*TRANSPORTATION ADVISORY BOARD*
*Of the Metropolitan Council*

*Notice of a Meeting of the*
**TECHNICAL ADVISORY COMMITTEE**
Wednesday, October 4, 2017
Metropolitan Council
9:00 A.M.

# AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of September 6, 2017 Minutes**
4. **TAB Report** (see attachment)
5. **Committee Reports**
   - **Executive Committee** (Steve Albrecht, Chair)
   - **Planning Committee** (Lisa Freese, Chair)
     a. **2017-24 Hennepin County Functional Classification Request**
   - **Funding and Programming Committee** (Tim Mayasich, Chair)
6. **Special Agenda Items**
   - **TPP Update: Overview** (Michelle Fure, Metropolitan Council)
   - **TPP Update: MnPASS III** (Brad Larson, MnDOT)
   - **Regional Solicitation: Transit, Trails, Risk Assessment, and Equity Measures** (Joe Barbeau, MTS)
   - **Regional Solicitation: Regional Signal Timing Program** (Steve Misgen, MnDOT)
   - **Information Item: 2018 UPWP Changes** (Katie White, MTS)
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.

MnDOT I-35W and I-494 Projects

**Minutes of a Meeting of the**
**TECHNICAL ADVISORY COMMITTEE**
**Wednesday, September 6, 2017**
**9:00 A.M.**

**Members Present:** Doug Fischer, Lyndon Robjent, Carla Stueve, Tim Mayasich, Lisa Freese, Jan Lucke, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Brian Isaacson, Innocent Eyoh, Bridget Rief, Andrew Emanuele, Dave Jacobson, John Shoffner, Peter Dahlberg, Danny McCullough, Jean Keely, Steve Albrecht, Paul Oehme, Michael Thompson, Kim Lindquist, Jim Kosluchar, Jen Hager, Jack Byers, Reuben Collins, Paul Kurtz (Excused: Brian Sorenson)

1. **Call to Order**

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

2. **Approval of Agenda**

A motion to approve the agenda was moved by Dave Jacobson and seconded by Michael Thompson. No discussion. Motion passed.

3. **Approval of Minutes**

A motion to approve the minutes was moved by Tim Mayasich and seconded by Brian Isaacson. Motion passed.

4. **TAB Report**

**REPORTS**

**TAB Chair's Report:** Jim Hovland introduced Alene Tchourumoff, new Chair of the Metropolitan Council.

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

MAC: Carl Crimmins reported that roadway construction is ongoing, correcting statement that he made last month that it would be completed August 6. Exits from the parking ramps and pay stations were completed August 6. Hotel construction is on schedule.

Metropolitan Council: Katie Rodriguez reported that the Council voted to raise the transit fares. A 25 cent fare increase will begin on October 1. They received 6,000 comments, most against the increase.

**ACTION ITEMS**

Approved the following action items:

1. 2017-22 Streamlined TIP Amendment: Heywood Garage, Metro Transit
2. 2017-23 Streamlined TIP Amendment: US 169 Traffic Management, MnDOT

3. 2017-20 Public Comments on Draft Transportation Improvement Program (TIP) – Received comments from FHWA, Metro Transit, Metropolitan Council Grants Manager, Wisconsin DOT, MnDOT, and residents regarding three specific projects [US 169 Interchange at 101st Avenue in Brooklyn Park, CSAH 38 in Rosemount (HSIP project from 2014 Solicitation), and Minnesota Valley State Trail].
4. 2017-21 Final 2018-2021 Transportation Improvement Program (TIP) – Approved without Minnesota Valley State Trail. Direction to staff to come back with additional information on scoring difference as a result of the corrected cost.
5. 2017-18 2018 Unified Planning Work Program
6. 2017-19 2018 Crystal Airport Long Term Comprehensive Plan

**INFORMATION ITEMS**

1. ADA Transition Plan
2. Transportation Demand Management Summary Report
3. Regional Solicitation – Qualifying Criteria & Forms, Pedestrian & Safe Routes to School Measures

**Committee Reports**

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

The Executive Committee reviewed today's agenda and discussed the action at the August TAB meeting with regards to the DNR project in Bloomington.

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

Lisa Freese reported that the committee met in August and had a few information items which are on today's agenda. Action items are coming at the September meeting.

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

Tim Mayasich turned it over to Paul Oehme, who reported that the committee met in August and its information items are later on today's agenda.

**6. Special Agenda Items**

**TPP Update: Bicycle and Pedestrian.** (Steve Elmer and Heidi Schallberg, MTS) Steve Elmer and Heidi Schallberg summarized the current bike/ped chapter and potential changes in the next TPP. Danny McCullough asked if TBI trends will be included in the next TPP. Heidi Schallberg responded that the new, rolling TBI will allow for more local data more often. Danny McCullough asked about changes to the RBTN in the next TPP. Steve Elmer responded that some alignments will be designated, and the comp plan update process has requested that cities make those adjustments at that time. Meetings with counties are underway to make minor tweaks. A few additions are being added to address gaps.

Bridget Rief asked when this chapter will be available for review. Steve Elmer said November. Doug Fischer suggested that an increase in crashes could mean an increase in usage. Heidi Schallberg responded that a potential work program item would be to analyze crashes further. Jan Lucke asked about how the bicycle barriers study would impact the regional solicitation. Steve Elmer responded that it will not be in the next solicitation. Elaine Koutsoukos said that trails are coming in the next month, and it includes some language about barriers that applicants can self-describe.

**TPP: Aviation.** (Russ Owen, MTS) Russ Owen presented the Aviation chapter of the TPP. There were no questions.

**Regional Solicitation: Roadways.** (Steve Peterson, MTS) Steve Peterson covered several areas of potential change to the roadways applications. The idea of having Roadway System Management funds available off the top for broad implementation (as opposed to piecemeal projects) was well-received. Questions were asked about who selects the consultants, who many consultants would be hired, and a potential for losing the economies of scale. Questions were also asked about the availability of seeing Streetlight data before choosing to submit applications.

**Congestion Mitigation Safety Program.** (Michael Corbett, MnDOT) Michael Corbett presented on the conclusion of the CMSP IV study. Steve Bot asked what would happen if there was a high benefit project that was longer than one mile. Michael Corbett responded that that project would be eligible for Strategic Capacity Enhancement funds but not CMSP.

7. **Agency Reports**

Bridget Rief said that the draft CIP is moving forward and will come through TAC and TAB later this year. The next round of food and beverage contracts, representing 19 establishments, are coming up for renewal as well.

8. **Other Business and Adjournment**

There being no other business, the meeting adjourned at 10:48am.

**Prepared by:**

Katie White

# Roadway Reconstruction/Modernization and Spot Mobility– Prioritizing Criteria and Measures

September 20, 2017

Definition: A roadway project that does not add thru-lane capacity, but reconstructs, reclaims, ~~or~~ modernizes, or adds new spot mobility elements (e.g., new turn lanes, traffic signal, or roundabout)~~the facility~~. Routine maintenance including mill and overlay projects are not eligible. Projects must be located on a non-freeway principal arterial or A-minor arterial functionally-classified roadway, consistent with the latest TAB approved functional classification map.

Examples of Roadway Reconstruction/Modernization and Spot Mobility Projects:

- Intersection improvements or alternative intersections such as unsignalized or signalized reduced conflict intersections.
- Interchange reconstructions that do not involve new ramp movements or added thru lanes
- Turn lanes ~~(not continuous)~~
- Two-lane to three-lane conversions (with a continuous center turn lane)
- Four-lane to three-lane conversions
- Roundabouts
- Addition or replacement of traffic signals
- Shoulder improvements
- Strengthening a non-10-ton roadway
- Raised medians, frontage roads, access modifications, or other access management
- Roadway improvements that add multimodal elements
- New alignments that replace an existing alignment and do not expand the number of lanes

**Scoring:**

| Criteria and Measures | Points | % of Total Points |
|---|---|---|
| **1. Role in the Regional Transportation System and Economy** | **~~175~~170** | **15%** |
| Measure A - Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas ~~Average distance to nearest parallel roadways~~ | ~~80~~65 | |
| Measure B - Connection to Total Jobs and Manufacturing/Distribution Jobs | ~~30~~40 | |
| Measure C - Regional Truck Corridor Study Tiers~~Current daily heavy commercial traffic~~ | ~~50~~65 | |
| ~~Measure D - Freight project elements~~ | ~~15~~ | |
| **2. Usage** | **175** | **16%** |
| Measure A - Current daily person throughput | 110 | |
| Measure B - Forecast 2040 average daily traffic volume | 65 | |
| **3. Equity and Housing Performance** | **100** | **~~10~~9%** |
| Measure A - Connection to disadvantaged populations and project's benefits | 30 | |
| Measure B - Housing Performance Score | 70 | |
| **4. Infrastructure Age/Condition** | **150** | **~~15~~14%** |
| Measure A - Date of construction | 50 | |
| Measure B - Geometric, structural, or infrastructure deficiencies | 100 | |
| **5. Congestion Reduction/Air Quality** | **~~75~~80** | **~~7.5~~8%** |
| Measure A - Vehicle delay reduced | ~~45~~50 | |
| Measure B - Kg of emissions reduced | 30 | |
| **6. Safety** | **150** | **~~15~~14%** |
| Measure A - Crashes reduced | 150 | |
| **7. Multimodal Elements and Existing Connections** | **100** | **~~10~~9%** |
| Measure A - Transit, bicycle, or pedestrian project elements and connections | 100 | |
| **8. Risk Assessment** | **75** | **~~7.5~~87%** |

| Criteria and Measures | Points | % of Total Points |
|---|---|---|
| Measure A - Risk Assessment Form | 75 | |
| **9. Cost Effectiveness** | **100** | 9% |
| Measure A – Cost effectiveness (~~total project cost/~~total points awarded/total project cost) | 100 | |
| **Total** | **1,100** | |

## 1. Role in the Regional Transportation System and Economy (~~175~~ 170 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how well it reduces congestion; aligns with the Principal Arterial Intersection Conversion Study and Congestion Management and Safety Plan IV; ~~fulfills its functional classification role, serves heavy commercial traffic, and~~ connects to employment, ~~and~~ manufacturing/distribution-related employment, and post-secondary students; and aligns with the Regional Truck Corridor Study.

A. *MEASURE:* Address how the project may provide relief for congested parallel routes, ~~route fulfills its role in the regional transportation system and~~ how the project area is prioritized in the Principal Arterial Intersection Conversion Study or the latest Congestion Management and Safety Plan. Respond ~~as appropriate to one type of functional classification~~to each of the three sub-sections below. Projects will get the highest score of the three sub-section sections.

**Congestion on Parallel Routes:**

The measure will analyze the level of congestion on the parallel A-minor arterial or principal arterial to determine the importance of the roadway in reducing congestion on the Regional Highway System. Council staff will use Streetlight travel speed data on an applicant-selected parallel route to the proposed project. The analysis will compare the peak hour travel speed on a parallel route to free-flow conditions on this same route to see whether the proposed project could relieve congestion on the parallel route too. The applicant must identify the parallel corridor as part of the response.

