE ACTION: TAC Planning concurred with staff recommendations and moved to recommend the changes.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC - Planning	Review and Recommend	1-14-16
Technical Advisory Committee	Review and Approve	

Functional Class Roads Change Requests City of Minneapolis

ID# 1337 - 1338



Existing Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

City / Township Boundaries

Street Centerlines

County Boundaries



Regional Functional Classification Change Request Form

ID Number: 1337-1338

Date of Request: 1/4/15

Roadway Name: Nicollet Avenue

Roadway CSAH #

Roadway MSA # 430

Roadway County Rd #

Request Type: Existing

Functional Classification Information:

Existing Roadway

Current Classification:

Other Minor Arterial

Requested Classification: A Minor Reliever

If other:

Planned to existing Contingent Conditions: -----

Other / Explain:

Planned Roadway

Current Classification: N/A

Requested Classification: A Minor Reliever

If other:

Request Information:

Change Start Location: Franklin Avenue

Change End Location: 61st Street West

Length of Requested Change (Miles): 4.9

Dependent on other Requested Changes: No

Road name(s) or ID Number(s) of dependent requests:

Involves other jurisdictions (No) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change
Nicollet Avenue is a critically important north-south connection that extends from downtown Minneapolis to the City border and into Richfield. It serves as reliever to the I-35W corridor that frequently experiences significant congestion in the peak hours. A one-block section from Lake Street to 29th Street West does not presently exist and is requested to be identified as a planned roadway. The City of Minneapolis intends to complete the missing segment of Nicollet Avenue, although the exact timing is not known at this time. The requested change is to an A-Minor Reliever.

Following Section Required for All Principal and Minor Arterial Requests

Criteria: Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections: Nicollet Avenue connects into downtown Minneapolis where it becomes Nicollet Mall. From downtown it connects south Minneapolis with Richfield and Bloomington. It connects major employment and entertainment concentrations in downtown with communities to the south.

Spacing: The nearest A-Minor Arterial to the west is Lyndale Avenue, ½ mile away; the nearest A-Minor Arterial to the east is Portland Avenue, ½ mile away.

Regional Functional Classification Change Request Form

ID Number: 1337-1338

Date of Request: 1/4/15

Management: No recent speed study has been completed, however, 15 MPH speeds are maintained during peak periods based on observations from traffic operations.

System Connections & Access Spacing: Nicollet Avenue provides important connections to major east-west routes including Franklin Avenue, Lake Street, 50th Street W and into Richfield and Bloomington.

Trip Making Services: Nicollet Avenue serves short, medium, and some longer length trips during peak hours at moderate speeds. It also serves as an important multi-modal corridor serving significant numbers of transit users as well as pedestrians and some bicyclists. Metro Transit Route 18 uses Nicollet Avenue and is one of the most heavily used routes in the system. Express Route 554 also uses the Nicollet corridor. The planned Nicollet-Central Streetcar line will use the Nicollet Avenue corridor from north of 46th Street W.

Mobility vs. Land Access: Nicollet Avenue provides primarily a mobility function rather than land access. It provides mobility to major east-west corridors, major employment and entertainment destinations, and population concentrations.

IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:

(from Table D-4 in TPP, [http://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx](http://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx))

Use: Nicollet Avenue supplements the Principal Arterial I-35W, as well as A-Minor Arterials Lyndale, Park, and Portland Avenues.

Location: From just south of downtown Minneapolis to close to the city border.

Trip Length: Primarily short and medium length trips.

Problem Addressed: Supplements and relieves I-35W as well as Lyndale, Park, and Portland Avenues and other north-south collectors.

(Optional) Typical Characteristics: Providing the following to support the request

Intersection Treatments: Many signalized intersections.

Present AADT: 6,800 - 12,000

Estimated Future AADT/Year: NA

Source of Estimated AADT/Date: NA

Regional Functional Classification Change Request Form

ID Number: 1337-1338

Date of Request: 1/4/15

Posted Speed: 30 MPH

----- **Required for All Requests** -----

MAP: Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

Contact Information:

Agency/City/County: City of Minneapolis

Contact Person: Steven Hay

Phone: 612-673-3884

Fax: 612-673-2048

Email: steven.hay@minneapolismn.gov

Address: 309 2nd Avenue S, Room 300

City: Minneapolis

State: MN

Zip: 55401

----- *Committee Staff ONLY* -----

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Change Tracking:

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date:

ACTION TRANSMITTAL No. 2016-15

DATE: January 14, 2016
TO: TAC
FROM: TAC Planning
PREPARED BY: Steven Elmer (651) 602-1756
SUBJECT: Regional Bicycle Transportation Network (RBTN)
Change Requests
REQUESTED ACTION: Dakota County requests that specific Tier 1 and Tier 2 alignments be designated on the Met Council's on-line, interactive RBTN map for use in the 2016 Regional Solicitation.
RECOMMENDED MOTION: That TAC accept the Met Council's on-line, interactive RBTN map with changes requested by Dakota County, for use in the 2016 Regional Solicitation, as recommended by TAC Planning.

