

*TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council*

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE

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

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of July 6, 2016 Minutes**
4. **TAB Report – Elaine Koutsoukos**
5. **Committee Reports**
 - **Executive Committee** (Steve Albrecht, Chair)
 - **Planning Committee** (Lisa Freese, Chair)
 - a. **2016-40 2017 Unified Planning Work Program**
 - **Funding and Programming Committee** (Tim Mayasich, Chair)
 - a. **2016-41 Dakota County Scope Change**
 - b. **2016-42 Dakota County TIP Amendment**
6. **Special Agenda Items**
 - **PlanIt!** (Michael Larson, Community Development)
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click here to print all agenda items at once.

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

None

*Transportation Advisory Board
Of the Metropolitan Council*

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

Members Present: Doug Fisher, Lyndon Robjent, Brian Sorenson, Jim Grube, Tim Mayasich, Lisa Freese, Jan Lucke, Elaine Koutsoukos, Mark Filipi, Michael Larson, Adam Harrington, Pat Bursaw, Amanda Smith, Bridget Rief, Kris Riesenber, Dave Jacobson, John Tompkins, Danny McCullough, Karl Keel, Jean Keely, Steve Albrecht, Paul Oehme, Michael Thompson, Kim Lindquist, Bruce Loney, Jim Kosluchar, Jen Hager, Paul Kurtz (Excused: Steve Bot)

1. Call to Order

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

2. Approval of Agenda

Mark Filipi moved and Dave Jacobson seconded. No discussion. Motion passed.

3. Approval of May Minutes

Pat Bursaw moved and Tim Mayasich seconded. Motion passed.

4. TAB Report

Elaine Koutsoukos reported on the June 15, 2016 TAB meeting.

REPORTS

REPORTS

TAB Chair's Report

Hovland reported that the TAB Executive Committee met prior to this TAB meeting. The Executive Committee discussed upcoming items for the July TAB meeting. The Executive Committee also discussed holding a TAB meeting off-site in September including MAC and the FedEx facility at the airport.

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

MnDOT: Scott McBride reported that under 2 weeks ago, MnDOT, Ramsey County, St. Paul, Hennepin County and Minneapolis submitted an application to the FHWA for a grant for "Every Place Counts". The grant is for placemaking workshops. The application is in conjunction with a larger study of I-94 between the downtowns. Two locations that MnDOT is focusing on are: the Rondo area, and Franklin & 27th area in Minneapolis.

Metropolitan Council: Katie Rodriguez reported on the A Line opening held on Saturday June 11.

TAC Report

TAC Chair Steve Albrecht shared information on the Federal Fund Exchange (Defederalization) Update. This will be going back to the Funding & Programming Committee. They will begin work at their June meeting.

ACTION ITEMS

1. 2016-34: Approved Administrative Amendment to the 2016 UPWP
2. 2016-35: Approved the release of the Draft 2017-2020 Transportation Improvement Program (TIP) for a public comment period.

INFORMATION ITEMS

1. Principle Arterial Intersection Conversion Study – Metropolitan Transportation Services Planning Analyst Steve Peterson, Paul Czech – MnDOT, and Doug Abere - Bolton Menk presented this item.
2. I-35W North MnPASS Project – Jerome Adams, MnDOT, presented the item.

5. Committee Reports

A. Executive Committee (Steve Albrecht, Chair)

Steve Albrecht said that the Executive Committee met before the meeting to discuss the day's agenda.

B. Planning Committee (Lisa Freese, Chair)

The Planning committee met in May with another information item on the regional model and how the comprehensive plan process will work.

2016-37 Lake Elmo Long Term Comprehensive Plan. Lisa Freese introduced this item. Russ Owen from MTS and Neil Ralston from MAC presented an overview of the issues involved in this item. Doug Fisher asked about a discrepancy between the narrative in the attachment and the action transmittal. Russ Owen will make a correction regarding the modest runway length extension.

Steve Albrecht opened the floor to testimony from the public. Vince Anderson and Dave Schultz spoke against the motion. John Renwick spoke in favor.

Karl Keel asked what the purview of the TAC was on this item; specifically would the group vote on consistency instead of design? Russ Owen affirmed that description of the action. Jan Lucke spoke from a letter signed by the Washington County Commission on a 3-1 vote, stating that the process to develop the Lake Elmo LTCP has been inclusive of the community, it accommodates the Manning Avenue expansion, and recommends that MAC continue to evaluate the impacts of the LTCP on the neighbors of the airport. Bridget Rief said that MAC is committed to continuing to work with the neighbors, especially on the environmental issues involved.

Bridget Rief moved and Jan Lucke seconded. There were no questions. Motion passes.

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

2016-38 Brooklyn Center Scope Change. Tim Mayasich introduced this item. There were no questions. Tim Mayasich moved the recommended motion and Jim Grube seconded. Motion passes.

2016-39 Brooklyn Center TIP Amendment. Tim Mayasich introduced this item. Doug Fisher asked why there is a TIP amendment if there is no change in the dollar value. Elaine Koutsoukos responded that the description changed, which requires a TIP amendment. Tim Mayasich moved the recommended motion and Michael Thompson seconded. Motion passes.

2016-36 2017 Funding Reallocation. Tim Mayasich introduced this item. Steve Peterson presented the options available to the committee.

Adam Harrington asked how the TBI would be funded without the dollar value requested. Jonathan Ehrlich responded that the project had no other alternate source of funding. Michael Thompson asked how the TBI had been funded previously. Jonathan Ehrlich responded that STP funds were swapped for State Planning & Research dollars in 2010, in 2000 it was MnDOT, and in 1990 it was through the TAB.

Mark Filipi asked Amanda Smith to explain the eligibility issues involved in the MPCA application for diesel retrofit projects. Amanda Smith responded that the EPA has instances of CMAQ funding being used on these projects in other regions across the country, specifically in Ohio and Chicago for port cranes. Kris Riesenbergh added that there is a balance between funding flexibility and eligibility nationwide. The FAST Act may permit freight equipment tied to port facilities to be included, however boats can move outside the designated maintenance area that is meant to be improved with this funding. It is difficult to know now whether or not it is eligible.

Lyndon Robjant asked if there was a request to local governments to submit these unique projects. Steve Peterson responded that there was, when the most recent regional solicitation was released a few weeks ago to a mailing list of 4,000-5,000. Pat Bursaw said that the process the TAB established for how best to expend these excess funds took a long time to develop but is reasonable, fair, and flexible.

Amanda Smith and Pat Bursaw expressed support for funding more projects with the extra available funding instead of adding more money to already funded projects. Adam Harrington agreed and said that the TBI should be funded.

Kim Lindquist, Dave Jacobson, and Michael Thompson expressed frustration that the TBI is a need beyond these unique projects. Karl Keel expressed a preference for freeing up future year dollars. Dave Jacobson stated that projects which have already gone through the vigorous scoring process should be funded with this available money. Jim Grube asked how the new Dakota County project is included per the TAB process. Steve Peterson responded that the TAB process allows unfunded projects to receiving funding.

Upon comments and questions from Kim Lindquist, Karl Keel, and Lyndon Robjant, Mark Filipi again explained the reformatted TBI and the funding needs associated with it. Tim Mayasich said that an 'off the top' arrangement, similar to the TMOs, would be preferable for the TBI instead of going through the 'unique projects' process. Lisa Freese was on the TBI project management team and agrees with Tim Mayasich's comments. Doug Fisher said that the TBI is only part of the model and it is not a priority to update. Pat Bursaw said that MnDOT is exploring options to be able to provide the local match needed for federal funds.

Michael Thompson and Amanda Smith expressed concern that the unique project process lacks technical detail and should be modified to allow technical analysis.

Doug Fisher moved that funding of the Minneapolis Bicycle Coalition project to 80% federal, advancement of the Penn Avenue project, funding of the Dakota County CSAH 28 Connector, advancement of the Scott and Carver County HSIP projects, deferral of \$763,424 in transit funds to a future year, and distribution of remaining 2017 funds to projects in Option 3 restoring modal balance to the extent possible be included in a recommendation to TAB.

Brian Sorenson asked if the funding levels were available. Steve Peterson said that Joe Barbeau just ran the numbers and they look good. Pat Bursaw and Amanda Smith said that they would not support giving already funded projects additional funds when there are other regional needs that could use the funding.

Mark Filipi moved an amendment to add the TBI to the funding recommendation for TAB. The motion failed.

The original motion passed as written.

6. Special Agenda Items

I-35W North Managed Lane Project. Jerome Adams from MnDOT presented on the project. Doug Fisher asked how this project is interfacing with the pavement project underway today. Jerome Adams responded that there is just a 2" mill and overlay underway right now in order for the roadway to be sufficient until the 2019/2020 construction year for the bigger project. John Tompkins said that a FAST Lane grant application was submitted because of the bridge work needed to accommodate oversize and overweight vehicles. Jean Keeley thanked Jerome Adams for his work on the project, and said that the community is very excited about the project.

7. Agency Reports

Bridget Rief said that MAC will hold special meetings on July 20, 2016 at 5:00pm and 6:30pm for public hearings on taxis and taxi-like operations at MSP.

Adam Harrington said that the A Line opened on June 11 and ridership along the corridor is 30% higher than before service began.

8. Other Business and Adjournment

There being no other business, the meeting adjourned at 11:18AM.

Prepared by:

Katie White

ACTION TRANSMITTAL 2016-40

DATE: July 29, 2016
TO: Technical Advisory Committee
FROM: Transportation Advisory Board
PREPARED BY: Katie White, Senior Planner , 651-602-1716
SUBJECT: 2017 Unified Planning Work Program (UPWP)
REQUESTED ACTION: Request that the Transportation Advisory Board adopt the draft 2017 Unified Planning Work Program and recommend adoption to the Metropolitan Council.
RECOMMENDED MOTION: Recommend adoption of the 2017 Unified Planning Work Program (UPWP) for the Twin Cities Metropolitan Area.

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

The UPWP includes activities required by federal regulation that address planning priorities of the metropolitan area. The document identifies budgeted expenditures, funding sources, and allocation of staff resources for transportation planning activities of many participants. Projects with Metropolitan Council participation are detailed with staff hours and consultant costs that detail how the \$4 million of federal planning money will be spent, along with a 20 percent local match.

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

As the UPWP goes through the review process there may be changes from one committee to the next.

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

COMMITTEE COMMENTS: The Planning Committee moved the recommended motion including updates to some years and dollar values, and the item passed.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	7-14-16
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

2017 TRANSPORTATION UNIFIED PLANNING WORK PROGRAM FOR THE TWIN CITIES METROPOLITAN AREA

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



July 2016

Metropolitan Council

390 Robert Street, St. Paul, Minnesota 55101

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ACRONYMS

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

I. INTRODUCTION TO THE UNIFIED PLANNING WORK PROGRAM

A. Introduction

The Unified Planning Work Program (UPWP) is a description and documentation of proposed transportation and transportation-related planning activities in the Twin Cities metropolitan area for 2017. The Metropolitan Council jurisdiction includes seven counties (see map on next page). In addition, the 2010 Census identified developed areas of Wright and Sherburne counties (primarily along the I-94 and U.S. Highway 10 corridors) to be included in the urbanized area (UZA) for transportation planning purposes, though these areas are not otherwise a part of the Metropolitan Council's jurisdiction. For more information on how the UPWP is used in the context of the activities of the Metropolitan Council, please reference the [2012 Transportation Planning and Programming Guide](#).