*RESPONSE (Calculation):*

- Parallel Corridor: _____
- Parallel Corridor Start and End Points: _____
- Free-Flow Travel Speed (Council Staff): _____
- Peak Hour Travel Speed (Council Staff): _____
- Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (Council Staff): _____

**Principal Arterial Intersection Conversion Study:**

The measure relies on the results on the Principal Arterial Intersection Conversion Study, which prioritized non-freeway principal arterial intersections.

Use the final study report for this measure: metrocouncil.org/PAICS

*RESPONSE (Select one for your project):*

- Proposed at-grade project that reduces delay at a High Priority Intersection: ☐ (65 Points)
- Proposed at-grade project that reduces delay at a Medium Priority Intersection: ☐ (55 Points)
- Proposed at-grade project that reduces delay at a Low Priority Intersection: ☐ (45 Points)
- Not listed as a priority in the study: ☐ (0 Points)

**Congestion Management and Safety Plan IV:**

The measure relies on the results on MnDOT's Congestion Management and Safety Plan IV (CMSP IV), which prioritized lower cost/high benefit, spot mobility projects on MnDOT-owned roadways. For the Regional Solicitation, only the CMSP opportunity areas on the A-minor arterial or non-freeway principal arterial systems are eligible. Principal arterial projects on the freeway system are not eligible for funding per TAB-adopted rules.

Use the final list of CMSP IV opportunity area locations as depicted in the draft 2040 Transportation Policy Plan (2018).

*RESPONSE (Select one for your project):*

- Proposed at-grade project that reduces delay at a CMSP opportunity area: ☐ (65 Points)
- Not listed as a CMSP priority location: ☐ (0 Points)

SCORING GUIDANCE (~~80~~ 65 Points)

~~Expanders, Augmentors, Connectors, and Non-Freeway Principal Arterials: The applicant with the furthest average distance from the closest parallel A-Minor Arterials or Principal Arterials on both sides will receive the full points. The furthest average distance will be considered separately for Expanders, Augmentors, Connectors, and Non-Freeway Principal Arterials.~~ Due to the three scoring methods, more than one project can score the maximum points. ~~mapa~~ In order to be awarded points for this measure the proposed project itself must show some delay reduction in measure 5A. If the project does not reduce delay, then it will score 0 points for this measure.

Congestion on Parallel Routes: The applicant with the with the most congestion on a parallel route (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour on the parallel route relative to free flow conditions and the top project had a 10% reduction, this applicant would receive (5/10)*65 points, or 33 points.~~Relievers: The applicant with the highest number of hours per day in which current capacity exceeds the design capacity on the Principal Arterial will receive the full points. Remaining Reliever projects will receive a proportionate share of the full points, calculated as described above. n~~

The scorer will have discretion in determining whether the applicant selected the correct parallel A-minor arterial or principal arterial (and location on that segment).

Principal Arterial Intersection Conversion Study: Projects will be scored based on their Principal Arterial Intersection Conversion Study priorities.

Congestion Management and Safety Plan IV: Projects will be scored based on whether their project location is in a Congestion Management and Safety Plan opportunity area.

The scorer will assess if the applicant would score highest with congestion on parallel routes part of the measure, the Principal Arterial Intersection Conversion Study part of the measure, or the CMSP IV part of the measure and give the applicant the highest of the three scores out of a maximum of 65 points.

Note: Due to the use of multiple sub-sections, three applicants may receive the full 65 points.

~~A.~~*B. MEASURE:* Reference the "Regional Economy" map generated at the beginning of the application process. Report the existing employment and manufacturing/distribution-related employment, and post-secondary students enrolled within one mile, as depicted on the "Regional Economy" map.

Upload the "Regional Economy" map used for this measure.

*RESPONSE (Data from the "Regional Economy" map):*

- Existing Employment within 1 Mile:_____(Maximum of ~~30~~ 40 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile:_____ (Maximum of ~~30~~ 40 points)
- Existing Post-Secondary Students: _____(Maximum of ~~18~~ 24 points)

SCORING GUIDANCE (~~30~~ 40 Points)
All Census block groups that are included within or intersect the buffer area around the project will be included.

The applicant with the highest existing total employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive (1,000/1,500)*~~30~~ 40 points or ~~20~~ 27 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure (30). For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive (1,000/1,500)*~~30~~ 40 points or ~~20~~ 27 points.

The applicant with the highest number of post-secondary students will receive 18 points. Remaining projects will receive a proportionate share of the 18 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive (1,000/1,500)*~~18~~ 24 points or ~~12~~ 16 points.

The scorer will assess if the applicant would score highest with the total employment part of the measure, the manufacturing/distribution employment part of the measure, or the education part of the measure and give the applicant the highest of the three scores out of a maximum of ~~30~~ 40 points.

Note: Due to the use of multiple sub-measures, two applicants will receive the full ~~30~~ 40 points.

C. *MEASURE:* This criterion relies on the results on the Regional Truck Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (65 points)

Use the final study report for this measure:
https://metrocouncil.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx

*RESPONSE (Select one for your project, based on the* Regional Truck Corridor Study*):*

- Along Tier 1: ☐ (65 Points)
- Along Tier 2: ☐ (45 Points)
- Along Tier 3: ☐ (25 Points)
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: ☐ (10 Points)
- None of the tiers: ☐ (0 Points)

# ACTION TRANSMITTAL – 2017-24

| | |
|---|---|
| **DATE:** | September 28, 2017 |
| **TO:** | Technical Advisory Committee |
| **FROM:** | Technical Advisory Committee - Planning |
| **PREPARED BY:** | Rachel Wiken, Planner,651-307-7146 |
| **SUBJECT:** | Hennepin County A-Minor request #1349 & #1350 |
| **REQUESTED ACTION:** | Hennepin County requests approval of Lowry Ave from Other Arterial to A-Minor Augmentor (#1349) and Vernon Ave from Other Arterial to A-Minor Reliever (#1350). |
| **RECOMMENDED MOTION:** | That TAC approve the change as requested, as recommended by TAC Planning. |

**BACKGROUND AND PURPOSE OF ACTION**: #1349 Lowry Avenue between West Broadway Avenue and St. Anthony Boulevard is a regional connection that directly serves the historically disadvantaged business community of North Minneapolis and the growing industrial, commercial and entertainment businesses of Northeast Minneapolis. Upper Harbor Terminal, a planned 50-acre development in North Minneapolis, will be the largest development opportunity along the Mississippi River in Minneapolis and will rely on Lowry Avenue to serve as a critical east/west route through increasingly dense industrial and commercial land uses. Shoreham Yards, an FHWA designated truck-rail facility in Northeast Minneapolis, generates high levels of freight traffic along Lowry Avenue which provides connections over the railroad and the Mississippi River. Additionally, Lowry Avenue serves the growing business community and population within the adjacent Northeast Minneapolis Arts District.

#1350 Vernon Avenue is a critical regional route that directly serves commuter and commercial traffic that also connects two Trunk Highways (TH 62 and TH 100). Additionally, Vernon Avenue currently serves as a reliever for TH 62 and TH 100 that frequently experience significant congestion.

The planned land use of the Grandview District Area provides additional support for the need to reclassify this roadway as an A-Minor Arterial. Hennepin County seeks this functional class change to better warrant roadway function and needed to align with the Grandview District Plan. This will also provide Hennepin County with flexibility to improve the existing 90-year-old structurally-deficient bridge spanning the CP Rail.

**STAFF ANALYSIS:** Staff agrees with the changes as requested. The traffic volumes, spacing, and trip types reflect the requested functional class.

Both roads have volumes equal or higher than other A-Minor arterials in the area.

Additionally, Met Council Transportation Policy Plan recommends Principal Arterial (PA) roadways to interchange with A-Minor roadways or PAs. Upgrading Vernon Ave from Other Arterial to A-Minor Augmentor would bring two PA interchanges into compliance with policy.

MnDOT staff reviewed the changes and had the following comments: Regarding Lowry Ave (#1349), MnDOT had no major issues. For the segment of Lowry Avenue West of I-94 (or Lyndale), they did not see a documented case as to why this reclassification would need to continue all the way to CSAH 81, at least based on current land use and traffic patterns.

For Vernon Ave (#1350), MnDOT expressed concern that the current configuration of the road does not support the reliever function. MnDOT staff questioned if upgrading the roadway to A-Minor reliever would encourage restriping of the road to remove bike lanes, to return the road to a 4 lane configuration, as it was in the past.

**COMMITTEE COMMENTS AND ACTION:**
Jason Pieper of Hennepin County presented the item and responded to MnDOT concerns about possible removal of bike/ped amenities or possible restriping to 4 lanes. He confirmed the County had no plans to change lane configuration, and with the upgrade to an A-Minor they hoped to widen the bridge over the CP rail line to allow for better bike/ped accommodations.

TAC Planning voted to approve the changes with one vote in opposition to the change on Vernon Ave.

**ROUTING**

| TO | ACTION REQUESTED | DATE COMPLETED |
|---|---|---|
| TAC Planning | Review & Recommend | 9-14-17 |
| Technical Advisory Committee | Approve | |

Regional Functional Classification
Change Request Form

ID Number: *1349*

Date of Request: *8-31-17*

## Roadway Name: Lowry Avenue

Roadway CSAH # 153
Roadway County Rd # N/A
Roadway MSA # N/A
Request Type: Existing

## Functional Classification Information:

**Existing Roadway**
Current Classification:
**Other Minor Arterial**
Requested Classification:
**A Minor Augmentor**
If other:
Planned to existing **Contingent Conditions: ----------**
Other / Explain:

**Planned Roadway**
Current Classification: **N/A**
Requested Classification: **N/A**
If other:

## Request Information:

Change Start Location: **CSAH 81 (West Broadway Avenue)**
Change End Location: **CSAH 88 (New Brighton Boulevard)**
Length of Requested Change (Miles): **5.00 miles**
Dependent on other Requested Changes: **No**
Road name(s) or ID Number(s) of dependent requests: **N/A**
Involves other jurisdictions (**Yes**) If "yes" please attach letter(s) of support

**Purpose of Change:** Please explain rationale for requested Change

**Lowry Avenue between West Broadway Avenue and St. Anthony Boulevard is a critical regional connection that directly serves the historically disadvantaged business community of North Minneapolis and the growing industrial, commercial and entertainment businesses of Northeast Minneapolis. Upper Harbor Terminal, a planned 50-acre development in North Minneapolis, will be the largest development opportunity along the Mississippi River in Minneapolis and will rely on Lowry Avenue to serve as a critical east/west route through increasingly dense industrial and commercial land uses. Shoreham Yards, an FHWA designated truck-rail facility in Northeast Minneapolis, generates high levels of freight traffic along Lowry Avenue which provides connections over the railroad and the Mississippi River. Additionally, Lowry Avenue serves the growing business community and population within the adjacent Northeast Minneapolis Arts District.**