BACKGROUND AND PURPOSE OF ACTION:

The Regional Bicycle Transportation Network (RBTN) was developed through a Regional Bicycle System Study conducted in 2013 – 2014 and later adopted by the Met Council as the official regional bicycle network in the 2040 Transportation Policy Plan (TPP). It was created through the help of a project advisory committee of city, county and state practitioners, and bicycle advocates in conjunction with input received from a series of public workshops held around the region. The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails to most effectively improve conditions for bicycle transportation at the regional level and to encourage planning and implementation of future bikeways by cities, counties, parks agencies, and the state, in support of the regional network vision.

The Met Council is the responsible government agency to designate the various corridors and alignments through the development and adoption of its TPP. In order to provide the best opportunity for local jurisdictions to implement the RBTN through the regional solicitation process, the Council notified local governments in November of this opportunity to request minor refinements to the RBTN map. The following specific types of administrative or technical change requests were accepted for consideration at this time:

- A. Designating an official alignment within an established Tier 1 or Tier 2 corridor;
- B. Establishing a designated alignment that parallels and is within ½-mile of an established Tier 1 or Tier 2 corridor;
- C. Moving a designated Tier 1 or Tier 2 alignment to a parallel location within ½-mile of the original alignment.

Other more significant changes to the RBTN (such as moving a corridor more than ½-mile from its original location, designating an alignment more than ½-mile outside an existing corridor or away from the original alignment, or adding new corridors/alignments) will be considered through the next update of the TPP to be adopted by 2018.

The Met Council received three requests for changes to the RBTN map and each is described below:

- 1) Dakota County is requesting that CSAH 38 (McAndrews Road) be designated as the official Tier 2 alignment for the RBTN Tier 2 corridor between Nicollet Avenue in Burnsville and TH 3 in

Rosemount. This proposed change would be an administrative revision, as defined in the 2040 TPP, that identifies a more specific alignment within what is shown as a conceptual one-mile wide corridor in the TPP (see attached Map A).

- 2) Dakota County is requesting that a Tier 1 alignment be designated to replace the north-south RBTN Tier 1 corridor centered along Galaxie Avenue between CSAH 42 in Apple Valley and CSAH 32 in Eagan (see attached Map B). The proposed alignment would lie approximately 1/8th to 1/2-mile east of the established Tier 1 corridor; it would generally parallel the Tier 1 corridor and would follow Flagstaff Avenue and Johnny Cake Ridge Road.

RELATIONSHIP TO REGIONAL POLICY:

The Regional Bicycle Transportation Network was adopted into the 2040 Transportation Policy Plan in January 2015. The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails to most effectively improve conditions for bicycle transportation at the regional level and to encourage planning and implementation of future bikeways by cities, counties, parks agencies, and the state, in support of the regional network vision. The RBTN sets the region's priorities for bicycle planning and investment.

Requests for alignment designation were made by the agency with jurisdiction over the affected RBTN corridor or alignment. As the changes considered through this pre-solicitation process are administrative and/or technical in nature, it is appropriate that TAC Planning and the TAC, as they serve in an advisory capacity on other similar TPP-related issues, review and provide their input from their local perspectives and technical experience.

STAFF ANALYSIS:

Met Council staff reviewed each request to determine how the regional intent of the original RBTN corridor or alignment was maintained, improved, or impacted. This assessment was based on the original guiding principles (as documented in the 2040 TPP) for developing the RBTN.

The original guiding principles defined the RBTN to effectively:

- Overcome physical barriers and eliminate critical system gaps
- Facilitate safe and continuous trips to regional destinations
- Function as arteries to connect regional destinations and the transit system year round
- Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users
- Integrate and/or supplement existing and planned infrastructure
- Provide improved opportunities to increase the share of trips made by bicycle
- Connect to local, state, and national bikeway networks
- Consider opportunities to enhance economic development
- Be equitably distributed throughout the region
- Follow spacing guidelines that reflect established development and transportation patterns
- Consider priorities reflected in adopted plans

The reviews also included extensive on-site tours of the original corridors and proposed alignments.

Change Request #1: *Designate Dakota County State Aid Highway 38 as the Tier 2 alignment for the existing Tier 2 corridor between Nicollet Avenue in Burnsville and TH 3 in Rosemount.*

The review and analysis for this proposed change resulted in the following findings:

- All of the criteria were met regarding the original RBTN corridor directional orientation and proximity to the proposed alignment, and regarding support within local plans.
- All criteria were met with regard to the RBTN guidelines established in the 2040 TPP for designating RBTN corridors and alignments.

As a result of this review and analysis, staff recommends accepting the request to designate CSAH 38 as the official RBTN Tier 2 alignment between Nicollet Avenue and TH 3.

Change Request #2: Designate a Tier 1 alignment approximately 1/8th to 1/2-mile east of and generally parallel to the north-south RBTN Tier 1 corridor centered along Galaxie Avenue between CSAH 42 and CSAH 32 in Dakota County.

The review and analysis for this proposed change resulted in the following findings:

- All of the criteria were met regarding the original RBTN corridor directional orientation and proximity to the proposed alignment, and regarding support within local plans.
- All but one criteria were met with regard to the RBTN guidelines established in the 2040 TPP for designating RBTN corridors and alignments.
- One criterion, “follow spacing guidelines that reflect established development and transportation patterns” was partially met; although the original spacing of the RBTN corridors/alignments is narrowed, the proposed alignment improves direct connections to a major high school and other regional destinations that would increase potential bicycle travel compared to the expected demand within the original corridor.