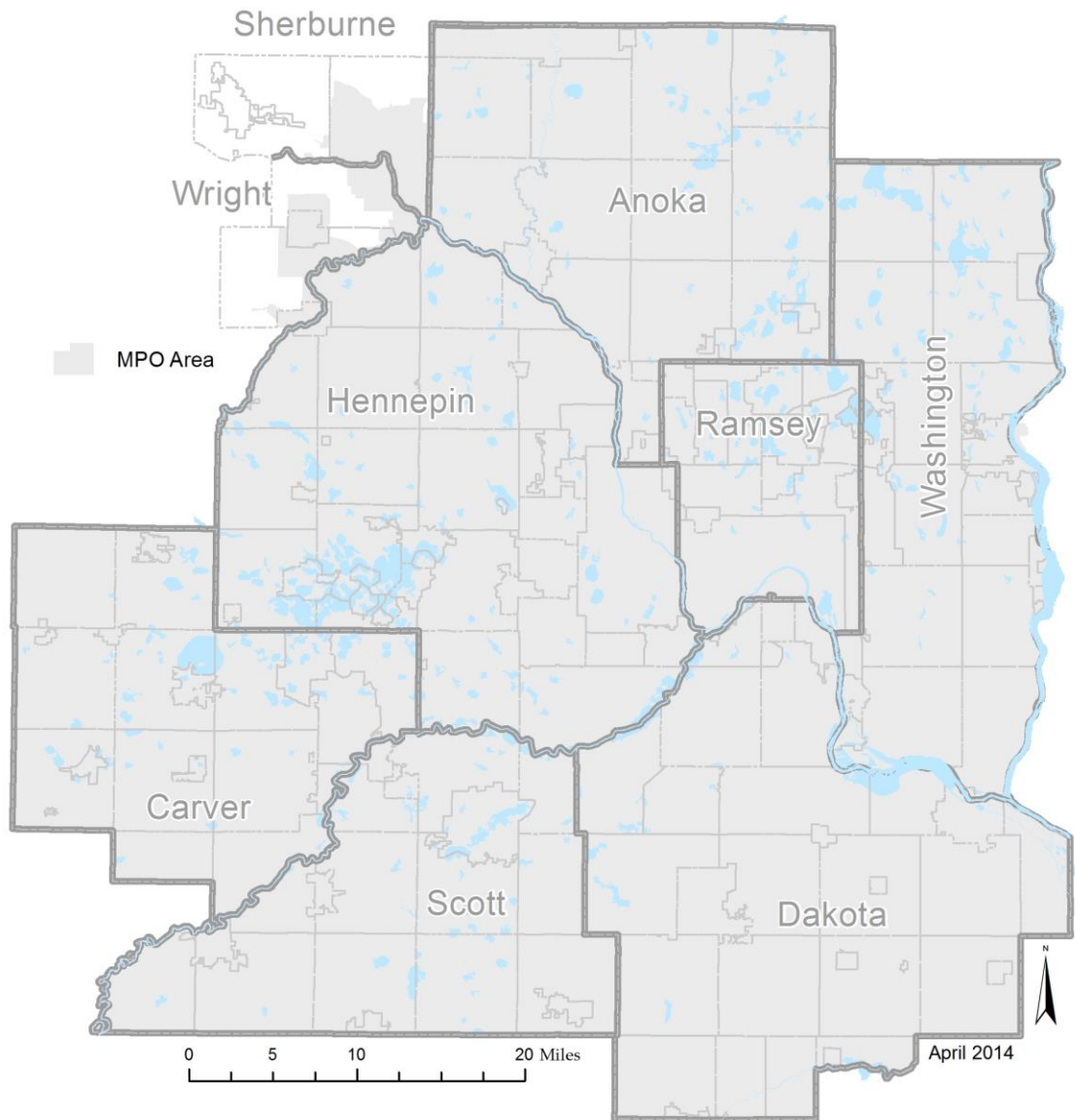
The participants in the UPWP include four agencies: the Metropolitan Council, the Minnesota Department of Transportation (MnDOT), Minnesota Pollution Control Agency (MPCA), and the Metropolitan Airports Commission (MAC). (See Appendix B for roles and responsibilities of the participants.) Since the 2017 UPWP also serves as the Metropolitan Council's application for US DOT transportation planning funds, the projects with Metropolitan Council participation are demonstrated with staff hours and consultant costs to detail how \$4 million of federal planning money will be spent, along with 20 percent local match. The activities of the other agencies are shown in narrative form only.

Many of the tasks are required by state or federal law, and are ongoing, including the TAC/TAB committee process, or repeat on an annual or biennial cycle, such as the preparation of the TIP and the regional solicitation. The Council's *2040 Transportation Policy Plan* was adopted in January 2015. This long range transportation plan complements the region's overall development plan, the *Thrive MSP 2040*, which is mandated by state law and was updated in 2014. Much of the Council's work in 2017 will be implementation of the principles of *Thrive MSP 2040* and the *2040 Transportation Policy Plan*, and work will begin on the 2018 update of the TPP. The UPWP projects have been reviewed for consistency with the existing Transportation Policy Plan.

Some studies that were begun in earlier years will continue into 2017, including implementation of performance based planning, as required by MAP-21, and many corridor/AA/DEIS studies.

The Metropolitan Council is committed to a proactive, effective public participation process, and will use a variety of internal and external strategies including newsletters, telephone comment lines, e-mail, website, on-line forum, media relations, social media, community meetings, public hearings, and public information campaigns, in carrying out all of the work program activities. A public participation process was adopted in 2007 and an update is currently under development, expected by the end of 2016.

Metropolitan Council Jurisdiction



U:\UPWP\upwpw_2014map.mxd 5/13/2014

B. Organization of the UPWP

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

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

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

C. Planning Emphasis Areas

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

1. Models of Regional Planning Cooperation

The Metropolitan Council will continue to use the 3-C process to work with regional and statewide partners in the development of plans and policies. The Metropolitan Council works in coordination with the agencies listed above, as well as the departments of MnDOT's Central Office, MnDOT's Metro District, and MnDOT's District 3 through the Region 7W ATP process. There are no other MPOs within the Twin Cities urbanized area, nor are there megaregions.

2. Access to Essential Services

The Metropolitan Council has provided direction through *Thrive MSP 2040* to work on issues of equity, which include access to jobs and essential services. This goes beyond the environmental justice executive order 12898 requirements that have traditionally been used as a baseline. For more information on the background and intent of this direction, see Task B-8.

The Metropolitan Council will also continue to advance the goals of the Americans with Disabilities Act through its work on a Pedestrian Safety and Crash Analysis, as described in Task B-8.

3. Transition to Performance-Based Planning and Programming

The *2040 Transportation Policy Plan* was the first plan adopted by the Council since MAP-21 became law. As a result, it addresses the performance-based plan requirements. Additional performance measure work was completed through the Regional Performance Measures Assessment in 2016. The applicable performance measures will be folded into the Transportation System Performance Evaluation, to be completed in early 2017.

D. Related Studies

In some years there are transportation studies underway in the region that are not included in the UPWP since there are no federal transportation funds expended on the study, or federally funded transportation staff of the Metropolitan Council are not involved to a significant level. No major transportation studies are expected to be conducted in 2017 that are not mentioned in this UPWP.

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

1. Allocation of Federal Funds

Since 2002 the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds have come to the Metropolitan Council in the form of a "Consolidated Planning Grant" (CPG) which recognizes the intermodal nature of urban transportation and allows flexibility in planning for issues that frequently result in multimodal solutions. These CPG funds are not used for aviation planning, which is conducted almost entirely with local (nonfederal) dollars. The exception to this would be periodic special studies funded by Federal Aviation Administration (FAA) grants, which may occur in 2017 pending funding availability. This is also true for the Right-of-way Acquisition Funds (RALF) program, which is funded with local dollars but is included in Task D-4 in order to fully describe the work undertaken by Council planning staff. These activities are included in the 2017 UPWP to illustrate the full work completed by the Metropolitan Council; however the money spent on these activities is excluded from federal funding as shown in the budget table.

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

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

3. Metropolitan Council Cost Allocation Plan

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

4. Local Support

The local match shown with the activity descriptions in the following sections refer to dollar contributions of the Metropolitan Council to provide a 20% local match the federal CPG grant. The UPWP budget does not include the contributions made by counties, cities and other agencies that regularly participate in the 3-C process through the TAB and TAC advisory committees. Staff, elected officials and citizen members of the TAB and TAC committees number more than 150 persons, most of whom meet monthly in regular committee working sessions. Such representatives put in additional hours dealing with written material prepared for their review and response. It is impossible to accurately calculate the hundreds of thousands of local dollars thus contributed to state and federal project planning for the region. The participation of such persons has been freely given by their respective employers as their contribution to local-regional cooperation. Because these local contributions of time and consultation help to advance federal and state funded highway and transit projects, it is appropriate to acknowledge this further contribution to the 3-C process for the region.

F. Carryover Policy

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

In years that the Council doesn't spend the full balance of available federal funds, carryover funds accumulate. Previously this money had been held in reserve in order to fund the Council's largest project, the Travel Behavior Inventory (TBI). In 2016 the Council conducted a study of how best to re-organize the TBI into an ongoing program of data collection activities instead of conducting it only once every ten years (as described in Activity C of the 2017 UPWP). This balance is currently \$2.3 million and is likely to increase after the 2016 audit by approximately \$73,000. The resolution included in the approval of this 2017 UPWP allocates \$1 million of this money for initiating the new TBI data collection program. This project will get under contract in 2017 with most of the work occurring in 2018.

The local match required to meet the carryover funds will be readily available since the Council has dedicated revenue sources from year to year from local taxes and MVST revenues. The Council is committed to overmatching the 20% requirement in order to best meet planning needs in 2017. The Council anticipates there will be sufficient funds to cover the local match in whichever year the UPWP funds are budgeted.

G. Work Continuing Beyond 2017

The Metropolitan Council anticipates that several work items listed in the tasks below will continue into 2018. Projects and programs beyond 2018 will be identified by the 2018 update to the 2040

Transportation Policy Plan. The procurement process can last several months and unforeseen circumstances may affect the project timelines once the projects are underway. This is in addition to the other routine activities of the Council that continue from year to year, such as the TAC and TAB committees, work under cooperation with partner agencies, and federal reporting requirements.

The following chart illustrates anticipated future year work in advance of the 2018 update to the Transportation Policy Plan. The TPP adopted in 2014 included a four year work program for studies to be undertaken before the completion of the next TPP. The following list is work to be completed in advance of the 2018 update; new products will be added after the 2018 TPP. As part of the next Transportation Policy Plan a Work Program will be identified which will direct work beyond 2018.