**Note that Lowry Avenue does not directly connect to CSAH 88 (New Brighton Boulevard). Instead, Lowry Avenue connects with St. Anthony Boulevard, which then extends southeast for approximately 400 feet before intersecting with CSAH 88 (See Attachment 1). This request also includes the short segment of St. Anthony Boulevard to meet the criteria of A-Minor Arterials which requires termination at another A-Minor Arterial.**

**St. Anthony Boulevard is a short (0.1 mile) segment that is currently classified as a Major Collector that provides a vital connection between CSAH 153 and CSAH 88. This connection carries high levels of traffic and connects roadways:**

Regional Functional Classification
Change Request Form

ID Number: *1349*

Date of Request: *8-31-17*

**- CSAH 88 and CSAH 153 (Hennepin County)**
**- CSAH 136 (Ramsey County)**

**The Federal Highway Administration (FHWA) has identified Lowry Avenue, between 2nd Street North and University Avenue, as an Intermodal Connector on the National Highway System. Presently, there are limited east/west A-Minor Arterials between CSAH 81 (West Broadway Avenue) and I-694 that extend over the Missippi River. East/west trips are served on Lowry Avenue for industrial, commercial, and residential purposes including access to the following Arterials:**

**- CSAH 81 (West Broadway Avenue)**
**- I-94 via Washington Avenue North/Dowling Avenue North**
**- I-35W via Johnson Street Northeast**
**- TH 65 (Central Avenue)**
**- TH 47 (University Avenue)**

**Additionally, St. Anthony Boulevard provides a connection to CSAH 88 (New Brighton Boulevard) and Ramsey CSAH 136 (Silver Lake Road).**

## Following Section Required for All Principal and Minor Arterial Requests

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

Place Connections: Lowry Avenue between West Broadway Avenue and St. Anthony Boulevard serves as an east/west connection between existing traffic generators, including the dense concentration of industrial and commercial land uses near the Shoreham Yards trucking and bulk-distribution site, the Upper Harbor Terminal development, and the growing business and residential area of the Northeast Minneapolis Arts District (Attachment 2).

Spacing: The nearest A-Minor Arterial roadways to Lowry Avenue between West Broadway Avenue and St. Anthony Boulevard include the following:

North: 42nd Avenue, Webber Parkway, and 44th Avenue on the west side of the Mississippi River (1.5 miles)

St. Anthony Parkway on the east side of the Mississippi River (1.0 miles)

South: CSAH 81/ West Broadway Avenue (1.0 miles)

Management: All major intersections along the proposed route are controlled by traffic signals, while all minor intersections are controlled by side street stop conditions. Existing posted speeds are 30 MPH. Vehicle speed data, collected along Lowry Avenue on either side of the Mississippi River, indicated an 85th Percentile Speed greater than 30 MPH throughout the day (Attachment 3). The proposed route is expected to maintain at least a 15 MPH average speed during peak traffic periods. Adjacent Primary Arterials (I-94 and I-35W) experience significant congestion and Lowry Avenue operates as a local reliever (Attachment 4). The existing railroad bridge extends over Lowry Avenue just east of 6th Street NE. Its piers are located within the center of the roadway which not only reduces the travel lane widths, but also presents an obstruction to vehicles. A new bridge structure would improve safety and comfort for all users on Lowry Avenue.

System Connections & Access Spacing: Lowry Avenue serves as the only east/west connection over the the Mississippi River north of West Broadway Avenue in North and Northeast Minneapolis. Additionally, the roadway serves as a connector to Washington Avenue North (CSAH 152), West Broadway Avenue (CSAH 81) and Johnson Street Northeast which all provide access to I-35W and/or I-94. St. Anthony Boulevard provides a connection to CSAH 88 with access to I-35W.

Access spacing along Lowry Avenue is consistent with other A-Minor Arterials within the City of Minneapolis. Intersection spacing ranges from 200' to 400' along the corridor. Hennepin County will continue to work with the City of Minneapolis and the City of St. Anthony to control and consolidate access when the opportunity arises through redevelopment and capital projects.

Trip Making Services: Lowry Avenue serves short and medium trips during peak hours at consistent speeds. It also serves as a multi-modal corridor serving freight, transit, pedestrains, and bicycles. Truck counts, collected along Lowry Avenue on either side of the Mississippi River, indicated approximately 4,000 commercial vehicles utilize Lowry Avenue throughout the day (Attachment 5). Additionally, the planned 50 acre Upper Harbor Terminal development is expected to increase freight traffic. Classifiying the route as an A-Minor arterial better defines the existing and future function of Lowry Avenue.

# Regional Functional Classification Change Request Form

ID Number: *1349*

Date of Request: *8-31-17*

Mobility vs. Land Access: Lowry Avenue between West Broadway Avenue and St. Anthony Boulevard provide both mobility and land access functions. The roadway provides a balance between access to the expanding industrial and commerical land uses and mobility for east/west traffic over the Mississippi River and I-94.

**IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:**
(from Table D-4 in TPP, http://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx)

**Use:**

**Location:**
**Trip Length:**
**Problem Addressed:**

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

Intersection Treatments: Traffic Signal and Side-Street Stop Control

Present AADT: (2013) West: 14,800 | Middle (Bridge): 16,500 | East: 12,800

Estimated Future AADT/Year: (2040) West: 15,500 | Middle (Bridge): 20,300 | East: 14,000

Source of Estimated AADT/Date: Metropolitian Council / June 2017 Email Correspondence

Posted Speed: 30 MPH

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

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

## Contact Information:

Agency/City/County: Hennepin County
Contact Person: Jason Pieper
Phone: 612-596-0241 Fax: 612-321-3410
Email: Jason.Pieper@hennepin.us
Address: 1600 Prairie Drive
City: Medina State: MN Zip: 55340

# Regional Functional Classification Change Request Form

ID Number: *1349*

Date of Request: *8-31-17*

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

## Staff Recommendation:

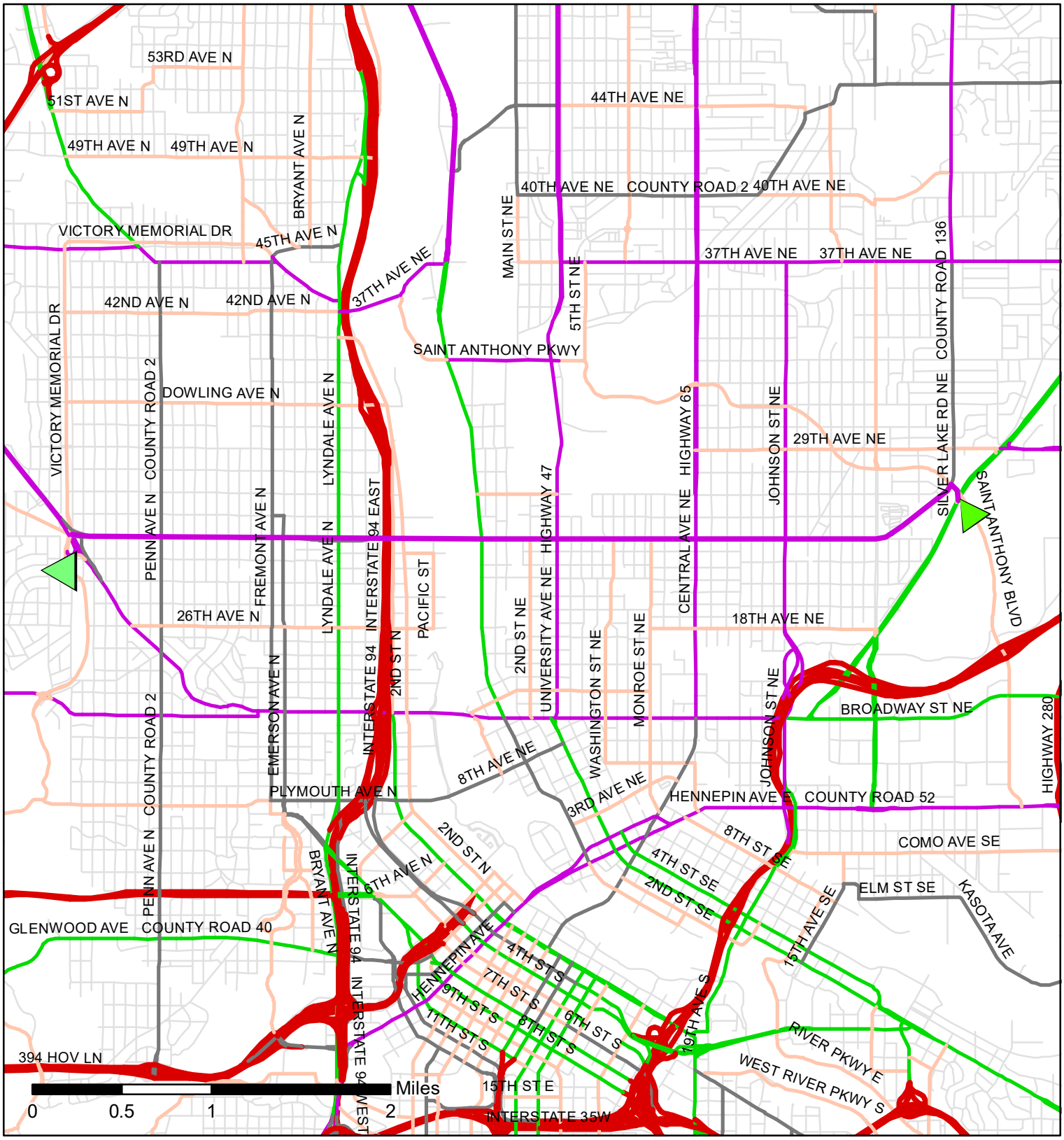
Consent Approval: -------
Technical Correction: -------
Staff Recommendation:
MnDOT Consent: YES ☐ NO ☐ Comments:
Potential Issues:

## Change Tracking:

| | | |
|---|---|---|
| TAC Planning Record of Decision: | Approve | Date: 9-14-17: |
| TAC Record of Decision: | | Date: |
| TAB Record of Decision (PA ONLY): | | Date: |
| Mn/DOT Notification: | | Date: |
| *Geography Recorded: -------* | | *Date:* |
| *Previous Action ID:* | | *Date:* |