As a result of this review and analysis, staff recommends accepting the request to designate a Tier 1 alignment east of and generally parallel to the existing north-south RBTN Tier 1 corridor centered along Galaxie Avenue in Dakota County.

Recommendation:

The overall recommendation from this review is for TAC Planning to recommend that TAC accept the addition of requested changes #1 and #2 to the Met Council's on-line, interactive RBTN map for use in the 2016 Regional Solicitation.

COMMITTEE ACTION: TAC Planning concurred with staff recommendations and moved to recommend the changes and recommend adoption of the map for use in the regional Solicitation.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review and Recommend to Accept	1-14-16
Technical Advisory Committee	Review and Accept	
Transportation Advisory Board	Adopt for Use in 2016 Regional Solicitation	

DAKOTA COUNTY

RBTN Change Request A: Designate CSAH 38 (McAndrews Road) as an RBTN 2 official alignment

The proposed designation of CSAH 38 as a Tier 2 Alignment addresses the following. (See Attachment 2)

Proposed Change Map

- Aligns with both Apple Valley and Rosemount Bicycle Pedestrian Plans
- Aligns with Dakota County Regional Trail System Plan
- Connects Regional Destinations including Minnesota Zoo, Lebanon Hills Regional Park, BurnsvilleCenter, Cedar BRT, North Creek Regional Greenway, Rosemount Regional Greenway

Map A

Attachment C

BURNSVILLE

EAGAN

Lebanon Hills Regional Park

Minnesota Zoo

ROSEMOUNT

APPLE VALLEY

Eastview HS






North Creek Regional Greenway

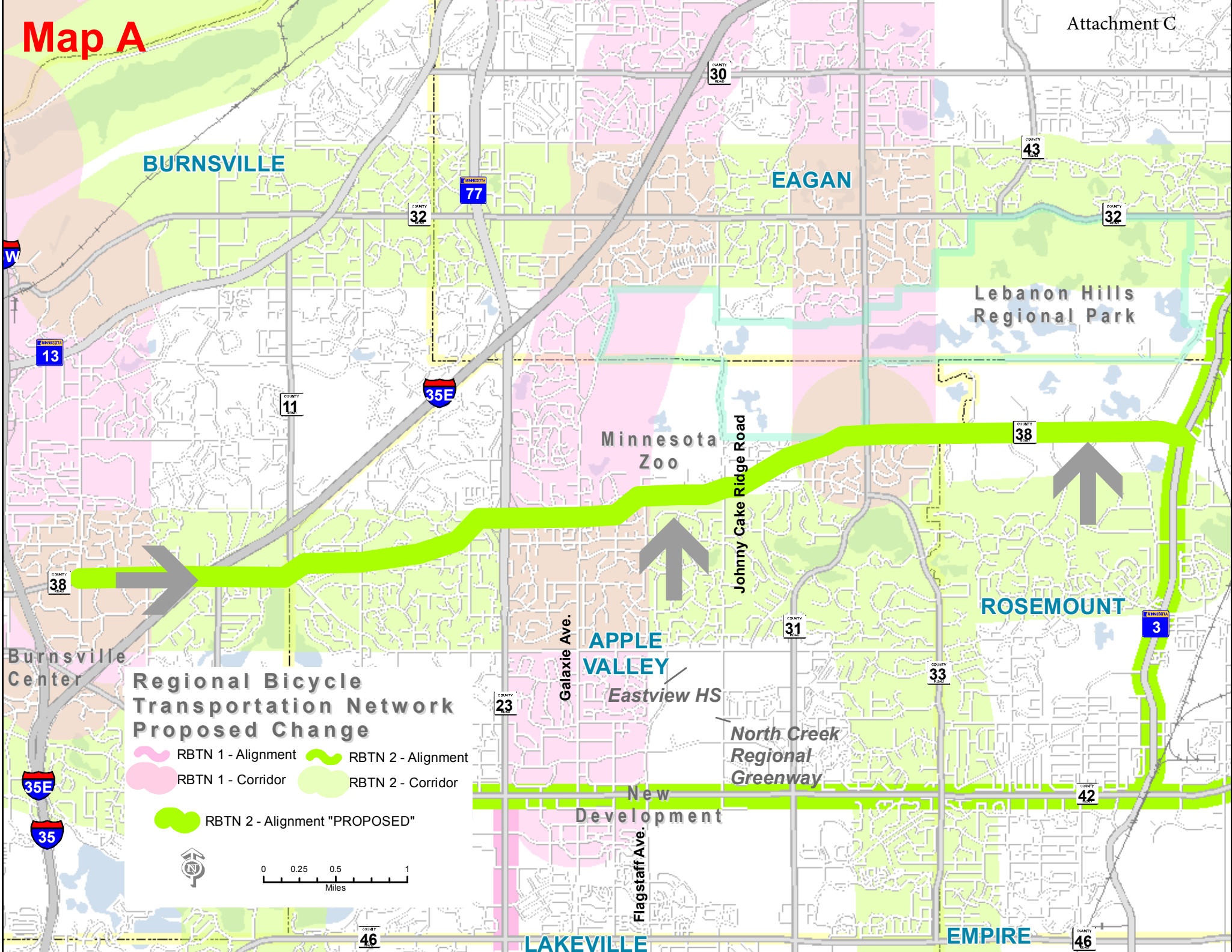
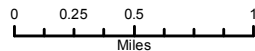
New Development