Project Title	2017	2018
<i>2018 Transportation Policy Plan</i>	X	X
<i>Transportation System Evaluation</i>	X	
<i>Strategies to Reduce Greenhouse Gases</i>	X	
<i>Spending on the Regional Highway System</i>	X	
<i>Principal Arterial Intersection Conversion Study</i>	X	
<i>Transitway Prioritization Projects</i>	X	
<i>Regional Transitway Guidelines</i>	X	X
<i>Bicycle Network Inventory</i>	X	X
<i>Bicycle and Pedestrian Gaps and Barriers</i>	X	
<i>Bicycle and Pedestrian Count Program</i>	X	X
<i>Aviation System Evaluation (pending FAA grant availability)</i>	X	
<i>Review of Regional Solicitation Projects</i>	X	X
<i>Human Services Coordinated Plan</i>	X	
<i>CMAQ Plan (pending release of federal regulations)</i>	X	

II. WORK ACTIVITIES

A. PLANNING AND PROGRAMMING PROCESS

TASK A-1 PLANNING PROGRAM SUPPORT AND ADMINISTRATION

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

ACTIVITIES: The transportation planning process provides a forum for regional decision making and produces plans and programs for all transportation modes. Process participants are the Metropolitan Council, the Minnesota Pollution Control Agency (MPCA), the Minnesota Department of Transportation (MnDOT), the Metropolitan Airports Commission (MAC), local units of government, transit providers and residents. The Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC) are the main forums where the various transportation agencies and interests participate in regional transportation discussions, as well as transportation plan preparation and implementation. The Transportation Advisory Board usually meets monthly on the 3rd Wednesday at 12:30 p.m. and TAC on the first Wednesday at 9:00 a.m. For specific information of the TAB, TAC, or Transportation Committee meetings, go to www.metrocouncil.org/Council-Meetings/Committees. Details on roles and responsibilities are further spelled out in the [Transportation Planning and Programming Guide](#).

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

Council staff will prepare the 2018 UPWP in cooperation with MnDOT, MPCA, and MAC. Other products prepared by the Metropolitan Council and MnDOT under this activity include state or federally mandated reports such as Title VI, project approvals and quarterly UPWP progress reports. Staff will attend the quarterly statewide MPO Directors meetings and the annual Minnesota MPO conference.

RELATIONSHIP TO PREVIOUS WORK: In 2016 agency staff participated in meetings of TAC, TAB and their subcommittees, as well as work on the other routine products and activities noted above.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT is involved in the planning process as an ongoing participant. MnDOT staff provides technical input, serves as committee members on several TAB and TAC committees, and is in frequent contact with Council staff regarding many issues. MnDOT plays a major role in administering and managing the federal planning funds that finance a majority of the planning work done by the Council. MnDOT staff also provides guidance to ensure that federal planning requirements are met. The MPCA staff participates in the ongoing interagency coordination activities to administer the Clean Air Act and the FAST Act by participating in the review of the TPP, TIP and the UPWP; participating in the work of the TAB and TAC; serves as committee members on TAB and TAC committees; by providing needed technical assistance; and categorizing projects for air quality conformity purposes.

PRODUCTS

Committee Agendas, Minutes, Reports
 Submittal of Functional Classification Changes
 Audited 2015 (Consolidated Planning Grant) Fund Statements
 Annual Update of Title VI and DBE Goals
 2018 Unified Planning Work Program
 UPWP Progress Reports to MnDOT

COMPLETION DATES

Ongoing
 Ongoing
 April
 July
 September
 Quarterly

TASK A-2 TIP DEVELOPMENT AND MANAGEMENT

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

APPROACH: In 2017 a 2018-2021 TIP will be prepared, beginning in March to allow time for air quality conformity analysis and stakeholder input prior to adoption in the third quarter. The TIP also fulfills the FTA requirement for a Program of Projects (POP). The TIP will be recommended for adoption by the Technical Advisory Committee (TAC) to the TAB, adopted by the Transportation Advisory Board (TAB), and approved by the Metropolitan Council. Any TIP amendments received during the year are processed in a similar manner. In 2017, an annual listing of obligated projects will be published showing projects with federal funds obligated in the previous year. The TIP itself includes a list of projects authorized in the previous fiscal year, in compliance with federal law.

Staff will work with agencies requesting assistance with exchanging federal funds between projects. Following removing federal funds from a project, staff will monitor the project to assure that it is developed per the work scope in the Regional Solicitation application.

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

The 2017 air quality planning activities related to this task will focus on the regional process for conformity determination of the 2017-2020 TIP (see Task B-10 for more information). The latest EPA regional air quality model will be used.

RELATIONSHIP TO PREVIOUS WORK: The 2018-2021 TIP preparation will build on the 2017-2020 TIP.

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

PRODUCTS

Prepare Draft 2018-2021 TIP
 Adopt TIP Incl. Certification of 3-C Process, Major Projects
 Completed/Obligated in Previous Year, and an Air Quality Conformity
 Analysis
 Annual Listing of Obligated Projects

COMPLETION DATES

March
 September
 December

Process TIP amendments
TIP Annual Report
Federal Funds Exchange

As needed
October
As needed

TASK A-3 REGIONAL SOLICITATION

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

ACTIVITIES: A Regional Solicitation for federal funds was released in mid-2016 for 2020-2021 STBGP and CMAQ funds, with final project selection scheduled in January 2017. Projects selected will be programmed for inclusion in the 2018-2021 TIP, for approval in fall 2017. A Regional Solicitation Project Evaluation will be prepared to review and highlight the completion of projects. Staff will create a summary of the final products of previously funded projects.

RELATIONSHIP TO PREVIOUS WORK: A Regional Solicitation Evaluation Study was concluded in 2014, and solicitations were released in late 2014 for STP, CMAQ, and TAP projects for 2017-2019 and in mid-2015 for TDM projects for 2015-2017 using the revised criteria. A regional solicitation was released in 2016.

PRODUCTS

2016 Regional Solicitation Project Selection
Regional Solicitation Project Showcase
Regional Solicitation Project Summaries
Regional Solicitation Project Evaluation

COMPLETION DATES

Q1 2017
2017
2017
2017

TASK A-4 RESPOND TO REVISIONS IN FEDERAL TRANSPORTATION LAW

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

ACTIVITIES: Council staff will continue to work with MnDOT, TAC/TAB and the Council on interpreting and implementing any changes resulting from the FAST Act, as well as reviewing and responding to any new proposed legislation to replace the FAST Act.

RELATIONSHIP TO PREVIOUS WORK: Council staff has worked with MnDOT, federal agencies, and organizations such as AMPO on an ongoing basis to analyze changes in federal transportation law and in subsequent draft guidance produced by US DOT.

PRODUCTS

Revise Policies/Procedures

COMPLETION DATES

As needed

TASK A-5 TRANSPORTATION FINANCE

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

ACTIVITIES: Funding constraints placed on the TPP and the TIP are more demanding on the planning process than ever. Council transportation staff will undertake programming and

budgeting activities. Staff will work with MnDOT and policy makers to identify funding needs and potential funding scenarios to implement the increased revenue scenario of the 2040 TPP.

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

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

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

PRODUCTS

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

COMPLETION DATES

Ongoing
 December
 December
 December

Activity A	2017 Budget
ACTIVITY STAFF WEEKS:	278
CONSULTANT:	\$100,000
TOTAL ESTIMATED EXPENDITURES:	\$1,448,435
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$1,158,748
LOCAL: Met Council	\$289,687
TOTAL	\$1,448,435

B. COMPREHENSIVE AND SURFACE TRANSPORTATION PLANNING

TASK B-1 LAND USE AND GENERAL TRANSPORTATION PLANNING

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

APPROACH: The Metropolitan Council adopted the *2040 Transportation Policy Plan* in January 2015. This is the first TPP since the passage of MAP-21 and is the first plan for the region to incorporate a performance-based evaluation. Implementation of the *2040 TPP* will be conducted by the Council and its partners, including TAC/TAB. The Council will begin outreach and engagement activities for the 2018 update to the *2040 TPP*, as well as begin developing content for the update. Transportation planning staff implementation activities in 2017 will include:

- Participate in interdepartmental implementation teams for *Thrive MSP 2040*. Conduct additional work in equity analysis, such as examining safety outcomes and studying transportation expenditures, including preservation and maintenance spending, for potential disparities by race and income. More information can be found in Task B-9. Work being done by the two Thrive implementation teams is covered under Task B-5 for freight economic competitiveness, such as preparing an inventory of available rail and river accessible land for economic development, and under Task B-10 for climate and sustainability. Transportation planning staff works with other Council staff to ensure transportation policy is considered in ongoing planning and grant activities of other departments, such as parks, natural resources, and the Livable Communities grant program.
- Staff will continue to work with other Council staff in the preparation of guidance such as *Planelt* that directs the Comprehensive Plan updates to be submitted by local governments by December 2018. Optional Preliminary Plan Reviews by staff will be offered as a resource to local governments.
- Staff will continue to review Comprehensive Plan Amendments and environmental documents when submitted by cities, counties, and agencies.
- Staff will continue to work with University of Minnesota researchers on Center for Transportation Studies (CTS) and Humphrey School of Public Affairs activities in transportation research.
- Transportation planning staff will continue to work with other Council staff on transit-oriented development policy and guidance activities.
- Council staff participates in a regional TOD working group made up of multiple jurisdictions, agencies, and nonprofits, and assisted by other staff at the Council.
- Conduct innovative and unique outreach and engagement activities for the 2018 update to the *2040 TPP*.
- Prepare a draft 2018 update to the *2040 TPP* to be released for public comment in early 2018.

The Council will provide opportunities to the public for participation in the planning process through the Council website, open houses, public hearings, resident advisory committees, and other means listed in the citizen participation process in the previously adopted Public Participation Plan (pending adoption of a new plan by the end of 2016).

RELATIONSHIP TO PREVIOUS WORK: The regional development guide, known as *Thrive MSP 2040*, was adopted in May 2014; the *2040 Transportation Policy Plan* was updated in January 2015. The long-range transportation plan must be updated every four years to meet federal requirements; the development guide is typically updated every 10 years. A March 13, 2015 letter to MnDOT Commissioner Charlie Zelle from FHWA set the first quarter of 2019 as the date for adopting the next TPP. Transportation staff reviews updates and amendments to local comprehensive plans, which must be prepared by local units of government under state law, to ensure consistency of local comprehensive plans with regional land use and transportation plans.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT serves as the lead agency for Intelligent Transportation Systems (ITS) activities in Minnesota, including the Regional ITS architecture; Council staff continues to participate in MnDOT ITS activities. Council staff will contribute efforts

to the University of Minnesota Transitways Impacts Research Program and participate in research on Traffic, Parking, and Travel Behavior Impacts; Land Use Impacts; and Economic and Business Impacts.

PRODUCTS

Reviews of Local Comprehensive Plans, EAs, and EIS’s (including amendments)
 Participate in Various Team Activities (Including Local Planning Handbook, Livable Communities, Referrals, and Sector Reps)
 Review of Livable Communities Grants
 Participate in ITS and CTS Activities
 TOD Policy and Guidance Activities
 TPP Engagement Activities
 Gold Line Station Area Planning

COMPLETION DATES

As Needed
 As Appropriate
 Semi-annually
 Ongoing
 Ongoing
 2018
 2018

TASK B-2 PERFORMANCE-BASED PLANNING AND MEASUREMENT

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

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

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

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

In 1997, 2001, 2005, 2013, and 2016 the Council conducted transportation performance audits, and in 1999, 2003, 2007, 2009, and 2016 transit evaluations.

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

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

PRODUCTS

Refine Performance Measures for Future TPP Updates
Transportation System Performance Evaluation

COMPLETION DATES

Ongoing
2017

TASK B-3 CONGESTION MANAGEMENT PROCESS

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

ACTIVITIES: The Metropolitan Council will continue to monitor and evaluate the RTMC activities and active traffic management applications.

RELATIONSHIP TO PREVIOUS WORK: MnDOT and the Metropolitan Council prepared a Congestion Management Planning Study Phase I in 2007 which was used to help establish the policy basis for the CMP in the TPP. Phase II was developed following adoption of the 2009 TPP revision. MnDOT completed CMP III in 2012. The *2040 TPP* includes a CMP that incorporates performance-based planning elements, which will be updated by the first quarter of 2017.