# Functional Class Roads Change Requests
# Hennepin County

ID# 1349




## Existing Regional Functional Class Roads

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

## Planned Regional Functional Class Roads

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

N

City / Township Boundaries

Street Centerlines

County Boundaries

8-31-17

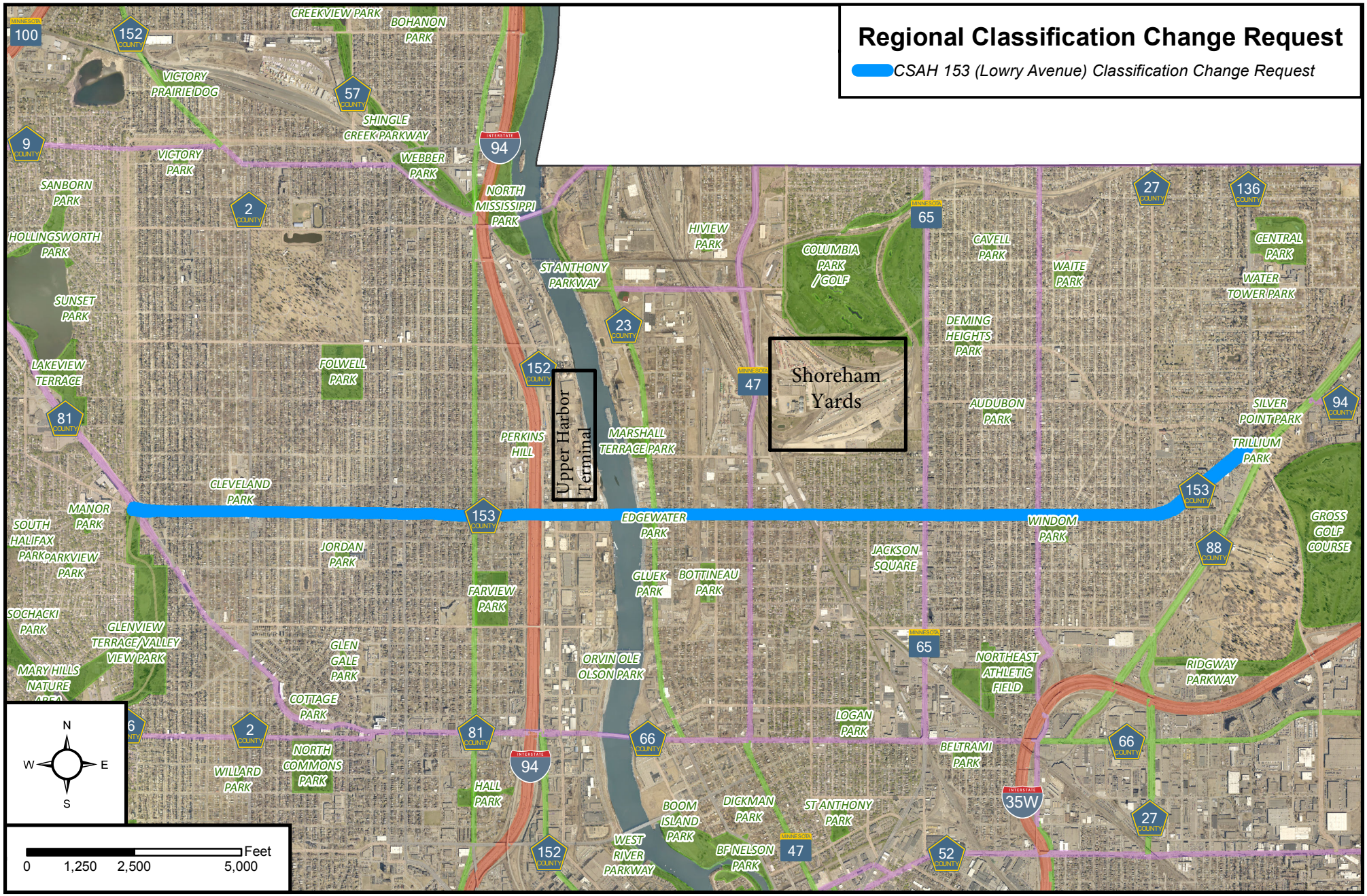
Attachment 1

# Functional Classification Change Request

**Termini Map - CSAH 153 (Lowry Ave) - From CSAH 81 (Broadway Ave) to St. Anthony Blvd**

Hennepin





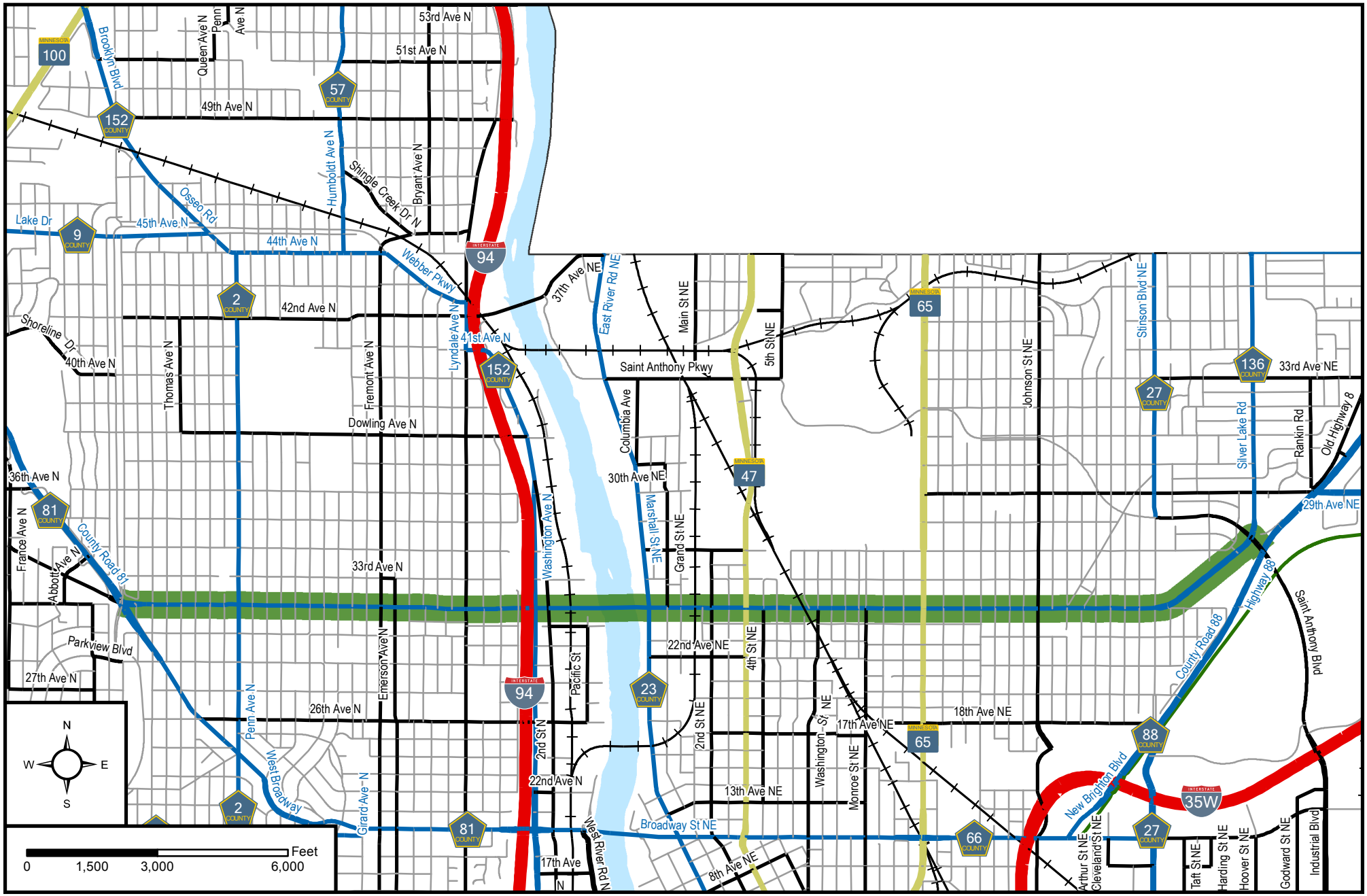
Attachment 1

# Functional Classification Change Request

## Attachment 01 - CSAH 153 (Lowry Ave) - From CSAH 81 (Broadway Ave) to St. Anthony Blvd

Hennepin





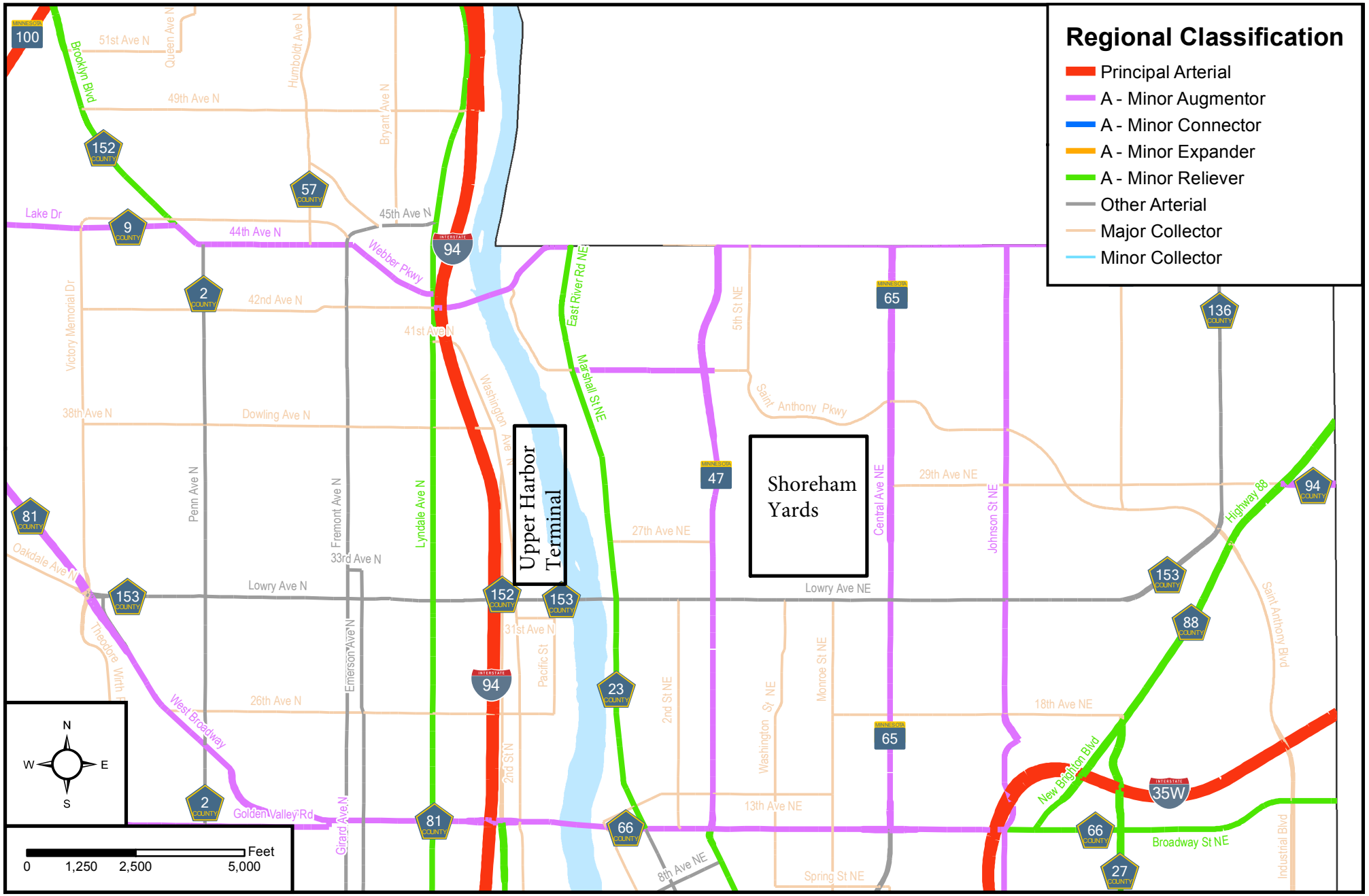
Attachment 2

# Functional Classification Change Request

## CSAH 153 (Lowry Ave) - From CSAH 81 (Broadway Avenue) to St. Anthony Blvd

Hennepin





Attachment 3

*HENNEPIN COUNTY*
*TRANSPORTATION PLANNING DIVISION*

48 HR. SPEED DATA
CSAH 153 E. OF 6TH. ST. N.E.
STUDY # 4340

Site: 03
Monday, 3/6/2017 10:00 AM -
Wednesday, 3/8/2017 10:00 AM

## Speed Grand Totals

**Hourly Averages** E.B.

| mph | Total | 0 - < 15 | 15 - < 20 | 20 - < 25 | 25 - < 30 | 30 - < 35 | 35 - < 40 | 40 - < 45 | 45 - < 50 | 50 - < 55 | 55 - < 60 | 60 - < 65 | 65 - < 70 | 70 - < 200 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 75.5 | 0.5 | 0.5 | 4.5 | 13.5 | 40.0 | 11.5 | 4.0 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 44.5 | 0.0 | 0.0 | 0.5 | 9.0 | 26.5 | 7.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 39.5 | 0.0 | 0.0 | 0.5 | 10.5 | 19.5 | 6.5 | 1.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 32.5 | 0.5 | 0.0 | 1.0 | 8.0 | 14.0 | 7.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 47.0 | 0.0 | 0.0 | 1.0 | 8.0 | 23.0 | 12.5 | 1.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 120.5 | 0.0 | 0.0 | 0.5 | 13.5 | 48.0 | 50.0 | 8.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 250.5 | 0.0 | 0.5 | 4.0 | 21.5 | 116.0 | 89.0 | 17.5 | 1.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 580.0 | 9.0 | 6.5 | 20.0 | 104.5 | 277.5 | 136.0 | 22.5 | 3.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 586.5 | 2.5 | 4.0 | 22.0 | 109.5 | 276.0 | 143.5 | 25.5 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 386.5 | 3.5 | 3.0 | 10.5 | 50.0 | 175.0 | 128.5 | 14.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 347.0 | 1.5 | 1.5 | 8.5 | 67.5 | 161.0 | 90.5 | 15.0 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 393.0 | 1.0 | 1.0 | 5.0 | 54.0 | 207.5 | 111.5 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 404.0 | 2.5 | 2.5 | 5.5 | 65.0 | 203.5 | 113.0 | 10.0 | 1.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 447.5 | 1.5 | 2.5 | 3.0 | 92.0 | 242.5 | 96.5 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 527.0 | 3.0 | 3.5 | 13.0 | 99.5 | 265.5 | 129.5 | 12.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 578.0 | 4.5 | 3.0 | 19.5 | 124.0 | 275.0 | 133.0 | 17.0 | 1.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 665.5 | 7.0 | 6.0 | 30.5 | 151.0 | 294.5 | 152.0 | 24.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 686.5 | 7.5 | 2.5 | 32.5 | 167.0 | 329.5 | 135.0 | 11.0 | 1.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 485.5 | 3.0 | 4.5 | 20.0 | 140.0 | 244.5 | 67.0 | 5.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 336.0 | 0.0 | 1.0 | 2.5 | 70.0 | 193.5 | 63.0 | 4.5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 281.0 | 0.0 | 0.0 | 8.0 | 56.0 | 157.5 | 49.0 | 9.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 207.0 | 0.0 | 0.0 | 2.5 | 44.5 | 115.0 | 41.5 | 3.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 152.5 | 0.0 | 0.0 | 3.0 | 31.0 | 85.0 | 32.0 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 112.5 | 0.0 | 0.0 | 2.5 | 20.0 | 63.0 | 22.0 | 4.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 7786.0 | 47.5 | 42.5 | 220.5 | 1529.5 | 3853.0 | 1827.5 | 237.5 | 24.0 | 3.5 | 0.5 | 0.0 | 0.0 | 0.0 |

**Average (Mean)** 32.6 mph **Minimum** 5.0 mph **Maximum** 57.2 mph **Pace Range** 27.8 - 37.8 mph 12465 vehicles (80.0 %)

| **Percentile Speeds** | 10% | 15% | 50% | 85% | 90% |
|---|---|---|---|---|---|