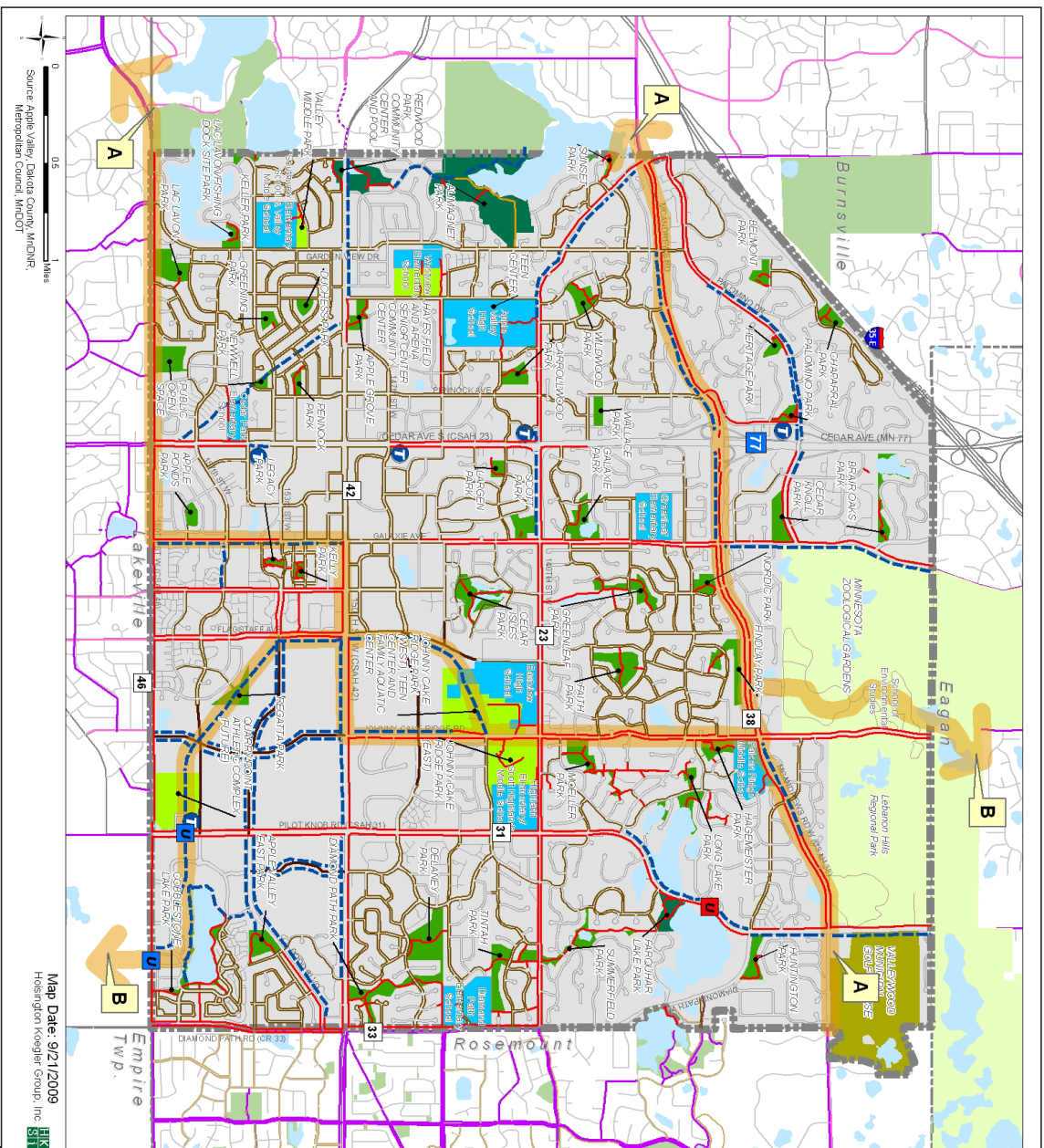
LAKEVILLE

EMPIRE

Regional Bicycle Transportation Network Proposed Change

-  RBTN 1 - Alignment
-  RBTN 1 - Corridor
-  RBTN 2 - Alignment
-  RBTN 2 - Corridor
-  RBTN 2 - Alignment "PROPOSED"





Potential Regional Trail Alignments
 A = Dakota County South Urban Regional Trail
 B = North Creek Greenway Trail

- Planned Trails**
 - Potential Trail Alignments
 - Conceptual Future City Trails
 - Proposed Pedestrian/Bike Underpass
- Existing City Parks and Trails & Sidewalks**
 - Community Park
 - Community Playfield
 - Neighborhood Park
 - Special Use Park
 - Existing Gravel Path
 - Existing Trail
 - Existing Sidewalk
 - Pedestrian/Bike Underpass
- Non-City Parks, Recreation & Schools**
 - Regional Parks and Minnesota Zoo
 - Existing Parks
 - Schools
- Recreation in Adjacent Cities**
 - Existing Paved Trail
 - Existing Bike Lane
 - Proposed Paved Trail
 - Existing Sidewalks
- Other Information**
 - Transit Connections
 - Future Street

Future People Movement Plan
 Figure 7.4

Elmer, Steven

From: Chatfield, Kurt <KURT.CHATFIELD@CO.DAKOTA.MN.US>
Sent: Monday, January 04, 2016 4:26 PM
To: Elmer, Steven; Vessel, David
Cc: Stwora, Erin; Brian Sorenson; Bernstein, Barry
Subject: RE: Dakota Co Request for Changes to the Reg Bicycle Transportation Network
Attachments: 2015_RBTN_Change_AV_revised.pdf

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi Steve,

Thank you for the voicemail and follow-up email. Here is Dakota County's revised request to move the RBTN alignment which we believe is consistent with a minor change request:

1.) Change Request B: Establish a Tier 1 alignment of a Tier 1 Corridor that is parallel and proximal to an established Tier 1 corridor.