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

PRODUCTS

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

COMPLETION DATES

Ongoing
Ongoing
2017

TASK B-4 CORRIDOR STUDIES

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

ACTIVITIES: Metropolitan Council, regional rail authorities, and MnDOT staffs participate on corridor study management teams, advisory committees, and task forces for many trunk highway and transit corridors. The scale of each corridor study will be consistent with the investment priorities identified in the TPP and MnDOT's Highway Investment Plan (MnSHIP). For instance, some studies may focus primarily on access management and operational activities, while other corridors will be considered for additional investments, such as managed lanes and strategic capacity enhancements. Metropolitan Council is the lead agency for design, engineering, and submitting funding applications for light rail transit (LRT) in the Southwest and Bottineau Transitways. Council planning staff also provides input on transit corridor studies and station-area land use planning lead by other agencies, primarily the county regional railroad authorities. For each corridor study, the lead agency assumes responsibility for public participation, which

typically includes newsletters, meetings, open houses, special outreach to affected businesses and communities and websites. Studies will consider environmental justice impacts at a corridor level. Staff will also provide data and modeling information to municipalities and agencies upon request to support ongoing planning and environmental studies. This may include travel forecasts or review of forecasts prepared by others. Specific corridor studies known in June 2016 are included in the product list. The Council is the local joint lead agency on the Gateway (Gold Line) Draft Environmental Impact Statement with the Washington County Regional Railroad Authority. The DEIS is evaluating bus rapid transit alternatives that would run on a dedicated guideway between downtown St Paul and Woodbury. The DEIS is scheduled for completion in early 2017.

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

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

PRODUCTS

COMPLETION DATES

I-35W North Corridor Preliminary Design Project	2017
Rush Line Pre-Project Development Study	Q2 2017
Gateway (I-94 East) Corridor DEIS	2017
Riverview Pre-Project Development Study	2017
Nicollet/Central Avenue Corridor Post-EA	Ongoing
Red Rock Monitoring	Ongoing
I-494/Highway 62 Mobility Study	Q2 2017
I-35E Corridor Management Team	Quarterly
I-94 Between the Downtowns Project	2019
TH 169 Mobility Study	2017
Highspeed Rail between the Twin Cities and Milwaukee EIS	Ongoing

TASK B-5 HIGHWAY SYSTEM PLANNING

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

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

- Staff will continue to co-lead a project with MnDOT to examine non-freeway principal arterials. It will assess the feasibility and priorities for intersection conversions into interchanges and other grade-separation solutions.
- Staff will continue to work with MnDOT on alternative roadway financing issues including the I-35E Value Pricing grant project and other MnPASS and dynamic shoulder pricing projects. Consistent policy and design decisions are needed as the region implements more managed lane MnPASS projects.
- Staff will begin work on identifying and prioritizing strategic capacity expansion projects for the Increased Revenue Scenario of the next TPP.
- Staff will begin discussion on the feasibility and potential need for a regional approach to managing the non-freeway arterial roadway system.
- Staff will continue to examine the feasibility of “superstreets” for the region.
- Staff will continue to evaluate requests for additional interchanges as submitted.
- Staff will review and approve changes to controlled access highways, as required by state law.
- Staff will continue to work closely with MnDOT to provide metro area perspective on a number of statewide studies and plans, such as updates of the Capital Highway Investment Plan (CHIP) Asset Management Plan.

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

RELATIONSHIP TO OTHER AGENCY WORK: Metropolitan Council staff will devote a significant amount of time to supporting MnDOT’s Rethinking I-94 Project. This is a large project requiring input and feedback from all partner agencies. Staff will be provided to assist in the technical contract as well as in substantial engagement activities throughout the duration of the study.

PRODUCTS

Principal Arterial Intersection Conversion Study
 Various Managed Lane Implementation Studies
 Review Highway Interchange Additions
 Review Controlled Access Highway Revisions
 MnPASS III
 I-94 Environmental Assessment (District 3)
 TH 36 Frontage Road Access Study
 Strategic Capacity Expansion Study
 Spending on the Regional Highway System

COMPLETION DATES

2017
 Ongoing
 As Needed
 As requested
 2017
 Ongoing
 2017
 2018
 2018

TASK B-6 FREIGHT PLANNING

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

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

The Metropolitan Council will continue ongoing work activities in 2017 to:

- Identify and support integration of freight considerations into land use and transportation planning activities of the Council, including implementation of *Thrive MSP 2040*, updates to the regional solicitation, and technical assistance to local government on freight planning as they prepare their 2018 comprehensive plan updates.
- Participate in freight transportation planning at MnDOT including efforts underway to implement new freight planning provisions of federal law.
- Participate in Minnesota Freight Advisory Committee (MFAC) and its Executive Committee and draw on the expertise and contributions of members of the MFAC as needed for metro area transportation planning.
- Coordinate freight data collection and analysis with partner organizations.

RELATIONSHIP TO PREVIOUS WORK:

In 2011-2013 the Metropolitan Council worked with MnDOT (Metro District and the Office of Freight and Commercial Vehicle Operations) to prepare a Twin Cities Metropolitan Area Regional Freight Study to identify freight-related trends and issues and to develop solutions for the high priority freight issues. The summary report of this study was used in preparing the *2040 Transportation Policy Plan*, and other study reports, posted on the MnDOT website, will continue to be used as needed to coordinate freight planning in the region. In 2014-15 staff participated in MnDOT's update of the state freight plan. In 2016 the Council completed the Regional Truck Freight Corridor Study to identify which highways are most important for trucks.

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

PRODUCTS

Metro Freight Initiative Implementation

COMPLETION DATES

Ongoing

TASK B-7 TRANSIT PLANNING

PURPOSE: To conduct the mid- and long-range regional transit studies, policy, planning, and implementation activities. To develop short-range implementation plans to carry out regional transit policy and ensure, through a comprehensive and coordinated review process, that proposed development plans or implementation programs are consistent with the Council's *2040 Transportation Policy Plan* and other transportation policy documents. To participate in regional transportation projects to ensure that transit alternatives are adequately addressed and considered.

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

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

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

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

PRODUCTS

COMPLETION DATES

Project Review and Referral Memoranda Related to Transit	As Needed
Development of Bus Shoulder Lanes and Other Transit-Supportive Measures in Conjunction with the Regional Highway System	Ongoing
Further Defining the Process for Setting Transitway Priorities	2018
Update of Regional Service Improvement Plan	Ongoing
Modern Streetcar Policy Study	Ongoing
Last Mile Employer Transit Connections Study	2017
Park and Ride Demand Model Work	2017

TASK B-8 BICYCLE AND PEDESTRIAN PLANNING

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

ACTIVITIES: The Council's *2040 TPP* supports and encourages bicycle and pedestrian planning and staff provides regional coordination and technical assistance. The *2040 TPP* established a Regional Bicycle Transportation Network (RBTN), with prioritized regional bicycle corridors and general alignments. The defined RBTN corridors are intended to serve as the backbone arterial system for biking in the region and to encourage planning and implementation of this regional network by cities, counties, parks agencies, and the state. Refinement and implementation of the RBTN is ongoing and corridor refinements and specific alignment designations will continue in 2017. Closely related to this effort will be the forthcoming Regional Bicycle Barriers Study intended to highlight deficiencies in crossing opportunities along physical regional barriers and to identify locations with high potential for barrier crossing project development.

Metropolitan Council staff is developing a new tool for updating the regional bicycle system inventory. Metropolitan Council staff will be collaborating with local agencies to update and maintain the regional bicycle system inventory map. The new mapping tool will allow local agencies to upload their local bike plan networks to a regional map database. This regional database will be managed by Council staff and then made exportable to agencies and the general public via the Metro GIS dafafinder. In 2017 the Regional Bicycle Barrier Study will be completed and a Pedestrian Safety and Crash Analysis will be completed before the next TPP update.

In 2017 staff will continue purchasing automated bicycle and pedestrian count equipment for use in collecting count data for regional planning. MnDOT has been leading the development of automated bicycle and pedestrian count data collection in the state, and Council staff participate in MnDOT's Bicycle and Pedestrian Count Task Force. A regional count program pilot will enable staff to collect data for locations appropriate for regional planning uses, such as (but not limited to) identifying usage trends, determining exposure for safety analyses, and model calibration.

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

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

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

PRODUCTS	COMPLETION DATES
Compile Regional Bicycle System Inventory/Public via Metro GIS	Ongoing
Regional Bicycle Transportation Network implementation	Ongoing
Bicycle and Pedestrian Count Program	Ongoing
Regional Bicycle Barriers Study	2017
Pedestrian Safety and Crash Analysis	2017

TASK B-9 ENVIRONMENTAL JUSTICE AND EQUITY

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

During 2017 cooperative activities will continue with the counties and other social service providers on transportation assistance to clients. Although the JARC program was not included in the FAST Act, efforts will continue to disburse JARC funds granted to the region in previous years.

ACTIVITIES: Council staff participates in the Equity Implementation Team and the departmental Equity Change Team within the Metropolitan Council. The Metropolitan Council has also hired a full time staff member in the Communications department who focuses on transportation issues in order to effectively engage the public, including traditionally underrepresented communities, in transportation planning efforts. Title VI and DBE activities are referenced under Task A-1 and transportation services for people with disabilities can be found under Task D-2. This section is intended to highlight work that goes beyond minimum federal requirements for environmental justice.

RELATIONSHIP TO PREVIOUS WORK: The Council has operated in accordance with executive order 12898 since the order was issued. In 2015 the TAB and Council members participated in a workshop to provide a common understanding of equity and its application to regional transportation policy and making policy-driven investments. Council staff has participated in the Council’s Equity Implementation Team and the Metropolitan Transportation Services Equity Change Team since 2015.

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

PRODUCTS	COMPLETION DATES
Equity Analysis Study	2017
Access to Jobs Implementation	Ongoing

TASK B-10 AIR QUALITY AND CLIMATE CHANGE PLANNING

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

ACTIVITIES: During 2017, the Council, MnDOT and the MPCA will continue the regional and state air quality planning and coordination activities with through the interagency air quality and transportation committees and work groups formed to address the CAA conformity requirements.

- Council staff will organize and work with the Minnesota Interagency Air Quality and Transportation Committee (MNIAQTPC) to consult on air quality issues and State Implementation Plan (SIP) updates as necessary.
- Air conformity analysis will be carried out for the 2018-2021 TIP.
- The roles and responsibilities of the interagency committee and work groups are defined in the interagency consultation procedures developed collaboratively.
- MPCA and the Council will continue to participate in the activities of Clean Air Minnesota (CAM), a public-private partnership that works to achieve measurable, voluntary emissions reductions.
- The MNIAQTPC will continue to implement the EPA approved Limited Maintenance Plan for carbon monoxide. If the area were to enter nonattainment with either the current or future National Ambient Air Quality Standards, the MNIAQTPC will assist in developing possible control strategies to reduce ambient concentrations of the pollutant of concern.
- The Council will continue to collaborate on inter-agency efforts to address climate change. The Council will provide technical assistance to local governments in quantifying and reducing greenhouse gas emissions.
- The Council working with MPCA will develop effective strategies to address the greenhouse gas emissions reduction goals of the 2007 Next Generation Energy Act and integrate them into the transportation planning process.
- The Council will continue to work on internal climate change and sustainability initiatives.
- The Council will create a CMAQ plan to evaluate the effectiveness of regional activities, pending the release of the requirements for the CMAQ plan from the USDOT.