| (mph) | 27.6 | 28.7 | 32.7 | 36.6 | 37.7 |

| **Speeds Exceeded** | 25 mph | 35 mph | 45 mph | 55 mph | 65 mph | 75 mph |
|---|---|---|---|---|---|---|
| | 96.0 % (14951) | 26.9 % (4186) | 0.4 % (56) | 0.0 % (1) | 0.0 % (0) | 0.0 % (0) |

**Study Grand Totals**

| | Total | 0 - < 15 | 15 - < 20 | 20 - < 25 | 25 - < 30 | 30 - < 35 | 35 - < 40 | 40 - < 45 | 45 - < 50 | 50 - < 55 | 55 - < 60 | 60 - < 65 | 65 - < 70 | 70 - < 200 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| E.B. | 15572 | 95 | 85 | 441 | 3059 | 7706 | 3655 | 475 | 48 | 7 | 1 | 0 | 0 | 0 |
| | | 0.6 % | 0.5 % | 2.8 % | 19.6 % | 49.5 % | 23.5 % | 3.1 % | 0.3 % | 0.0 % | 0.0 % | 0.0 % | 0.0 % | 0.0 % |

Attachment 3

*HENNEPIN COUNTY*
*TRANSPORTATION PLANNING DIVISION*

48 HR. SPEED DATA
CSAH 153 E OF 6TH. ST. N.E.
STUDY # 4340

Site: 03
Monday, 3/6/2017 10:00 AM -
Wednesday, 3/8/2017 10:00 AM

## Speed Grand Totals

**Hourly Averages** W.B.

| mph | Total | 0 - < 15 | 15 - < 20 | 20 - < 25 | 25 - < 30 | 30 - < 35 | 35 - < 40 | 40 - < 45 | 45 - < 50 | 50 - < 55 | 55 - < 60 | 60 - < 65 | 65 - < 70 | 70 - < 200 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 63.5 | 0.0 | 0.5 | 1.0 | 16.5 | 29.5 | 13.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 33.0 | 0.0 | 0.0 | 0.5 | 7.0 | 17.0 | 7.5 | 0.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 41.5 | 0.0 | 0.0 | 0.5 | 9.5 | 20.0 | 9.5 | 1.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 25.0 | 0.0 | 0.0 | 0.0 | 7.5 | 12.0 | 4.0 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 45.0 | 0.0 | 0.0 | 1.0 | 3.5 | 25.5 | 10.5 | 4.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 136.0 | 0.0 | 0.5 | 3.0 | 15.0 | 63.0 | 44.5 | 9.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 324.5 | 0.0 | 2.0 | 6.5 | 34.5 | 138.5 | 118.0 | 20.0 | 4.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 643.5 | 0.5 | 1.0 | 7.5 | 60.0 | 271.5 | 241.0 | 56.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 554.0 | 0.5 | 2.0 | 7.5 | 60.0 | 264.0 | 186.0 | 29.5 | 3.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 396.5 | 1.0 | 4.5 | 6.5 | 48.0 | 190.0 | 120.0 | 24.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 353.0 | 1.5 | 1.5 | 9.0 | 52.0 | 185.5 | 87.5 | 14.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 380.0 | 0.5 | 3.0 | 14.5 | 44.0 | 175.5 | 121.0 | 20.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 441.0 | 1.5 | 0.5 | 7.0 | 47.0 | 231.5 | 127.5 | 24.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 481.5 | 2.0 | 4.0 | 8.5 | 61.5 | 246.0 | 134.0 | 22.5 | 2.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 538.5 | 0.5 | 2.5 | 8.0 | 59.0 | 242.5 | 186.0 | 34.5 | 4.5 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 683.5 | 2.5 | 1.0 | 15.0 | 86.0 | 338.5 | 201.5 | 36.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 783.5 | 2.0 | 1.5 | 7.5 | 96.5 | 393.0 | 246.0 | 35.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 780.5 | 4.5 | 1.5 | 17.5 | 134.0 | 407.5 | 195.5 | 19.0 | 0.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 531.5 | 0.0 | 1.5 | 11.0 | 129.5 | 283.5 | 96.0 | 9.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 369.0 | 0.0 | 0.5 | 9.5 | 84.0 | 197.0 | 70.0 | 7.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 312.5 | 0.5 | 0.5 | 2.0 | 69.5 | 173.5 | 59.0 | 7.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 229.0 | 0.0 | 0.5 | 1.5 | 53.5 | 122.0 | 40.0 | 10.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 144.5 | 0.0 | 1.0 | 4.0 | 27.0 | 79.5 | 27.5 | 5.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 99.5 | 0.0 | 0.5 | 2.5 | 21.5 | 47.5 | 19.0 | 4.0 | 2.5 | 0.5 | 1.5 | 0.0 | 0.0 | 0.0 |
| Daily Average | 8390.0 | 17.5 | 30.5 | 151.5 | 1226.5 | 4154.0 | 2365.0 | 397.0 | 40.0 | 4.5 | 3.5 | 0.0 | 0.0 | 0.0 |

**Average (Mean)** 33.5 mph **Minimum** 5.2 mph **Maximum** 59.8 mph **Pace Range** 28.5 - 38.5 mph 13625 vehicles (81.2 %)

| **Percentile Speeds** | 10% | 15% | 50% | 85% | 90% |
|---|---|---|---|---|---|
| (mph) | 28.7 | 29.7 | 33.5 | 37.4 | 38.4 |

| **Speeds Exceeded** | 25 mph | 35 mph | 45 mph | 55 mph | 65 mph | 75 mph |
|---|---|---|---|---|---|---|
| | 97.6 % (16381) | 33.5 % (5620) | 0.6 % (96) | 0.0 % (7) | 0.0 % (0) | 0.0 % (0) |