The Proposed change would establish a Tier 1 alignment east approximately 1/8 to 1/2 mile of the Tier 1 Corridor that follows Galaxie Ave. in Apple Valley. The proposed alignment would follow Flagstaff Ave. and Johnny Cake Ridge Road. In addition the alignment would parallel important sections of the master planned North Creek Regional Greenway. Establishing the tier 1 alignment to utilize Flagstaff and Johnny Cake Ridge Roads provides a more complete pedestrian opportunity and aligns better with adopted city and county plans (see attached map).

The proposed alignment change addresses the following:

- Better aligns with 2010 City of Apple Valley Bicycle Pedestrian Plan
- Better aligns with City of Apple Valley Comprehensive Plan
- Better aligns with Metro Council Regional Parks and Trails System Plan
- Connects to more schools and parks
- Aligns with planned road design of Johnny Cake Ridge Road that includes bike lanes
- Parallel to existing designated Tier 1 corridor centered on Galaxie Ave
- Proposed alignment is safer for all bicyclists:
 - o Provides grade separated crossing opportunities at major roads
 - o Follows lower volume/speed parallel roads
 - o Includes roads with bike friendly shoulder opportunities
- Provides direct connection to regional destination including downtown Apple Valley, Minnesota Zoo, and Lebanon Hills Regional Park.
- Provides connections to regional transit facilities along Pilot Knob Rd. & Cedar Ave via multiple local roads and trails
- The proposed alignment accommodates a broader range of cyclists:
 - o Includes multiple on-road and off-road facilities
 - o Includes multiple existing, funded and planned grade separated crossing
- Proposed corridor better addresses physical barriers of high speed/volume arterials

Attached is a map representing the revised request. Please feel free to call if you have any questions.

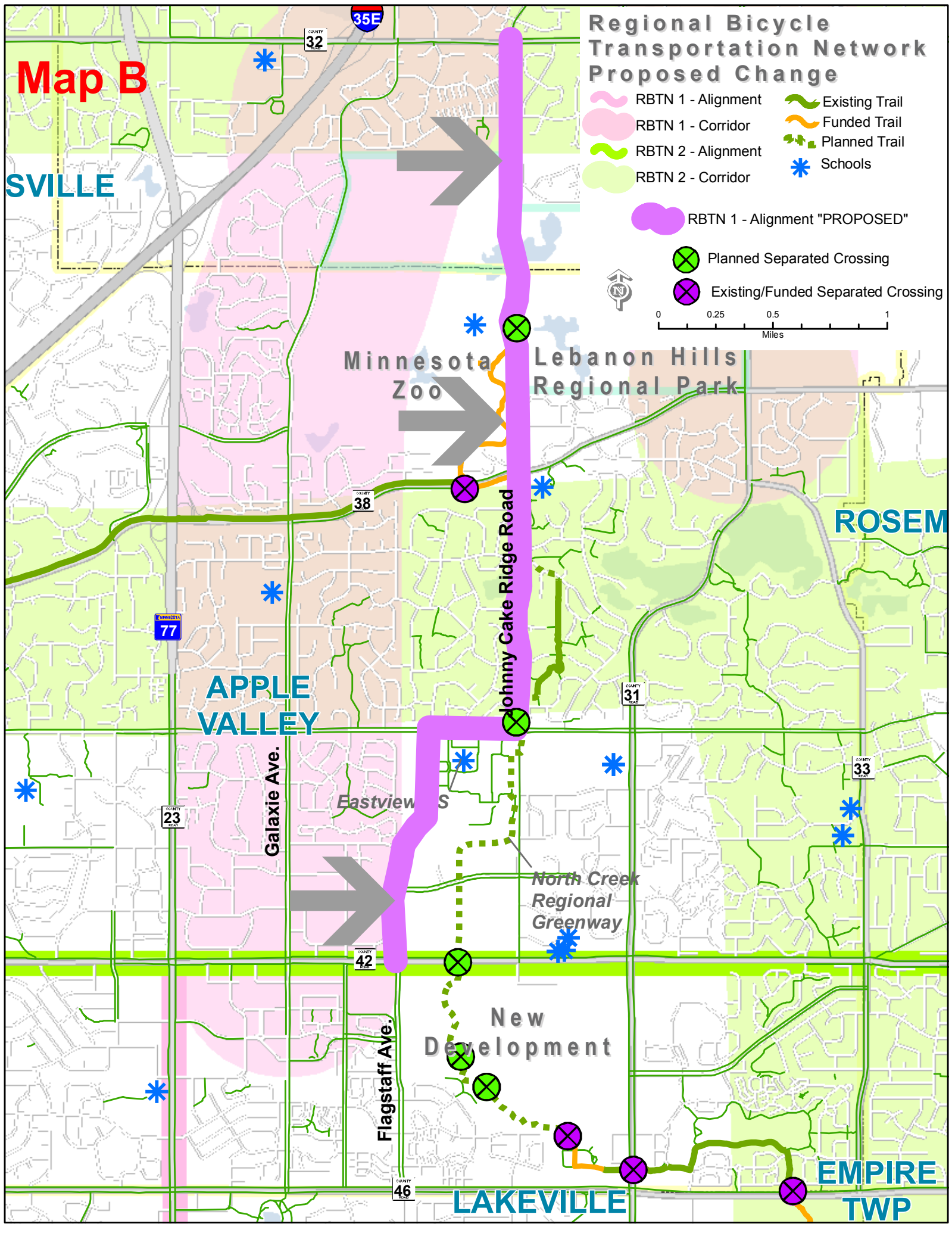
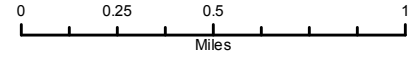
Sincerely,
Kurt Chatfield