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

In 2017, the MPCA and Environmental Initiative will continue to facilitate a conversation among leaders in the business, government and nonprofit sectors to seek new opportunities for voluntary emissions reduction, lay groundwork for future collaboration to improve air quality in Minnesota, and prepare for potential nonattainment designations. In 2013 a work group named “Minnesota Clean Air Dialogue” (CAD) was formed and tasked with identifying the most efficient and effective ways to meet or exceed potential new federal standards through a process of collective problem solving and consensus decision-making. The Work group members included among others, the

MPCA, MnDOT, Council, and assisted by additional technical experts, developed and came to consensus on a set of complementary initiatives to voluntarily reduce emissions associated with ozone and fine particle pollution. The MPCA and its contractor Environmental Initiative are now working to coordinate the next phase of this effort, called Clean Air Minnesota, which aims to bring together partners across multiple sectors to proactively develop, fund, and implement some of the projects that were recommended by CAD. Over the past several years, the Environmental Quality Board has been leading a Work Group with Partner Agencies including: the MPCA, the Council, MnDOT, Commerce, DNR, Agriculture and Health called “The Climate Solutions and Economic Opportunity.” The work group is evaluating policy options from across Minnesota’s major economic sectors for their potential to grow our economy and to reduce greenhouse gases that contribute to climate change. The Council also has an on-going Climate Change and Environmental Sustainability work group that focuses on internal activities at the Council to reduce the carbon footprint of the agency as a whole. Many of the initiatives coordinated by this group also impact and benefit the cities and other agencies of the region through activities such as urban forestry, solar gardens, and energy management.

RELATIONSHIP TO PREVIOUS WORK: The Council annually prepares a conformity determination of the TIP, and as needed for regionally significant amendments and prepared the most recent conformity determination of the *2040 Transportation Policy Plan* and 2017-2020 TIP in 2016. The Council signed the Transportation Conformity SIP, which lays out interagency roles and responsibilities in conformity determination in 2014- this was approved by USEPA in 2015

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

PRODUCTS

SIP Revision for Minnesota
 Implement SIP Limited Maintenance Plan
 PM2.5/Ozone Emissions Reduction Strategies Effort
 Environmental Initiatives Clean Air Minnesota Work Group
 Minnesota Climate Solutions and Economic Opportunities (CSEO)
 Next Steps
 Conformity Analysis of 2018-2021 TIP
 Conformity Analysis of regionally significant TIP and TPP amendments

COMPLETION DATES

As needed
 Ongoing
 Ongoing
 Ongoing
 Ongoing
 April
 As needed

Activity B	2017 Budget
ACTIVITY STAFF WEEKS:	600
CONSULTANT:	\$311,500
TOTAL ESTIMATED EXPENDITURES:	\$2,325,937
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$1,860,750
LOCAL: Met Council	\$465,187
TOTAL	\$2,325,937
Activity B-1 Gold Line Station Area	
FEDERAL: (non-CPG)	\$1,000,000
LOCAL: TOD Planning Grant	\$300,000
TOTAL:	\$1,300,000

C. RESEARCH AND TRAVEL FORECASTING

TASK C-1 TRAVEL FORECASTING AND TECHNICAL SUPPORT

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

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

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

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

PRODUCTS

- GIS Database
- Demographic Forecasts
- Land use/Transportation Model

COMPLETION DATES

- Ongoing
- Ongoing
- December

TASK C-2 URBAN TRAVEL RESEARCH AND FORECASTING

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

ACTIVITIES: The Metropolitan Council and MnDOT will continue joint efforts in developing and implementing data collection programs to support transportation behavior analysis and forecast model development. In 2010-2015, the decennial Travel Behavior Inventory (TBI) was conducted and disseminated. In 2015, the Council performed the TBI program evaluation, looking at the uses of new technology, new survey methods, and the practice of the composition and timing of travel surveys. In 2017, the Council will begin implementing a new TBI program for the next decade, which will include more frequent household travel surveys using new technologies and methods, third party data purchases, and other ancillary data collection. In 2016 the Council performed its quinquennial transit on board survey to provide data to update forecast models following several major transit service changes. The Council will continue to perform and support research on regional travel based on the TBI. The TBI data will be used to update the Regional Travel Demand Forecast Model. In 2015, the Council completed development of an activity-based model based on the 2010 TBI. Refinement, testing, application, and release of the new model will continue through 2017. Development and refinement of base highway, transit, freight, and pedestrian/bicycle networks will continue. The Council will continue to perform additional data

collection as needed to support model development and improvement. The Council will work with MnDOT to explore integrating dynamic traffic assignment into the forecast model. The Council will continue to investigate additional model improvements such as more detailed bicycle/pedestrian forecasting. The Council will also provide technical assistance and satisfy data requests from other agencies, local units of government and consultants for regional studies, emissions inventories, comprehensive plans, corridor studies, or project planning. It is anticipated that the Council will experience an increase in requests for data and technical assistance as new corridor studies and comprehensive plan updates are initiated. The Council will continue to provide technical assistance and review of major highway and transit corridor and project forecasting. Council forecast staff also reviews the reasonableness of forecasts in local plans, environmental documents, etc. that are transmitted to the Council. Staff will continue to review and analyze information from federal data sources such as the Census Transportation Planning Package, the American Community Survey, the National Household Travel Survey, and other data sources. Staff will work with MnDOT to coordinate assessment and purchasing of third-party transportation data where appropriate.

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

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

PRODUCTS

COMPLETION DATES

Distribute Travel Forecast Model and Provide Needed Training and Documentation	As Needed
Provide Traffic Forecasts in Support of Council and MnDOT Studies	As Needed
Provide Technical Assistance, Support, and Review for Traffic Forecasts performed by regional partners	As Needed
Continued Model Development and Enhancement	Ongoing
Transit On Board Survey Data and Report	2017
TBI Survey Reports, Data Distribution and Data Analysis	Ongoing
Other Data Collection	As Needed
TIP Forecast (for Use in Air Quality Conformity Finding)	April and as needed
TPP Forecast (for Use in Conformity Finding and Scenario Analysis)	As Needed

TASK C-3 TRAFFIC MONITORING AND EVALUATION

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

ACTIVITIES: MnDOT, working through the Office of Transportation Data Analysis, the State Aid for Local Transportation Division, Traffic Management Center and District Traffic Engineer in the Metro District, has established a cooperative counting program with the counties and municipalities. This cooperative program was undertaken for efficiency, convenience and to

prevent duplication of vehicle counts, and is part of the overall statewide traffic monitoring program. Special counts will be taken as the need is identified. This work provides a database for identifying trends, and evaluating system performance.

RELATIONSHIP TO PREVIOUS WORK: Traffic counting is conducted in the seven-county metropolitan area on a 2 year cycle for all Trunk Highways, County Roads, County State Aid Highways (CSAH), and a few Municipal State Aid Streets (MSAS). Most MSAS's are counted on a 4 year cycle. There are about 9000 sites where traffic counts are collected. MnDOT's Metro District personnel conduct the counts on almost all of the 1000 Trunk Highway locations. Metro county field staff collects data on all 2850 County and CSAH locations, and municipal field staff collects data on the remaining 5150 MSAS locations. Traffic volumes representing Annual Average Daily Traffic (AADT) are shown on traffic volume maps available online in pdf format. These maps cover the seven-county metropolitan area and include individual municipal maps showing the volumes on the Trunk Highway, County, and MSAS systems. All of these AADT estimates including Heavy Commercial AADT (HCADT) estimates are available through the interactive basemap or by using the GIS shape file product. More information about the program as well as all of the available data is located on the web:

http://www.dot.state.mn.us/traffic/data/html/volume_program.html

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

PRODUCTS

Seven-county Metro Area Traffic Volume Maps (2015 volumes)
 Seven-county Metro Area Flow Map (2015 volumes)

COMPLETION DATES

July
 September

Activity C	2017 Budget
ACTIVITY STAFF WEEKS:	180
CONSULTANT:	\$315,000
TOTAL ESTIMATED EXPENDITURES:	\$895,014
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$716,011
LOCAL: Metropolitan Council	\$179,003
TOTAL	\$895,014
DATA COLLECTION PROJECTS:	
FEDERAL: (non-CPG)	\$200,000
LOCAL: Met Council, MnDOT, and Other	\$650,000
TOTAL	\$850,000

D. OPERATIONS AND MANAGEMENT

TASK D-1 TRANSIT IMPLEMENTATION & EVALUATION

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

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

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

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

PRODUCTS

Monitor provider performance and financial status
Transit Implementation assistance and activities

COMPLETION DATES

Ongoing
Ongoing

TASK D-2 TRANSPORTATION PLANNING FOR PEOPLE WITH DISABILITIES

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

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

The Council will continue to study the likely increase in demand for Metro Mobility services. The Human Services Coordination Plan will begin the updating process in 2016 with assistance from Metropolitan Transportation Services Operations division and will conclude in 2017.

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

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

PRODUCTS

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

COMPLETION DATES

Ongoing
 Monthly
 2017
 2017

TASK D-3 RIGHT OF WAY ACQUISITION LOAN FUND

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

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

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

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

Activity D (excluding RALF)	2017 Budget
ACTIVITY STAFF WEEKS:	156
CONSULTANT:	\$0
TOTAL ESTIMATED EXPENDITURES:	\$529,253
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$423,403
LOCAL:	\$105,851
TOTAL ESTIMATED EXPENDITURES:	\$529,253
RALF ONLY	
ACTIVITY STAFF WEEKS:	6
CONSULTANT:	\$0
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$0
LOCAL:	\$39,832
TOTAL ESTIMATED EXPENDITURES:	\$39,832

E. AVIATION TRANSPORTATION PLANNING

TASK E-1 AVIATION TRANSPORTATION PLANNING

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

ACTIVITIES: This activity will continue an aviation system planning program including an aviation database, identification of needs, and evaluation of system performance. Coordination activities continue with MnDOT Aeronautics, Metropolitan Airports Commission (MAC), other airport sponsors, communities, and users on the various metro aviation activities. Other activities include reviews/approvals of individual airport long-term comprehensive plans (LTCPs) and LTCP amendments, airport project environmental evaluations, airport annual capital improvement programs, and land use (noise, safety, and infrastructure) compatibility planning. This task also includes ongoing reviews of the aviation elements of local comprehensive plans and comprehensive plan amendments. Continued coordination will occur on review of projects to implement the MSP 2030 Long-Term Comprehensive Plan. Special efforts will be made in 2017 to assist local governments in updating aviation elements of their comprehensive plans due in 2018.