**Study Grand Totals**

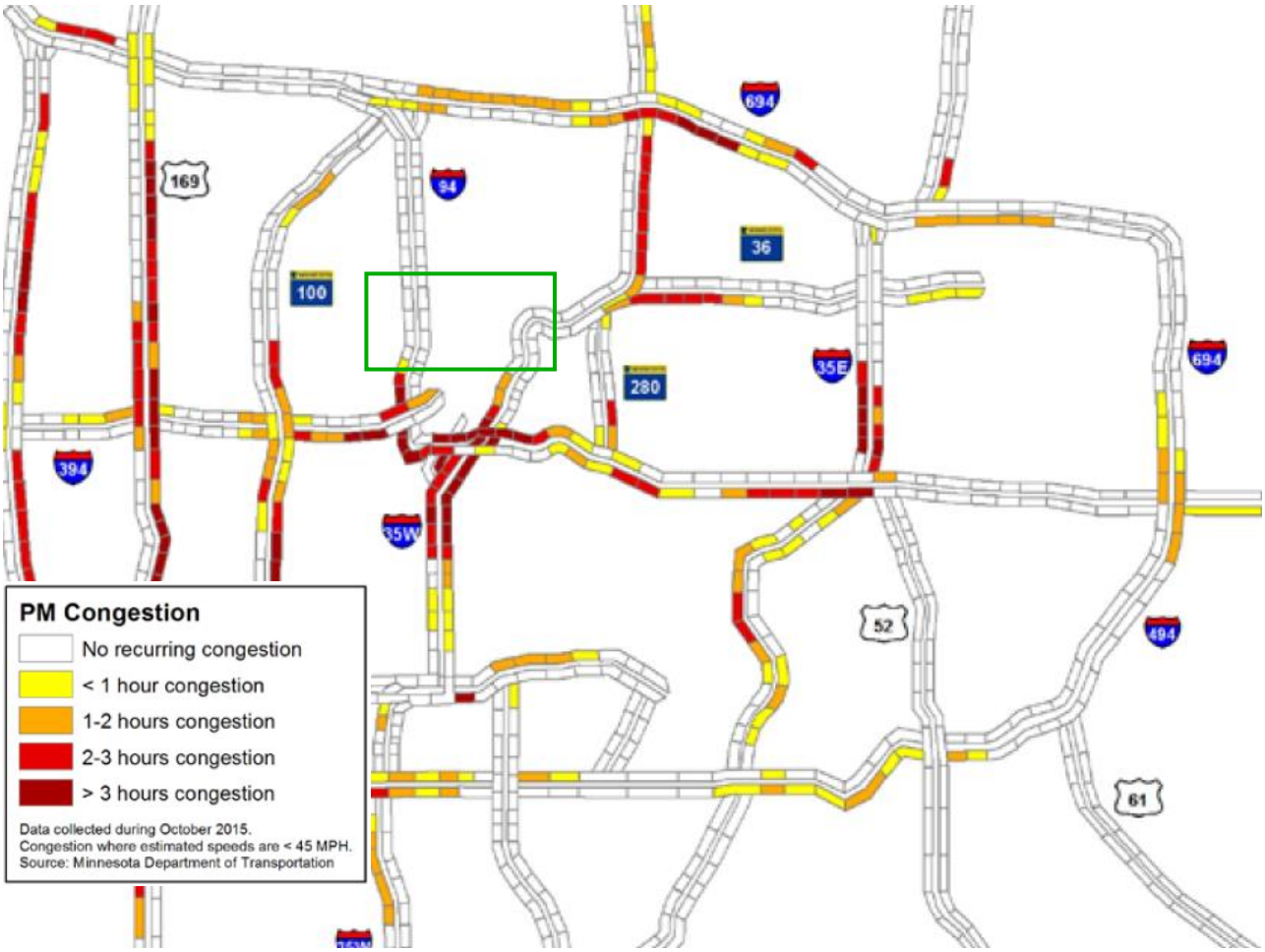
| | Total | 0 - < 15 | 15 - < 20 | 20 - < 25 | 25 - < 30 | 30 - < 35 | 35 - < 40 | 40 - < 45 | 45 - < 50 | 50 - < 55 | 55 - < 60 | 60 - < 65 | 65 - < 70 | 70 - < 200 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| W.B. | 16780 | 35 | 61 | 303 | 2453 | 8308 | 4730 | 794 | 80 | 9 | 7 | 0 | 0 | 0 |
| | | 0.2 % | 0.4 % | 1.8 % | 14.6 % | 49.5 % | 28.2 % | 4.7 % | 0.5 % | 0.1 % | 0.0 % | 0.0 % | 0.0 % | 0.0 % |

## Congested Truck Highway Miles (AM)


| *Highway* | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|
| I-35 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| I-35E | 12.5 | 13 | 9 | 9.5 | 13.5 | 14.5 | 14.5 | 16 | 11 | 13 |
| I-35W | 27 | 22 | 17 | 24 | 28 | 25 | 23 | 24 | 24 | 28 |
| I-94 | 26 | 24.5 | 23 | 25.5 | 28.5 | 24.5 | 29 | 26 | 23 | 25 |
| I-394/TH 12 | 6.5 | 6 | 8.5 | 7.5 | 8.5 | 9.5 | 10.5 | 7.5 | 8.5 | 7.5 |
| I-494 | 13 | 16.5 | 24.5 | 17.5 | 14.5 | 19.5 | 20 | 19.5 | 20 | 24 |
| I-694 | 10.5 | 12.5 | 9 | 10.5 | 12 | 11 | 13 | 14 | 15.5 | 19 |
| Subtotal | 95.5 | 95.5 | 92 | 95.5 | 105 | 106 | 110 | 107 | 102 | 116.5 |

Attachment 4

**Congested Truck Highway Miles (PM)**




| *Highway* | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|
| I-35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I-35E | 14.5 | 16.5 | 8.5 | 12.5 | 12 | 11 | 13 | 11 | 11 | 14 |
| I-35W | 22 | 14.5 | 17.5 | 15 | 23 | 17.5 | 18 | 16 | 22.5 | 24 |
| I-94 | 26.5 | 24.5 | 16.5 | 18 | 21 | 24 | 24 | 19 | 23.5 | 18 |
| I-394/TH 12 | 6.5 | 8 | 6 | 8.5 | 9 | 10.5 | 11 | 8.5 | 7 | 8 |
| I-494 | 16.5 | 21 | 16 | 19 | 23 | 20 | 22 | 24.5 | 27.5 | 29.5 |
| I-694 | 9 | 19.5 | 11 | 13.5 | 17 | 17.5 | 13.5 | 10.5 | 17 | 19.5 |
| Subtotal | 95 | 104 | 75.5 | 86.5 | 105 | 100.5 | 101.5 | 89.5 | 108.5 | 113.0 |

Attachment 5

*HENNEPIN COUNTY*
*TRANSPORTATION PLANNING DIVISION*

48 HR. CLASSIFICATION DATA
CSAH 153 E. OF 6TH. ST. N.E.
STUDY # 4338

Site: 03
Monday, 3/6/2017 10:00 AM -
Wednesday, 3/8/2017 10:00 AM

## Classification Grand Totals

**Hourly Averages**

E.B.

| Interval Start | Total | Motor Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Tailgating |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 75.5 | 0.0 | 57.5 | 15.0 | 0.0 | 2.0 | 0.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 44.5 | 0.0 | 38.0 | 4.0 | 0.0 | 1.5 | 0.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 39.5 | 0.0 | 34.0 | 4.0 | 0.0 | 0.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 32.5 | 0.0 | 23.5 | 7.5 | 0.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 47.0 | 0.0 | 33.0 | 11.0 | 0.0 | 1.0 | 1.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 120.5 | 0.0 | 85.0 | 27.0 | 1.0 | 4.0 | 3.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 250.5 | 0.0 | 170.5 | 55.0 | 11.0 | 10.5 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 580.0 | 0.0 | 404.5 | 124.5 | 20.5 | 22.0 | 2.0 | 0.0 | 4.0 | 1.5 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 586.5 | 0.0 | 404.5 | 133.0 | 18.5 | 24.5 | 2.5 | 0.0 | 2.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 386.5 | 0.0 | 268.0 | 82.0 | 7.5 | 22.5 | 1.0 | 0.0 | 3.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 347.0 | 0.0 | 238.5 | 74.0 | 11.5 | 14.5 | 2.0 | 0.0 | 3.5 | 2.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |
| 11:00 AM | 393.0 | 0.0 | 277.5 | 83.5 | 7.0 | 14.0 | 2.0 | 0.0 | 3.5 | 4.0 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 404.0 | 0.0 | 284.0 | 92.5 | 3.5 | 14.5 | 2.0 | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 |
| 1:00 PM | 447.5 | 0.0 | 306.0 | 111.0 | 7.5 | 17.0 | 1.0 | 0.0 | 2.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 527.0 | 0.0 | 357.5 | 113.0 | 16.0 | 24.5 | 6.0 | 0.5 | 3.0 | 4.5 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 578.0 | 0.0 | 410.5 | 118.5 | 11.5 | 23.5 | 2.0 | 0.0 | 7.5 | 3.5 | 0.0 | 0.5 | 0.0 | 0.5 | 0.0 |
| 4:00 PM | 665.5 | 0.5 | 488.0 | 133.5 | 17.0 | 11.0 | 1.5 | 0.5 | 7.0 | 3.5 | 0.0 | 2.5 | 0.5 | 0.0 | 0.0 |
| 5:00 PM | 686.5 | 0.0 | 529.5 | 110.0 | 14.0 | 13.5 | 1.0 | 0.0 | 11.0 | 3.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 485.5 | 0.0 | 390.5 | 75.0 | 7.0 | 8.5 | 0.0 | 1.0 | 2.0 | 0.5 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 336.0 | 0.0 | 280.5 | 47.5 | 0.0 | 6.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 281.0 | 0.0 | 226.0 | 50.0 | 0.0 | 4.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 207.0 | 0.0 | 170.0 | 32.5 | 0.0 | 4.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 152.5 | 0.0 | 129.5 | 22.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 112.5 | 0.0 | 90.5 | 19.5 | 0.5 | 1.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 7786.0 | 0.5 | 5697.0 | 1545.5 | 154.5 | 247.5 | 31.5 | 2.0 | 54.5 | 37.5 | 1.5 | 12.0 | 1.0 | 0.5 | 0.5 |

**Study Grand Totals**

| | Total | Motor Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Tailgating |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| E.B. | 15572 | 1 | 11394 | 3091 | 309 | 495 | 63 | 4 | 109 | 75 | 3 | 24 | 2 | 1 | 1 |
| | | 0.0 % | 73.2 % | 19.8 % | 2.0 % | 3.2 % | 0.4 % | 0.0 % | 0.7 % | 0.5 % | 0.0 % | 0.2 % | 0.0 % | 0.0 % | 0.0 % |