Kurt Chatfield
Planning Supervisor
Dakota County

Map B

Regional Bicycle Transportation Network Proposed Change

- RBTN 1 - Alignment
- RBTN 1 - Corridor
- RBTN 2 - Alignment
- RBTN 2 - Corridor
- RBTN 1 - Alignment "PROPOSED"
- Existing Trail
- Funded Trail
- Planned Trail
- Schools
- Planned Separated Crossing
- Existing/Funded Separated Crossing



SVILLE

ROSEM

APPLE VALLEY

LAKEVILLE

EMPIRE TWP

Minnesota Zoo

Lebanon Hills Regional Park

Galaxie Ave.

Flagstaff Ave.

Johnny Cake Ridge Road

North Creek Regional Greenway

New Development

Eastview S

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL No. 2016-09

DATE: January 27, 2016
TO: Technical Advisory Committee
FROM: TAC Funding & Programming
PREPARED BY: Katie White, Senior Planner (651-602-1716)
SUBJECT: Innovative Travel Demand Management Solicitation Awards
REQUESTED ACTION: Recommend to TAC that the projects shown in the Attachment be awarded funding through the Innovative Travel Demand Management (TDM) solicitation
RECOMMENDED MOTION: That TAC Funding & Programming recommend to TAC that the projects shown in the Attachment be awarded funding through the Innovative TDM solicitation

BACKGROUND AND PURPOSE OF ACTION: On June 24, 2015, the Metropolitan Council authorized the release of a solicitation for Innovative Travel Demand Management (TDM) projects. Applications for funding were due September 11, 2015. A total of 11 projects were submitted requesting a total of \$2,420,696, which exceeded the \$1,800,000 available.

A scoring committee was established with membership similar to the Transit scoring team from the previous solicitation including representatives from Washington County, Scott County, the Metropolitan Council, the City of Chanhassen, MnDOT, and MPCA. The scoring committee recommended that seven projects be fully funded and one project be partially funded. One appeal was received, which was executed in the manner described in the solicitation packet. Minneapolis Bicycle Coalition appealed the score of one measure and the resulting change increased their point total and resulted in the project being selected for partial funding. The final list of TDM projects, scores and recommended funding is shown the Attachment.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funds, which includes the Innovative TDM application. Travel demand management (TDM) policies and activities are supported under Strategy C4 in the *2040 Transportation Policy Plan*.

Staff recommends TAB approve the attached Innovative TDM project list for funding.

COMMITTEE COMMENTS AND ACTION: At its January 21, 2016, meeting, the TAC Funding & Programming Committee recommended approval of the project list with no changes.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1-21-2016

Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	
Transportation Committee	Information Item	
Metropolitan Council	Information Item	

2015 Regional Solicitation Application Scoring

Prioritizing Criteria

TDM

ID	Applicant	Project Name	Funding Information			Prioritizing Criteria													Total	Funding Set Aside
			Federal	Match	Total	1. Role in Trans. System & Econ.		2. Usage	3. Equity / Housing		4. Cong. Mit. AQ		5. Innovation		6. Risk Assessment					
			0-50	0-50	0-100	1A	1B	2	3A	3B	4A	4B	5A	5B	6A	6B	6C	0-1,000		
3778	Nice Ride	Densification and Infill Initiative	\$300,000	\$150,000	\$450,000	40	38	55	40	69.29	200	200	79	56	15	20	15	827	\$300,000	
3733	UMN -- Y. Fan	Smartphone based interventions	\$300,000	\$75,000	\$375,000	40	38	45	20	59.50	180	150	100	83	15	20	15	766	\$300,000	
3855	St. Paul Smart Trips	Trip Planning	\$95,000	\$56,944	\$151,944	50	50	100	40	70.00	100	46	86	56	15	20	10	643	\$95,000	
3816	UMN -- A. Lari	eWorkplace Phase III	\$300,000	\$75,000	\$375,000	50	12	18	40	64.99	160	100	50	83	15	20	10	623	\$300,000	
3811	Carver County	Transportation Management Association	\$160,000	\$40,000	\$200,000	50	14	73	20	39.37	121	90	64	83	15	20	15	604	\$160,000	
3856	Anoka County	Fridley Northstar Station Shuttle Service	\$240,000	\$60,000	\$300,000	50	15	64	40	57.14	97	84	79	72	15	12	10	595	\$240,000	
3794	Cycles for Change	Bicycle Access & Training at Spokes	\$300,000	\$75,000	\$375,000	40	26	36	80	69.29	107	24	57	100	15	20	10	584	\$300,000	
3780	Mpls Bicycle Coalition	Community Bicycle Connectors	\$239,000	\$64,000	\$303,000	40	12	9	80	69.29	105	18	100	89	15	20	12	569	\$105,000	
3830	Metro Transit	Integrated Real Time Information	\$120,000	\$30,000	\$150,000	0	26	91	40	60.07	30	86	86	83	15	20	15	552	\$0	
3851	Transit for Livable Communities	Transportation Leadership for Cities	\$66,696	\$16,674	\$83,370	40	0	27	20	70.00	130	58	86	72	15	20	10	548	\$0	
3781	Metro Transit	Mobility Ecosystem	\$300,000	\$75,000	\$375,000	0	26	82	0	43.30	30	86	29	22	15	12	10	355	\$0	
Total			\$2,120,696																	