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

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

PRODUCTS

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

COMPLETION DATES

Ongoing
 As needed/2017
 January
 As needed
 Ongoing
 2017

Activity E	2017 Budget
ACTIVITY STAFF WEEKS:	56
CONSULTANT:	\$0
TOTAL ESTIMATED EXPENDITURES:	\$138,729
SOURCES OF FUNDS:	
FEDERAL:	\$0
LOCAL:	\$35,579
LOCAL: MAC	\$103,150
TOTAL	\$138,729

III. APPENDICES

A. 2017 UNIFIED PLANNING WORK PROGRAM BUDGET

Task	Task Title	Staff Weeks 2017	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost	UPWP Federal	Local Met C	Local MAC	Other Federal	Total	Percent Local
A	Planning and Programming Process	278	\$592,041	\$100,000	\$756,395	\$1,448,435	\$1,158,748	\$289,687			\$1,448,435	20%
B	Comprehensive & Land Transp PI	600	\$1,246,211	\$311,500	\$768,226	\$2,325,937	\$1,860,750	\$465,187			\$2,325,937	20%
C	Research & Travel Forecasting	180	\$358,819	\$315,000	\$221,194	\$895,014	\$716,011	\$179,003			\$895,014	20%
D	Operations and Management	156	\$327,417	\$0	\$201,836	\$529,253	\$423,403	\$105,851			\$529,253	20%
UPWP		1,214	\$2,524,488	\$726,500	\$1,947,652	\$5,198,640	\$4,158,912	\$1,039,728	\$0	\$0	\$5,198,640	20%
E	Aviation Transportation Planning	56	\$85,823		\$52,906	\$138,729		\$35,579	\$103,150		\$138,729	100%
D-4	RALF	6	\$24,642		\$15,190	\$39,832		\$39,832			\$39,832	100%
MAC		62	\$110,465	\$0	\$68,096	\$178,561	\$0	\$75,411	\$103,150	\$0	\$178,561	100%
Total UPWP		1,276	2,634,953	726,500	2,015,748	5,377,200	4,158,912	1,115,139	103,150	-	5,377,200	100%

Task	Task Title	Staff Weeks 2017	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost	UPWP Federal	Local Met C	Local MAC	Other Federal and Local	Total	Percent Local
B	Gold Line Station Area Planning			\$1,300,000		\$1,300,000				\$1,300,000	\$1,300,000	33%
C	Travel Behavior Inventory (TBI) Study			\$500,000		\$500,000	\$200,000	\$300,000			\$500,000	60%
C	On Board Survey			\$350,000		\$350,000		\$350,000			\$350,000	100%
Other Studies/Consulting		-	-	850,000	-	\$850,000	\$200,000	\$650,000	\$0	\$0	\$850,000	100%
Total UPWP and Related Consulting		1,276	2,634,953	1,576,500	2,015,748	6,227,200	4,358,912	1,765,139	103,150	-	6,227,200	100%

2017 UPWP Program Budget -- Salary Portion

UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount	Total Funding Amount
A	Planning and Programming Process			\$592,040.56
A-1	Planning Program Support and Administration	\$254,116.96	\$63,529.24	\$317,646.20
A-2	TIP Development and Management	\$42,626.92	\$10,656.73	\$53,283.65
A-3	Regional Solicitation	\$47,363.24	\$11,840.81	\$59,204.06
A-4	Respond to Revisions in Federal Transportation Law	\$14,208.97	\$3,552.24	\$17,761.22
A-5	Transportation Finance	\$94,726.49	\$23,681.62	\$118,408.11
B				\$1,246,210.97
B-1	Land Use and General Transportation Planning	\$348,939.07	\$87,234.77	\$436,173.84
B-2	Performance-Based Planning and Measurement	\$19,939.38	\$4,984.84	\$24,924.22
B-3	Congestion Management Process	\$179,454.38	\$44,863.59	\$224,317.97
B-4	Corridor Studies	\$179,454.38	\$44,863.59	\$224,317.97
B-5	Highway System Planning	\$19,939.38	\$4,984.84	\$24,924.22
B-6	Freight Planning	\$39,878.75	\$9,969.69	\$49,848.44
B-7	Transit Planning	\$99,696.88	\$24,924.22	\$124,621.10
B-8	Bicycle and Pedestrian Planning	\$69,787.81	\$17,446.95	\$87,234.77
B-9	Environmental Justice and Equity	\$19,939.38	\$4,984.84	\$24,924.22
B-10	Air Quality and Climate Change Planning	\$19,939.38	\$4,984.84	\$24,924.22
C	Research and Travel Forecasting			\$358,819.44
C-1	Travel Forecasting and Technical Support	\$169,362.78	\$42,340.69	\$211,703.47
C-2	Urban Travel Research and Forecasting	\$109,081.11	\$27,270.28	\$136,351.39
C-3	Traffic Monitoring and Evaluation	\$8,611.67	\$2,152.92	\$10,764.58
D	Operations and Management			\$327,417.00
D-1	Transit Implementation & Evaluation	\$86,422.16	\$21,605.54	\$108,027.70
D-2	Transportation Planning for People with Disabilities	\$99,849.09	\$24,962.27	\$124,811.36
D-3	Right of Way Acquisition Loan Fund		\$24,641.81	\$24,641.81
E	Aviation Transportation Planning			\$85,823.06
E-1	Aviation Transportation Planning		\$85,823.06	\$85,823.06

B. ROLES AND RESPONSIBILITIES OF PARTICIPANTS

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

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

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

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

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

C. FEDERAL FACTORS CONSIDERED BY PROGRAM ELEMENT

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

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

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

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



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ACTION TRANSMITTAL No. 2016-41

DATE: July 25, 2016
TO: Technical Advisory Committee
FROM: TAC Funding & Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for Dakota County US 52 / CSAH 42 Interchange Reconstruction Project
REQUESTED ACTION: Dakota County requests a scope change to its US 52 / CSAH 42 interchange reconstruction (SP # 019-642-059) to extend the project limits by 0.2 miles to the east, construct a left turn lane to a public entrance, and taper the four-lane section to the existing two-lane section beyond the entrance.
RECOMMENDED ACTION: That the Technical Advisory Committee recommend to the Transportation Advisory Board approval of the requested scope change.

BACKGROUND AND PURPOSE OF ACTION: Dakota County was awarded \$7,280,000 in the 2014 Regional Solicitation's Roadway Expansion category to reconstruct the interchange at US 52 and CSAH 42 (145th Street) in Rosemount. The project will reconstruct the interchange, replace two bridges on US 52, expand CSAH 42 from a two-lane to a four-lane roadway, and provide left turn lanes on CSAH 42.

The County is requesting an extension of the eastern terminus by 0.2 miles. This extension would accommodate construction of a left-turn lane into the existing parking lot at Rich Valley Golf Course and tapering of the four-lane roadway to the existing two-lane section beyond that entrance.

If the scope change is granted, these additional project elements will be paid for with local funds.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment request accompanies this request.

STAFF ANALYSIS: Working with the scorers from the Solicitation, Metropolitan Council staff reviewed the original project and scoring. The increased cost led to reduced cost-effectiveness scores, with two scores reporting a 29-point total score reduction from 595 to 566, which is still higher than the 540 points awarded to the lowest-scoring funded project in the category.

Staff does not find any reason to re-examine the federal contribution to this project, as no benefits or elements from the original application would be removed or compromised by this proposed scope change.

COMMITTEE COMMENTS AND ACTION: At its July 21, 2016 meeting, the TAC Funding & Programming Committee unanimously recommended approval of the scope change request.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	7-21-2016
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



Physical Development Division
Steven C. Mielke, Director

June 27, 2016

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

Environmental Resources
Land Conservation
Groundwater Protection
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Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

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

RE: SP 019-642-059 US Hwy 52 & County State Aid Highway 42 Interchange –
Scope Change Request

Dear Mr. Mayasich:

Dakota County was successful in the 2014 Regional Solicitation for Federal Surface Transportation Program (STP) funding to reconstruct the US Hwy (TH) 52 & County State Aid Highway (CSAH) 42 interchange in Rosemount. The 2016-2020 Metropolitan Council Transportation Improvement Program identifies the project as being from 0.5 miles west of TH 52 to 0.5 miles east of TH 52. The project has \$7,280,000 in federal funding and a total project cost of \$10,000,000. The objective and benefits of the project remain unchanged and consistent with the original intent of the project, but Dakota County desires to extend the project to accommodate additional safety measures along CSAH 42. Please consider this formal scope change request and the ability to retain federal funding levels in order to move forward with the project's revised scope.

ORIGINAL PROJECT DESCRIPTION AND BENEFITS

To better address safety and operations at the interchange, the project will:

- Reconstruct the interchange at TH 52 and CSAH 42
- Replace two bridges on TH 52
- Expand CSAH 42 from a 2-lane to a 4-lane roadway from TH 52 to Conley Ave.
- Provide protected left turn lanes on CSAH 42

The objectives and benefits of the TH 52/CSAH 42 interchange reconstruction are to:

- Improve safety and sight distance
- Enhance operations along CSAH 42
- Reduce delays at the interchange

The original project objectives and benefits as defined above remain unchanged and will be achieved with the project. The change in scope will also maintain the original project objectives and benefits as identified in the STP application where the scope change applies.

REQUESTED CHANGE OF SCOPE

Since the 2014 STP application, the Dakota County project management team has been working closely with the City of Rosemount and area stakeholders to evaluate additional needs along the CSAH 42 corridor. During the stakeholder involvement process and the geometric layout development process, it was identified that additional left turn lane accommodations would provide increased safety along the corridor.

This additional involvement and development yielded the following change to the original scope.

- Extend the project limits by 0.2 miles to the east
- Construct a left turn lane to a public entrance east of Conley Ave.
- Taper to existing 2-lane section after the entrance

Attached are the 2014 STIP application, the original project concept, and the proposed concept.

The scope change revision improvements as noted maintain the identified benefits as cited in the original application by providing additional safety measures to support left turning traffic to commercial destinations. It also provides additional separation between eastbound and westbound traffic on CSAH 42, which improves the safety of the corridor.

MODIFIED PROJECT DESCRIPTION AND COST ESTIMATE

The overall original objectives and benefits remain unchanged and will be achieved with this project. Change in scope as defined in the new project limits will also maintain the original project objectives and benefits cited in the original application where the requested scope change applies.

Table 1	STP Applicaton	Estimate			
Original Description:	CSAH 42, FROM 0.5 MILE EAST OF CSAH 71 TO 0.5 MILE E OF US 52 IN ROSEMOUNT- RECONSTRUCT TO A FOUR-LANE DIVIDED ROADWAY, RECONSTRUCT US52 AND REPLACE BRIDGES 19001 (NEW BRIDGE 19005) AND 19002 (NEW BRIDGE 19006), RECONSTRUCT ACCESS RAMPS (TIED TO 1906-68)	\$10,000,000			

	Federal	State	Other	Total
2016-2020 TIP	\$7,280,000	\$0	\$2,720,000	\$10,000,000

Table 2	Revised Project Scope	Estimate			
Revised Description:	CSAH 42, FROM 0.5 MILE EAST OF CSAH 71 TO 0.7 MILE E OF US 52 IN ROSEMOUNT- RECONSTRUCT TO A FOUR-LANE DIVIDED ROADWAY, RECONSTRUCT US52 AND REPLACE BRIDGES 19001 (NEW BRIDGE 19005) AND 19002 (NEW BRIDGE 19006), RECONSTRUCT ACCESS RAMPS (TIED TO 1906-68)	\$12,500,000			

	Federal	State	Other	Total
2017-2021 TIP	\$7,280,000	\$3,100,000	\$2,120,000	\$12,500,000

It should be noted that the draft 2017-2021 TIP includes a revised total cost estimate of \$12,400,000 due to more refined bridge and construction staging costs. The additional cost to accommodate the proposed extension is approximately \$100,000.

Dakota County would propose that the formal scope change request and the ability to retain federal funding levels for the project is allowed to move forward. If you have any questions, please contact me by phone at 952-891-7981 or by e-mail at jacob.rezac@co.dakota.mn.us.

Thank you.