EASTBOUND ONLY - SUM OF THE DAILY AVERAGE OF CLASSES 4 THROUGH 13 = 2,101

WESTBOUND ONLY - SUM OF THE DAILY AVERAGE OF CLASSES 4 THROUGH 13 = 2,090

DAILY TOTAL OF HEAVY COMMERCIAL VEHICLES = *4,191*

Attachment 5

*HENNEPIN COUNTY*
*TRANSPORTATION PLANNING DIVISION*

48 HR. CLASSIFICATION DATA
CSAH 153 E. OF 6TH. ST. N.E.
STUDY # 4338

Site: 03
Monday, 3/6/2017 10:00 AM -
Wednesday, 3/8/2017 10:00 AM

## Classification Grand Totals

**Hourly Averages**

W.B.

| Interval Start | Total | Motor Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Tailgating |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 63.5 | 0.0 | 52.5 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 33.0 | 0.0 | 27.5 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 41.5 | 0.0 | 30.5 | 7.5 | 0.0 | 3.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 25.0 | 0.0 | 17.0 | 5.0 | 0.0 | 0.5 | 2.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 45.0 | 0.0 | 34.5 | 9.0 | 0.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 136.0 | 0.0 | 100.5 | 31.5 | 0.5 | 1.5 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 324.5 | 0.0 | 227.5 | 61.0 | 17.5 | 10.0 | 1.0 | 0.5 | 2.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 643.5 | 0.0 | 497.0 | 97.0 | 13.5 | 24.0 | 3.0 | 0.0 | 5.5 | 2.0 | 0.5 | 1.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 554.0 | 0.5 | 416.5 | 93.0 | 11.0 | 21.0 | 2.5 | 0.0 | 3.5 | 5.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 396.5 | 0.0 | 280.0 | 84.5 | 5.0 | 17.0 | 3.0 | 0.0 | 3.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 353.0 | 0.0 | 235.0 | 79.5 | 6.5 | 21.5 | 0.5 | 0.0 | 5.0 | 4.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 380.0 | 0.0 | 260.0 | 86.5 | 9.5 | 13.5 | 3.5 | 0.0 | 2.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 441.0 | 0.0 | 322.5 | 89.5 | 5.0 | 13.0 | 2.0 | 0.0 | 3.5 | 4.5 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 481.5 | 0.0 | 351.5 | 99.5 | 7.5 | 14.5 | 2.0 | 0.0 | 2.0 | 3.5 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 538.5 | 0.0 | 365.0 | 133.5 | 12.0 | 21.0 | 2.0 | 0.0 | 3.0 | 1.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 683.5 | 0.0 | 500.0 | 127.5 | 18.5 | 23.5 | 2.5 | 0.0 | 8.5 | 2.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 783.5 | 1.5 | 584.5 | 153.0 | 11.5 | 20.5 | 1.5 | 0.0 | 7.0 | 2.0 | 0.5 | 1.5 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 780.5 | 0.0 | 611.5 | 131.0 | 15.0 | 14.0 | 1.0 | 0.0 | 5.0 | 0.5 | 0.5 | 2.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 531.5 | 0.0 | 430.0 | 87.0 | 2.0 | 11.0 | 0.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 369.0 | 0.0 | 300.5 | 57.5 | 0.0 | 9.5 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 312.5 | 0.0 | 258.0 | 48.5 | 0.5 | 4.5 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 229.0 | 0.0 | 192.0 | 32.5 | 0.0 | 4.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 144.5 | 0.0 | 123.0 | 19.5 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 99.5 | 0.0 | 83.0 | 14.5 | 0.5 | 1.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 8390.0 | 2.0 | 6300.0 | 1564.0 | 136.0 | 250.0 | 29.0 | 1.5 | 55.5 | 40.5 | 3.0 | 8.5 | 0.0 | 0.0 | 0.0 |

**Study Grand Totals**

| | Total | Motor Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Tailgating |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| W.B. | 16780 | 4 | 12600 | 3128 | 272 | 500 | 58 | 3 | 111 | 81 | 6 | 17 | 0 | 0 | 0 |
| | | 0.0 % | 75.1 % | 18.6 % | 1.6 % | 3.0 % | 0.3 % | 0.0 % | 0.7 % | 0.5 % | 0.0 % | 0.1 % | 0.0 % | 0.0 % | 0.0 % |

Attachment 5

*HENNEPIN COUNTY*
*TRANSPORTATION PLANNING DIVISION*

48 HR. CLASSIFICATION DATA
CSAH 153 E. OF 6TH. ST. N.
STUDY # 4339

Site: 03
Monday, 3/6/2017 11:00 AM -
Wednesday, 3/8/2017 11:00 AM

## Classification Grand Totals

**Hourly Averages**

E.B.

| Interval Start | Total | Motor Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Tailgating |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 65.0 | 1.5 | 42.5 | 8.5 | 1.5 | 10.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 42.5 | 1.0 | 28.0 | 5.0 | 0.5 | 7.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 36.0 | 0.0 | 22.0 | 4.5 | 0.0 | 8.5 | 0.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 37.5 | 1.5 | 21.5 | 4.0 | 1.0 | 8.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 53.5 | 1.5 | 28.5 | 4.5 | 1.0 | 10.5 | 6.5 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 148.5 | 4.5 | 94.0 | 18.0 | 3.5 | 20.5 | 6.5 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 |
| 6:00 AM | 289.0 | 13.0 | 159.5 | 30.5 | 15.5 | 58.5 | 6.0 | 0.0 | 4.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 551.0 | 14.0 | 320.0 | 58.0 | 41.5 | 82.0 | 12.0 | 1.0 | 15.5 | 3.5 | 1.5 | 0.0 | 0.0 | 2.0 | 0.0 |
| 8:00 AM | 557.0 | 24.0 | 297.5 | 59.5 | 42.0 | 106.5 | 11.5 | 0.5 | 11.0 | 0.0 | 2.5 | 1.5 | 0.0 | 0.5 | 0.0 |
| 9:00 AM | 357.5 | 8.0 | 222.0 | 55.5 | 13.0 | 51.5 | 4.5 | 0.5 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 |
| 10:00 AM | 295.5 | 4.5 | 168.5 | 49.0 | 17.0 | 44.0 | 4.5 | 1.0 | 5.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 329.5 | 2.5 | 210.5 | 68.0 | 15.0 | 24.5 | 1.5 | 0.0 | 6.0 | 0.5 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 336.0 | 1.0 | 248.5 | 58.0 | 7.5 | 15.0 | 1.5 | 0.0 | 4.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 367.5 | 3.0 | 248.5 | 69.5 | 7.0 | 31.5 | 3.5 | 0.0 | 3.5 | 0.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 443.5 | 2.0 | 286.5 | 82.0 | 17.0 | 40.0 | 3.5 | 0.0 | 10.5 | 0.5 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 468.0 | 2.5 | 311.5 | 92.5 | 13.5 | 38.5 | 4.0 | 0.0 | 5.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 PM | 573.0 | 6.5 | 386.0 | 95.5 | 24.5 | 48.0 | 3.0 | 0.0 | 7.5 | 1.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 554.5 | 10.5 | 375.5 | 75.0 | 25.5 | 56.5 | 4.0 | 0.0 | 6.5 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 6:00 PM | 396.0 | 7.5 | 260.5 | 41.0 | 14.5 | 63.0 | 2.5 | 0.0 | 4.0 | 1.5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 276.0 | 6.5 | 183.0 | 34.0 | 11.0 | 35.5 | 1.5 | 0.0 | 2.5 | 1.0 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 262.0 | 5.0 | 184.0 | 26.5 | 5.0 | 37.0 | 1.0 | 0.0 | 1.5 | 0.5 | 1.0 | 0.0 | 0.0 | 0.5 | 0.0 |
| 9:00 PM | 175.0 | 2.5 | 121.5 | 23.5 | 1.5 | 22.5 | 3.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 143.0 | 2.5 | 96.0 | 16.5 | 1.0 | 25.5 | 1.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 106.0 | 3.0 | 73.0 | 11.5 | 0.0 | 17.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 6863.0 | 128.5 | 4389.0 | 990.5 | 279.5 | 862.0 | 86.0 | 3.0 | 93.0 | 13.5 | 7.0 | 7.0 | 0.0 | 4.0 | 0.0 |

**Study Grand Totals**

| | Total | Motor Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Tailgating |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| E.B. | 13726 | 257 | 8778 | 1981 | 559 | 1724 | 172 | 6 | 186 | 27 | 14 | 14 | 0 | 8 | 0 |
| | | 1.9 % | 64.0 % | 14.4 % | 4.1 % | 12.6 % | 1.3 % | 0.0 % | 1.4 % | 0.2 % | 0.1 % | 0.1 % | 0.0 % | 0.1 % | 0.0 % |

EASTBOUND ONLY - SUM OF THE DAILY AVERAGE OF CLASSES 4 THROUGH 13 = 2,347
WESTBOUND ONLY - SUM OF THE DAILY AVERAGE OF CLASSES 4 THROUGH 13 = 1,869
DAILY TOTAL OF HEAVY COMMERCIAL VEHICLES = *4,216*

Attachment 5

*HENNEPIN COUNTY*
*TRANSPORTATION PLANNING DIVISION*

48 HR CLASSIFICATION DATA
CSAH 153 E. OF 6TH. ST. N.
STUDY # 4339

Site: 03
Monday, 3/6/2017 11:00 AM -
Wednesday, 3/8/2017 11:00 AM

## Classification Grand Totals

**Hourly Averages**

W.B.

| Interval Start | Total | Motor Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Tailgating |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 77.5 | 0.0 | 61.5 | 14.0 | 0.5 | 1.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1:00 AM | 46.0 | 0.0 | 36.5 | 9.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2:00 AM | 52.5 | 0.0 | 44.5 | 7.0 | 0.0 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 AM | 36.5 | 0.0 | 25.5 | 8.5 | 0.0 | 1.0 | 0.5 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4:00 AM | 37.0 | 0.0 | 28.5 | 6.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5:00 AM | 73.0 | 0.0 | 49.0 | 17.0 | 1.0 | 4.0 | 1.0 | 0.0 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6:00 AM | 224.0 | 0.0 | 156.0 | 51.0 | 9.5 | 4.0 | 0.5 | 0.0 | 1.5 | 1.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 7:00 AM | 424.5 | 0.5 | 314.5 | 73.5 | 7.0 | 18.5 | 1.0 | 0.0 | 8.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 AM | 415.0 | 2.5 | 285.0 | 88.5 | 8.5 | 21.0 | 1.5 | 0.0 | 7.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 AM | 324.5 | 1.0 | 221.5 | 69.5 | 8.5 | 18.0 | 2.5 | 0.0 | 2.5 | 0.5 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 10:00 AM | 263.5 | 0.0 | 179.0 | 66.5 | 4.0 | 10.0 | 1.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 AM | 338.5 | 0.5 | 238.0 | 72.0 | 8.5 | 13.5 | 0.5 | 0.0 | 3.5 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 12:00 PM | 397.5 | 0.0 | 289.0 | 86.5 | 3.5 | 12.0 | 1.0 | 0.0 | 3.0 | 0.5 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 |
| 1:00 PM | 385.0 | 1.0 | 281.5 | 80.5 | 5.5 | 12.0 | 1.0 | 0.0 | 2.0 | 0.5 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 2:00 PM | 510.5 | 1.0 | 349.0 | 128.0 | 12.0 | 15.5 | 0.0 | 0.0 | 4.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3:00 PM | 570.5 | 2.0 | 412.5 | 116.0 | 9.0 | 20.0 | 0.0 | 0.5 | 9.5 | 0.0 | 0.0 | 0.5 | 0.5 | 0.0 | 0.0 |
| 4:00 PM | 673.0 | 2.5 | 494.0 | 130.5 | 18.5 | 14.5 | 0.0 | 0.0 | 11.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 |
| 5:00 PM | 664.5 | 1.5 | 520.0 | 107.0 | 15.5 | 9.5 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.5 | 0.0 |
| 6:00 PM | 535.5 | 2.5 | 401.5 | 93.0 | 14.5 | 15.0 | 0.0 | 0.0 | 7.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 7:00 PM | 317.0 | 0.0 | 255.5 | 49.0 | 2.0 | 7.5 | 0.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8:00 PM | 314.5 | 0.5 | 248.5 | 59.0 | 1.5 | 1.5 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9:00 PM | 233.5 | 1.0 | 193.0 | 33.5 | 0.5 | 5.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10:00 PM | 191.5 | 0.0 | 163.0 | 25.5 | 1.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11:00 PM | 128.0 | 0.0 | 104.0 | 20.0 | 0.5 | 3.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Daily Average | 7233.5 | 16.5 | 5351.0 | 1411.0 | 131.5 | 210.5 | 13.0 | 0.5 | 81.5 | 7.0 | 0.0 | 10.0 | 0.5 | 0.5 | 0.0 |