Federal amount available \$1,800,000

ACTION TRANSMITTAL No. 2016-19

DATE: January 25, 2016
TO: Technical Advisory Committee
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for City of Minneapolis 35th and 36th Streets Overhead Signal Additions (HSIP)
REQUESTED ACTION: The City of Minneapolis requests a scope change to its HSIP-funded intersection signal project (SP # 141-030-023) to eliminate four of the 16 intersections from the project.
RECOMMENDED MOTION: That TAC recommend to TAB approval of the requested scope change with no reduction in federal funds.

BACKGROUND AND PURPOSE OF ACTION: The City of Minneapolis was awarded \$1,209,600 in Highway Safety Improvement Program (HSIP) funding in 2011 for addition of overhead signals along 35th and 36th Streets in South Minneapolis. The improvements, at 16 intersections between Blaisdell Avenue South and Park Avenue South, are scheduled for fiscal year 2016.

The City of Minneapolis is requesting that four of the 16 intersections be removed from the project, as these locations overlap with another project scheduled for construction in 2017. While the number of intersections being improved decreases, the City has estimated an increased project cost due to the addition of new ADA curb ramps and related signal revisions meant to accommodate the ramps. The four locations to be removed are:

- 35th St / Stevens Ave
- 35th St / 2nd Ave
- 36th St / Stevens Ave
- 36th St / 2nd Ave

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. MnDOT Metro District manages the region's HSIP solicitation on behalf of TAB and the Metropolitan Council.

A TIP amendment request accompanies this request.

STAFF ANALYSIS: MnDOT staff reviewed the original project and scoring. The project would still have been selected in that HSIP round without the four intersections proposed for removal.

The City of Minneapolis, based on the additional elements it is adding to the 12 remaining intersections, requests that no reduction be made to the federal funding award amount. Assuming the scope change is approved, options for funding include:

1. Providing all federal funding as originally programmed.
2. Subjecting the City to a proportionate reduction in funds. In its application for scope change, the City states that \$70,000, or 5.21% of the project, was budgeted to the four intersections. A 5.21% reduction in federal funding would be \$63,000, bringing the federal total to \$1,146,600

COMMITTEE COMMENTS AND ACTION: At its January 21, 2016, meeting, the TAC Funding & Programming Committee recommended approval of the scope change request with no reduction in federal funds.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/21/2016
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

ACTION TRANSMITTAL No. 2016-20

DATE: January 25, 2016

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

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

SUBJECT: 2016-2019 TIP Amendment: City of Minneapolis Intersection Project Scope Change

REQUESTED ACTION: The City of Minneapolis requests an amendment to the 2016-2019 Transportation Improvement Program (TIP) to adjust the description and increase the cost of its 35th and 36th Street Intersection Overhead Signal project (SP # 141-030-023).

RECOMMENDED MOTION: That TAC recommend to TAB adoption of the amendment into the 2016-2019 TIP to adjust the description and increase the cost of its 35th and 36th Street Intersection Overhead Signal project (SP # 141-030-023).

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is required due to a change in project cost and description. This amendment will reflect the removal of four intersections from the scope of work, the addition of ADA/ramp and intersection work, and due to that addition, an increase the total project cost. It will also correct the spelling of “Blasdale” Avenue to “Blaisdell.” This TIP amendment is needed to reflect a proposed scope change (AT 2016-19) and should reflect any adjustments made to the approved item.

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. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB’s and Council’s regular meetings.

COMMITTEE COMMENTS AND ACTION: At its January 21, 2016, meeting, the TAC Funding & Programming Committee unanimously recommended adoption of this TIP amendment.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/21/2016
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concurrence	

ACTION TRANSMITTAL No. 2016-18

DATE: January 25, 2016

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

PREPARED BY: Steve Peterson, Planning Analyst (651-602-1819)

SUBJECT: 2014 Regional Solicitation Transit Inflation Correction

REQUESTED ACTION: Recommend to TAB that an inflation adjustment be added for bus purchases in three Transit Expansion projects, selected in the 2014 Regional Solicitation, that were not inflated.

RECOMMENDED MOTION: That TAC recommend to TAB addition of an inflation adjustment for the bus purchases within projects selected in the 2014 Regional Solicitation: Emerson-Fremont Corridor Bus and Technology Improvements (TRS-TCMT-18A); Penn Avenue Corridor Buses (TRS-TCMT-18B); and Chicago Avenue Corridor Buses (TRS-TCMT-19).