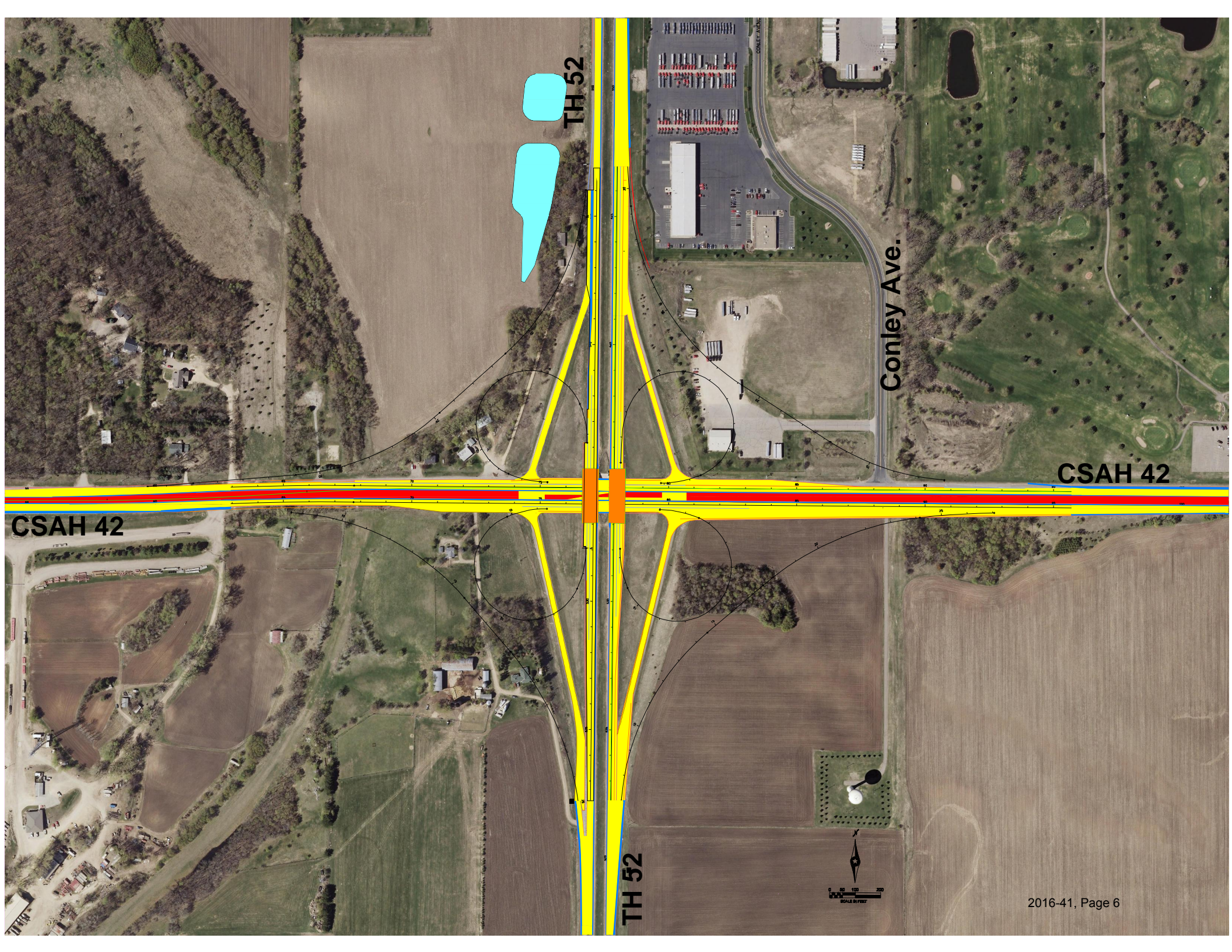
Sincerely,



Jacob Rezac
Project Manager

Cc: Mark Krebsbach, Dakota Co.
Scott Eue, MnDOT Metro State Aid
Colleen Brown, MnDOT State Aid

Enclosures: (1) 2014 STP Application Layout Concept
(2) TH 52/CSAH 42 Interchange Concept with Proposed Extension
(3) Updated TH 52/CSAH 42 Cost Estimate



TH 52

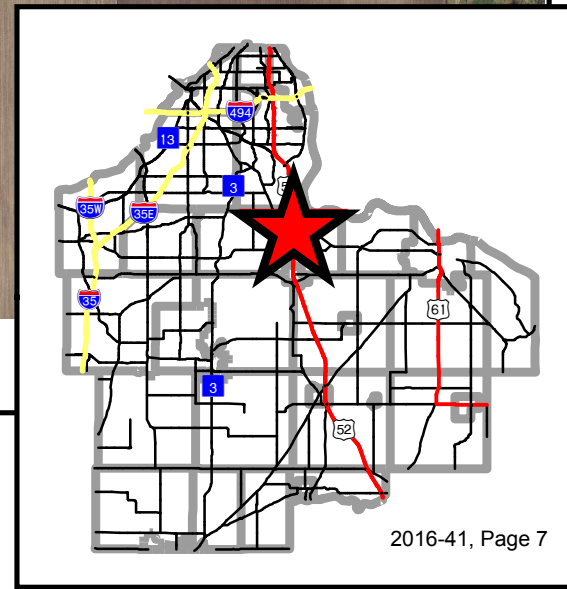
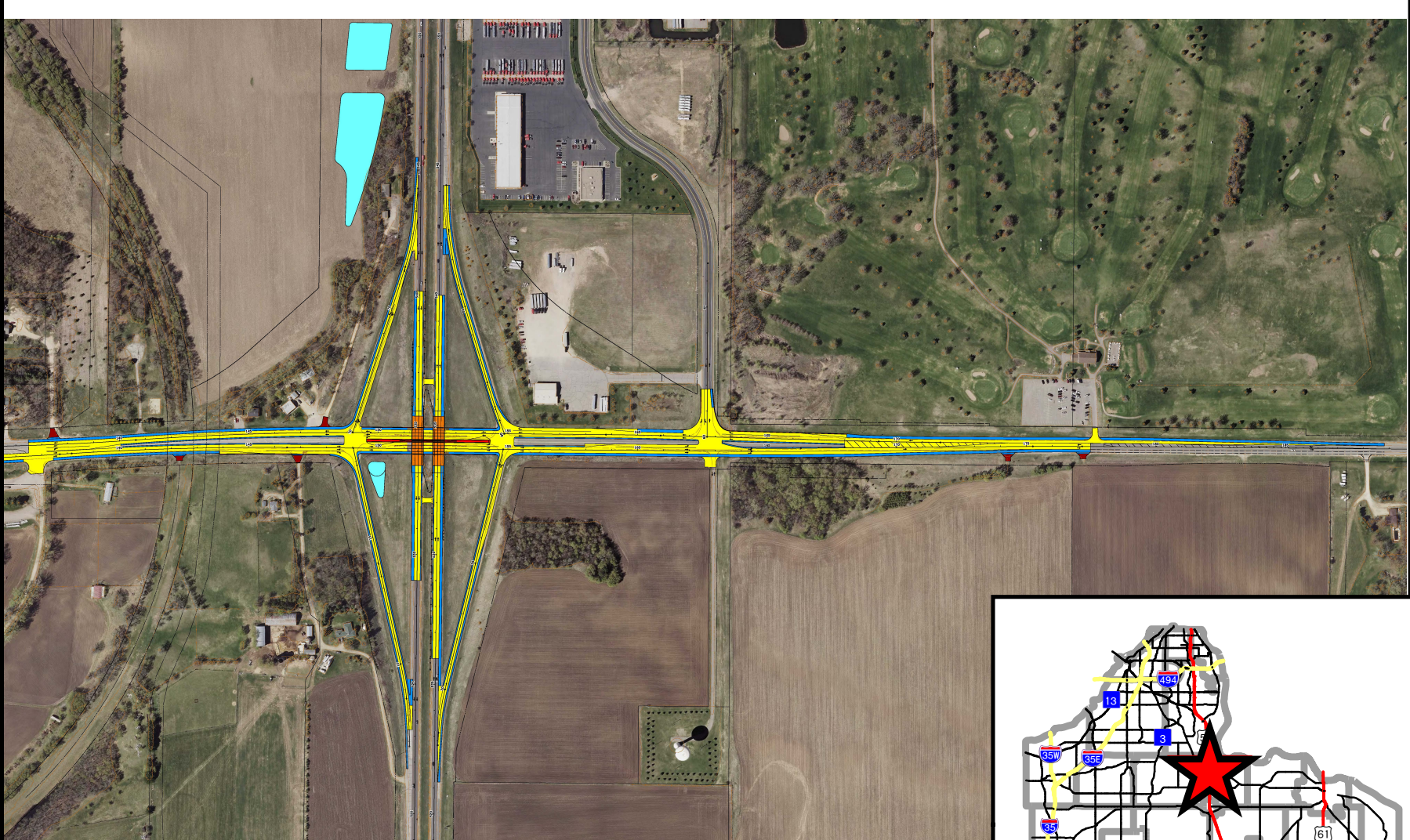
Conley Ave.

CSAH 42

CSAH 42

TH 52





County Project 42-82

Estimate of Project Costs

Fill out the scoping sheet below and provide the cost estimate for the project. Applicants are not required to fill out each row of the cost estimate. The list of project elements is meant to provide a framework to think about the types of costs that may be incurred from the project. The total cost should match the total cost reported for the project on the first page of this application. Costs for specific elements are solely used to help applicants come up with a more accurate total cost; adjustments to these specific costs are expected as the project is more fully developed. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
Specific Roadway Elements		
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$550,000
<input checked="" type="checkbox"/>	Removals (approx. 5% of total cost)	\$550,000
<input checked="" type="checkbox"/>	Roadway (grading, borrow, etc.)	\$3,755,000
<input checked="" type="checkbox"/>	Roadway (aggregates and paving)	\$3,000,000
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input checked="" type="checkbox"/>	Storm Sewer	\$375,000
<input checked="" type="checkbox"/>	Ponds	\$250,000
<input checked="" type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$400,000
<input checked="" type="checkbox"/>	Traffic Control	\$75,000
<input checked="" type="checkbox"/>	Striping	\$100,000
<input checked="" type="checkbox"/>	Signing	\$45,000
<input checked="" type="checkbox"/>	Lighting	\$250,000
<input checked="" type="checkbox"/>	Turf - Erosion & Landscaping	\$50,000
<input checked="" type="checkbox"/>	Bridge	\$3,100,000
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	RR Crossing	\$
<input type="checkbox"/>	Roadway Contingencies	\$
<input type="checkbox"/>	Other Roadway Elements	\$
Specific Bicycle and Pedestrian Elements		
<input type="checkbox"/>	Path/Trail Construction	\$
<input type="checkbox"/>	Sidewalk Construction	\$
<input type="checkbox"/>	On-Street Bicycle Facility Construction	\$
<input type="checkbox"/>	Right-of-Way	\$
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$
<input type="checkbox"/>	Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$
<input type="checkbox"/>	Pedestrian-scale Lighting	\$

<input type="checkbox"/>	Streetscaping	\$
<input type="checkbox"/>	Wayfinding	\$
<input type="checkbox"/>	Bicycle and Pedestrian Contingencies	\$
<input type="checkbox"/>	Other Bicycle and Pedestrian Elements	\$
Specific Transit and TDM Elements		
<input type="checkbox"/>	Fixed Guideway Elements	\$
<input type="checkbox"/>	Stations, Stops, and Terminals	\$
<input type="checkbox"/>	Support Facilities	\$
<input type="checkbox"/>	Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$
<input type="checkbox"/>	Vehicles	\$
<input type="checkbox"/>	Transit and TDM Contingencies	\$
<input type="checkbox"/>	Other Transit and TDM Elements	\$
TOTAL CONSTRUCTION COST		\$
Transit Operating Costs		
<input type="checkbox"/>	Transit Operating Costs	\$
TOTAL TRANSIT OPERATING COST		\$
TOTAL COST		\$12,500,000

ACTION TRANSMITTAL No. 2016-42

DATE: July 25, 2016
TO: Technical Advisory Committee
FROM: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2017-2020 TIP Amendment: Dakota County US 52 / CSAH 42 Interchange
REQUESTED ACTION: Dakota County requests a scope change to its TH 52 / CSAH 42 Interchange project (SP # 019-642-059 and 1906-68) to amend project cost and extend the eastern terminus by 0.2 miles.
RECOMMENDED MOTION: That the Technical Advisory Committee recommend to the Transportation Advisory Board approval of an amendment to the 2017-2020 TIP to adjust project cost and description of the Dakota County US 52 / CSAH 42 Interchange project (SP # 019-642-059 and 1906-68) for the purpose of release for a public comment period.

BACKGROUND AND PURPOSE OF ACTION: Dakota County was awarded \$7,280,000 in the 2014 Regional Solicitation to reconstruct the interchange at US 52 and CSAH 42 (145th Street) in Rosemount. The project includes replacement of two bridges on US 52 and expansion of CSAH 42 to a four-lane facility from US 52 to Conley Avenue.

The County is requesting that the project limit be extended by 0.2 miles to the east, a left turn lane be constructed leading to the public golf course entrance, and that the four-lane roadway be tapered to the existing two-lane section east of the golf course entrance. This necessitates a TIP description change and minor cost change.

Since it was originally programmed, this project was awarded \$3,100,000 from the Transportation Economic Development (TED) program, enabling a reduction in local funds from \$5,120,000 to \$2,020,000 (\$2,120,000 after a \$100,000 project cost increase reflected in this proposed TIP amendment).

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, state, and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. Approval of this TIP amendment must be contingent on the approval of the accompanying

scope change and approval of the 2017-2020 TIP by the United States Department of Transportation during the fall of 2016. The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally significant project as part of its conformity analysis for the 2017-2020 TIP. The analysis has resulted in a conformity determination that the projects included in the 2017-2020 TIP will meet all relevant regional emissions analysis and budget tests. The 2017-2020 TIP will conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings along with a 21-day public comment period for this amendment due to the project's regional significance in adding capacity.

COMMITTEE COMMENTS AND ACTION: At its July 21, 2016 meeting, the TAC Funding & Programming Committee unanimously recommended approval of the TIP amendment request for the purpose of release for a public comment period.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	7-21-2016
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

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

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	M I L E S
	2017	M	M	CSAH 42	019-642-059	Dakota County	CSAH 42, from 0.5 mile E of CSAH 71 to 0.5 mile E of US52 in Rosemount-Reconstruct to a four-lane divided roadway, reconstruct US52 and replace Bridges 19001 (New Bridge 19005) and 19002 (New Bridge 19006), reconstruct access ramps (Tied to 1906-68)	2.0
							CSAH 42, from 0.5 mile E of CSAH 71 to 0.7 mile E of US52 in Rosemount-Reconstruct to a four-lane divided roadway, reconstruct US52 and replace Bridges 19001 (New Bridge 19005) and 19002 (New Bridge 19006), reconstruct access ramps (Tied to 1906-68)	2.2
	2017	M	M	US 52	1906-68	MNDOT	**TED**US 52 at CSAH 42, from 0.5 mile E of CSAH 71 to 0.5 mile E of US52 in Rosemount-Reconstruct to a four-lane divided roadway, reconstruct US52 and replace bridges 19001 (New Bridge19005) and 19002 (New Bridge 19006), reconstruct access ramps (tied to 019-642-059)	2.0
							TEDUS 52 at CSAH 42, from 0.5 mile E of CSAH 71 to 0.7 mile E of US52 in Rosemount-Reconstruct to a four-lane divided roadway, reconstruct US52 and replace bridges 19001 (New Bridge19005) and 19002 (New Bridge 19006), reconstruct access ramps (tied to 019-642-059)	2.2

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
MC	Grade and bridge	STPBG (STP)	\$12,400,000 \$9,400,000	\$7,280,000				\$5,120,000 \$2,120,000
AM	Grade and bridge	SF	\$3,100,000				\$3,100,000	

PROJECT BACKGROUND:

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

This TIP amendment is required due to a change terminus and funding source. This amendment would reflect the .2-mile change in project terminus and a minor cost increase. The 2017-2020 TIP is scheduled to be approved by the Metropolitan Council on September 28, after which time it will be provided to MnDOT and then in federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2017-2020 TIP, it will not be official until after that approval is granted.

2. How is fiscal constraint maintained as required by 23 CFR 450.216 (check all that apply)?

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

Total project cost increases by \$100,000. Local cost decreases as Transportation and Economic Development (TED) funds have been secure.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

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

*The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2017-2020 TIP, which is attached. The analysis in the attachment has resulted in a conformity determination that the projects included in the 2017-2020 TIP will meet all relevant regional emissions analysis and budget tests. The 2017-2020 TIP will conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

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

Air Quality Conformity

Clean Air Act Conformity Determination

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

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

Public Involvement & Interagency Consultation Process

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

Emissions Test

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

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

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

Transportation Control Measures

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

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

Federal Requirements

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

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

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

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

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

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

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

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

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

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

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

List of Regionally Significant Projects

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

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

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

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

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

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

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

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

Horizon Year 2020

Rebuild and Replace Highway Assets

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

Strategic Capacity Enhancements

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

Regional Highway Access | Horizon Year 2020

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

Transitway System

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

Other Regionally Significant Transit Expansion

- Stillwater Park and Ride at TH 36

2011 Regional Solicitation Selected Projects

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

2014 Regional Solicitation Selected Projects

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

Projects Outside of Metropolitan Planning Area, Inside Maintenance Area

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

Horizon Year 2030

MnPASS Investments | Horizon Year 2030

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

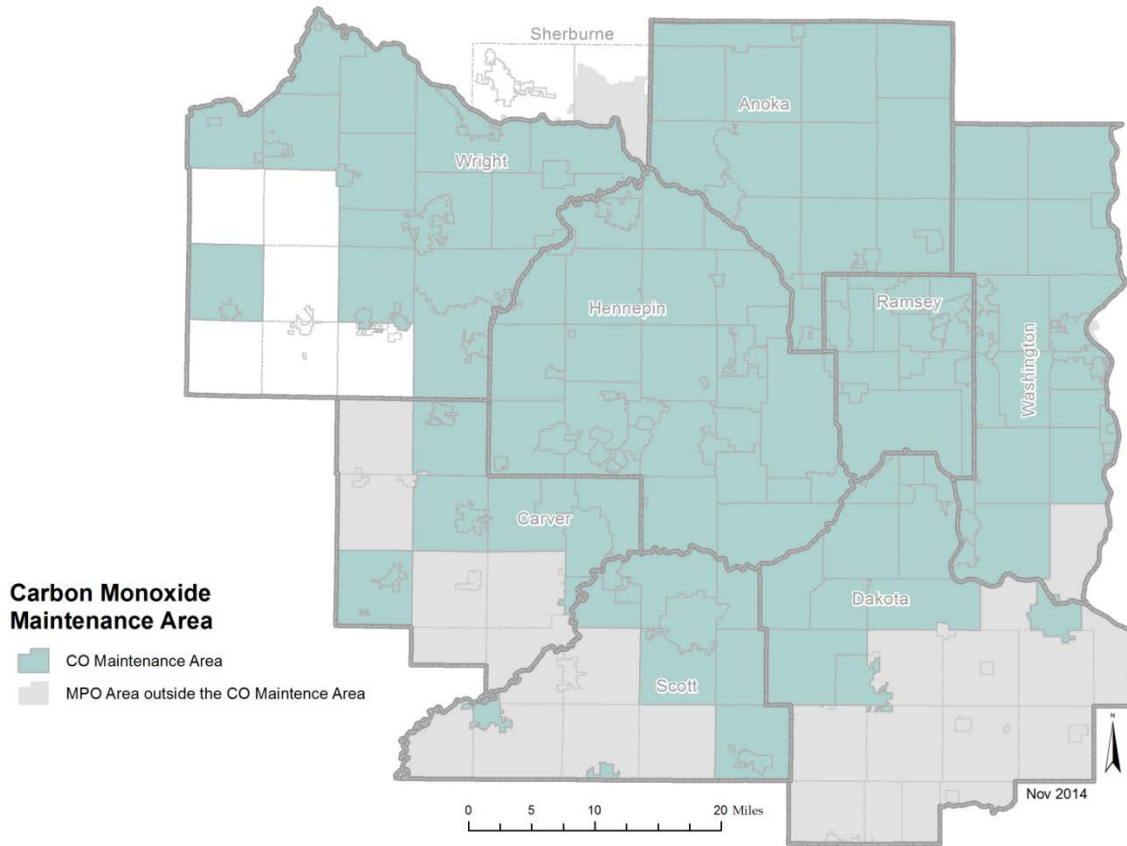
Transitway System | Horizon Year 2030

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

Horizon Year 2040

- No projects identified

Figure E-1: Carbon Monoxide Maintenance Area





Minnesota Pollution Control Agency

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

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May 26, 2016

Ms. Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Draft 2017-2020 Draft Transportation Improvement Program

Dear Ms. Koutsoukos:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the draft 2017-2020 Transportation Improvement Program (TIP). The MPCA staff has examined the draft TIP for conformance with a check list of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the new transportation reauthorization bill "Fixing America's Surface Transportation Act (FAST Act)" when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their TIPs and long-range comprehensive Transportation Plans (Plan) on the latest planning assumptions. As a result, the draft TIP's air quality conformity analysis is based on the most current Metropolitan Council (the Council) socioeconomic data used in Thrive MSP 2040, which was adopted by the Council on May 28, 2014. The planning document provides the Council with the socioeconomic data (planning assumptions) to develop long range forecasts of regional highway and transit facilities needs.

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

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

Ms. Elaine Koutsoukos

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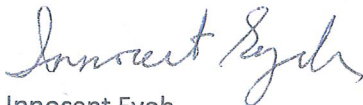
May 26, 2016

TIP also conforms to the relevant sections of the Federal Conformity Rule and the applicable sections of the Minnesota State Implementation Plan for air quality.

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

Please contact me if you have any questions at 651-757-2347 or innocent.eyoh@state.mn.us.

Sincerely,



Innocent Eyoh
Planner Principal
Air Assessment Section
Environmental Analysis and Outcomes Division

IE:vs

cc: Kris Riesenber, FHWA
Michael Leslie, Region 5, EPA
Jonathan Ehrlich, Metropolitan Council
Arlene McCarthy, Metropolitan Council
Steve Albrecht, Technical Advisory Committee Chair
Timothy Mayasich, Technical Advisory Committee Chair
Bobbi Retzlaff, MnDOT
Lynne Bly, MnDOT
Dave Thornton, MPCA, St. Paul
Shannon Lotthammer, MPCA, St. Paul
Frank Kohlasch, MPCA, St. Paul
Mary Jean Fenske, MPCA, St. Paul
Amanda Jarrett Smith, MPCA, St. Paul

Exempt Projects

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

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

Projects that Do Not Impact Regional Emissions

Safety

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

Transit

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

Air Quality

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

Other

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

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

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

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

Projects Exempt from Regional Emissions Analyses

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

Non-Classifiable Projects

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

Traffic Signal Synchronization

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

Regionally Significant Projects

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

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