BACKGROUND AND PURPOSE OF ACTION: In March 2015, TAB approved adding an inflation factor to projects that were awarded federal funds as part of the 2014 Regional Solicitation. The inflation factors included the following:

- 4% inflation for 2017 projects
- 6% inflation for 2018 projects
- 8% inflation for 2019 projects

However, transit vehicles were specifically called out not to be inflated. The reason for this was that Metropolitan Council staff understood that bus purchases were negotiated as part of multiyear contracts with costs that remained flat. Some transit representatives at TAC F&P and TAC meetings questioned this assumption. After further examining the issue during the summer of 2015, staff has learned that there is an inflation factor built into these contracts (i.e., buses purchased in 2018 are more expensive than buses purchased in 2017). As a result, bus purchases should have been inflated just like all other project elements.

The Regional Solicitation application required all applicants to list project costs using current-year dollars as opposed to the actual year of construction four to five years later. In talking with Minnesota Valley Transit Authority and Metro Transit staff, the transit vehicle costs used in the submitted cost estimates reflected current year prices. Therefore, there were inconsistencies between what was required in the application and the guidance given to TAB regarding which project elements should be inflated. As a result, some transit project elements, such as transit stations, were inflated, while other project elements, such as bus purchases, were not inflated.

Going forward, staff suggests inflating all project elements and this is reflected in the draft 2016 Regional Solicitation package. At this time, staff requests retroactively

including inflation for the bus purchases resulting from the 2014 Regional Solicitation. This would impact just the uninflated bus purchases in the three projects below.

Proj Num	Name	Sponsor	Yr	Current Fed Amt	Adjusted Fed Amt	Increased Fed Amt
TRS-TCMT-18B	Penn Avenue Corridor Buses	M Transit	2018	\$4,121,340	\$4,368,620	\$247,280
TRS-TCMT-18A	Emerson-Fremont Corridor Bus and Technology Improvements	M Transit	2018	\$6,671,726	\$7,072,030	\$400,304
TRS-TCMT-19	Chicago Ave Corridor Buses	M Transit	2019	\$3,130,547	\$3,380,991	\$250,444
TOTAL						\$898,028

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding. TAB also sets inflation rates for program years.

STAFF ANALYSIS: To correct the inconsistent guidance given in the 2014 Regional Solicitation, the above-listed projects with bus purchases included should be inflated like all other project elements. Correcting this oversight will add \$898,028, in federal funds to the projects. In discussing this issue with MnDOT Metro District and Central Office staff, they believe that there will be adequate federal funding available in 2018 and 2019 to accommodate this correction.

COMMITTEE COMMENTS AND ACTION: At its January 21, 2016, meeting, the TAC Funding & Programming Committee unanimously recommended implementation of the inflation adjustment.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/21/2016
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Release	

Information Item

DATE: January 25, 2016
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: TIP Amendment Streamlining Statistics Update

On April 16, 2014, TAB adopted the streamlined TIP amendment process. The purpose of the process is to reduce the amount of time necessary to approve routine TIP amendments.

The below criteria show when an amendment is eligible for streamlining:

Any project that meets all of these criteria:

- 1) The federal funding for the project is from a program not administered by the Transportation Advisory Board and the Metropolitan Council.
- 2) The project is consistent with the adopted Transportation Policy Plan.
- 3) The project is not a regionally-significant project* or is a regionally-significant project currently in the TIP but is not changing the scope or any other elements that would potentially change the air quality conformity determination.

OR

For projects funded through the Transportation Advisory Board and the Metropolitan Council, any project that meets these criteria as well as criteria 2 and 3 above:

- 4) The project does not relate to a scope change before the committee.
- 5) The project changes do not relate to solicitation scoring based on cost effectiveness.

The attached update shows that three of the seven amendments to the 2016-2019 TIP that started in calendar year 2015 were streamlined. The three streamlined TIP amendments average 21 days between their first meeting appearance (TAB) and Council concurrence, while non-regionally-significant standard amendments average 74 days between their first meeting appearance (Funding & Programming) and Council concurrence. The one regionally significant amendment took 274 days due to a required public comment period.

Three of the four standard amendments were not streamlined because they were connected to scope changes that have to start at the Funding & Programming Committee, rendering streamlining not viable. Similarly, the fourth standard amendment was connected to a defederalization request that started at the Funding & Programming Committee.

QUARTERLY STREAMLINED TIP AMENDMENT REPORT

2016-2019 TIP Amendment Streamlining Statistics

All 2016-2019 TIP amendments to date

- Total Amendments: 7
 - Streamlined: 3
 - Standard(regionally significant): 1
 - Standard (not regionally significant): 3
- Average Time From First Public Meeting Appearance to Council Concurrence:
 - Streamlined: 21 days
 - Standard(regionally significant): 276 days¹
 - Standard (not regionally significant): 74 days

2014-2017 and 2015-2018 TIP Amendment Streamlining Statistics

(Note: Does not include cancelled or defeated amendments)

- Total Amendments: 25
 - Streamlined: 17
 - Standard (regional significant): 1
 - Standard (not regionally significant): 7
- Average Time From First Public Meeting Appearance to Council Concurrence:
 - Streamlined: 11 days
 - Standard (regionally significant): 118 days¹
 - Standard (not regionally significant): 57 days

¹ Regionally significant projects require a public comment period