**Study Grand Totals**

| | Total | Motor Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Tailgating |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| W.B. | 14467 | 33 | 10702 | 2822 | 263 | 421 | 26 | 1 | 163 | 14 | 0 | 20 | 1 | 1 | 0 |
| | | 0.2 % | 74.0 % | 19.5 % | 1.8 % | 2.9 % | 0.2 % | 0.0 % | 1.1 % | 0.1 % | 0.0 % | 0.1 % | 0.0 % | 0.0 % | 0.0 % |

**RESOLUTION**

**By Reich**

**Authorizing a functional classification change for Lowry Ave between W Broadway Ave and St. Anthony Blvd.**

Whereas, Lowry Ave between W Broadway Ave and St. Anthony Blvd serves as an east/west connection between existing traffic generators, including Shoreham Yards, the Upper Harbor Terminal development, and the growing business and residential area of the Northeast Minneapolis Arts District; and

Whereas, Lowry Ave serves as a multi-modal corridor for pedestrians, bicycles, transit, freight, and vehicles; and

Whereas, Lowry Ave includes one of four east/west bridges over the Mississippi River connecting North and Northeast Minneapolis; and

Whereas, Lowry Ave meets the technical criteria for an A-Minor Arterial including daily vehicle traffic, corridor spacing, and system connections; and

Whereas, changing the corridor designation from a B-Minor Arterial to an A-Minor Arterial allows for federal funding to be pursued for corridor improvements; and

Whereas, surrounding land use is being redeveloped at higher densities requiring more efficient and modern transportation infrastructure; and

Whereas, the Federal Highway Administration (FHWA) has identified Lowry Ave, between 2nd St N and University Ave, as an Intermodal Connector on the National Highway System;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis support a request from Hennepin County to the Metropolitan Council to allow a functional classification change for Lowry Ave between W Broadway Ave and St. Anthony Blvd, changing the status of the roadway from a B-Minor Arterial to a A-Minor Arterial.

# CITY OF ST. ANTHONY VILLAGE
## STATE OF MINNESOTA

**RESOLUTION 17-057**

**A RESOLUTION SUPPORTING HENNEPIN COUNTY'S EFFORTS SEEKING APPROVAL FOR A FUNCTIONAL CLASS UPGRADE OF KENZIE TERRACE AND ST. ANTHONY BOULEVARD**

**WHEREAS,** the existing Kenzie Terrace roadway has been identified as in need of future capital improvements by Hennepin County staff; and

**WHEREAS,** the roadway segment lacks adequate bicycle and pedestrian accommodations and the City of St. Anthony is experiencing redevelopment adjacent to these roadways; and

**WHEREAS,** Hennepin County is seeking a functional class upgrade from Metropolitan Council to A-Minor Arterial status to provide eligibility for Regional Solicitation funding; and

**WHEREAS,** this functional classification upgrade would not affect these roadways in terms of operation or access; and

**WHEREAS,** at this time, Hennepin County has not allocated any capital funding towards improvements along Kenzie Terrace within its Board Approved 2017-2021 Transportation CIP; and

**WHEREAS,** Hennepin County will work directly with City of St. Anthony staff in developing preferred concepts once funding has been allocated in the county's capital budget.

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of the City of St. Anthony Village that:

1. The City supports Hennepin County's efforts in seeking approval for a functional class upgrade of Kenzie Terrace and St. Anthony Boulevard from Metropolitan Council to provide eligibility for Regional Solicitation funding.

Adopted this 22nd day of August, 2017.

Jerome O. Faust, Mayor

ATTEST: _____
Nicole Miller, City Clerk

Reviewed for administration: _____
Mark Casey, City Manager

Regional Functional Classification
Change Request Form

ID Number: *1350*

Date of Request: *8-31-17*

## Roadway Name: Vernon Avenue

Roadway CSAH # 158
Roadway County Rd # N/A
Roadway MSA # N/A
Request Type: Existing

## Functional Classification Information:

**Existing Roadway**
Current Classification:
**Other Minor Arterial**
Requested Classification: **A Minor Reliever**
If other:

**Planned Roadway**
Current Classification: **N/A**
Requested Classification: **N/A**
If other:

Planned to existing **Contingent Conditions: ----------**
Other / Explain:

## Request Information:

Change Start Location: **TH 62**
Change End Location: **TH 100**
Length of Requested Change (Miles): **2.60 miles**
Dependent on other Requested Changes: **No**
Road name(s) or ID Number(s) of dependent requests: **N/A**
Involves other jurisdictions (**Yes**) If "yes" please attach letter(s) of support

**Purpose of Change:** Please explain rationale for requested Change

**Vernon Avenue is a critical regional route that directly serves commuter and commercial traffic that also connects two Trunk Highways (TH 62 and TH 100) as illustrated in Attachment 1. Additionally, Vernon Avenue currently serves as a reliever for TH 62 and TH 100 that frequently experience significant congestion as illustrated in MnDOT's Congestion Report Map (Attachment 2).**

**Vernon Avenue is currently classified as a B-Minor Arterial (Attachment 3). Presently, there are no east/west Primary or A-Minor Arterials in the immediate area. East/west trips are served on Vernon Avenue for commercial and residential purposes including access to the following major roadways:**

**- TH 62 (Principal Arterial)**
**- TH 100 (Principal Arterial)**
**- Tracy Avenue (Major Collector)**
**- Blake Road (Major Collector)**
**- Interlachen Boulevard (Major Collector)**

**The planned land use of the Grandview District Area provides additional support for the need to reclassify this roadway as an A-Minor Arterial. Hennepin County seeks this functional class change to better warrant roadway function and needed to align with the Grandview District Plan. This will also provide Hennepin County with flexibility to improve the existing 90 year old structurally-deficient bridge spanning the CP Rail. The**

**bridge is currently load-posted, has a Sufficiency Rating of 24.2 and has substandard bridge railings and guard rail (Attachment 4).**

## Following Section Required for All Principal and Minor Arterial Requests

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

Place Connections: Vernon Avenue serves as a critical east/west connection between two Trunk Highways, commercial traffic generators such as Jerry's Foods and Walgreens, and residential areas for the growing southwest metro.

Spacing: The nearest east/west Arterial roadways to Vernon Avenue include the following:

North: A-Minor Reliever - CSAH 3 (Excelsior Boulevard) (1.75 miles)

South: Principal Arterial - TH 62 (1.0 miles)

Management: All major intersections along the proposed route are controlled by traffic signals, while all the minor intersections are controlled by side street stop conditions. Existing posted speeds range from 30 and 40 MPH. The proposed route is expected to maintain at least a 30 MPH average speed during peak traffic periods to provide consistent travel times along the corridor.

System Connections & Access Spacing: Vernon Avenue serves as the only continous east/west connection between TH 62 and TH 100 which provide access to TH 169, I-394 and I-494. Additionally, the roadway connects to Gleason Road, Blake Road, Olinger Road, Tracy Avenue, and Interlachen Boulevard, which all serve local residential neighborhoods. Access spacing along Vernon Avenue is consistent with other A-Minor Arterials throughout Hennepin County. Intersection spacing ranges from 300' to 500' along the corridor, with additional driveways for surface parking lots provided at some of the intersections. Hennepin County will continue to work with the City of Edina to modify access along Vernon Avenue when the opportunity arises through redevelopment and capital projects.

Trip Making Services: Vernon Avenue serves short and medium trips during peak periods at consistent speeds. It also functions as a multi-modal corridor with on-street bike lanes that connect to Bredesen Park and Garden Park. Classifiying the route as an A-Minor arterial better defines the current and future function of Vernon Avenue.

# Regional Functional Classification Change Request Form

ID Number: *1350*

Date of Request: *8-31-17*

Mobility vs. Land Access: The west segment of Vernon Avenue (between TH 62 and 53rd Street) generally serves a mobility function that provides a relatively high level of service with limited access points that are mainly controlled by traffic signals. The east segment of Vernon Avenue (between 53rd Street and TH 100) provides more access, connecting residents to commerical areas. Replacing the structurally-deficient bridge spanning the CP Rail will also allow for improved sidewalk facilities and the implementation of a bicycle facility where there is not currently one.

**IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:**
(from Table D-4 in TPP, http://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx)

**Use:**

**Location:**
**Trip Length:**
**Problem Addressed:**

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

Intersection Treatments: Major Intersections: Traffic Signal Control

Minor Intersections: Minor Street Stop Control

Present AADT: (2016) West: 10,400 | Middle: 13,200 | East: 20,400

Estimated Future AADT/Year: (2040) West: 11,500 | Middle: 15,500 | East: 22,600

Source of Estimated AADT/Date: Metropolitan Council / June 2017 Email Correspondence

Posted Speed: Between 30 MPH and 40 MPH

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

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

## Contact Information:

Agency/City/County: Hennepin County

# Regional Functional Classification Change Request Form

ID Number: *1350*

Date of Request: *8-31-17*

Contact Person: Jason Pieper
Phone: 612-596-0241 Fax: 612-321-3410
Email: Jason.Pieper@hennepin.us
Address: 1600 Prairie Drive
City: Medina State: MN Zip: 55340

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

## Staff Recommendation:

Consent Approval: -------
Technical Correction: -------
Staff Recommendation:
MnDOT Consent: YES ☐ NO ☐ Comments:
Potential Issues:

## Change Tracking:

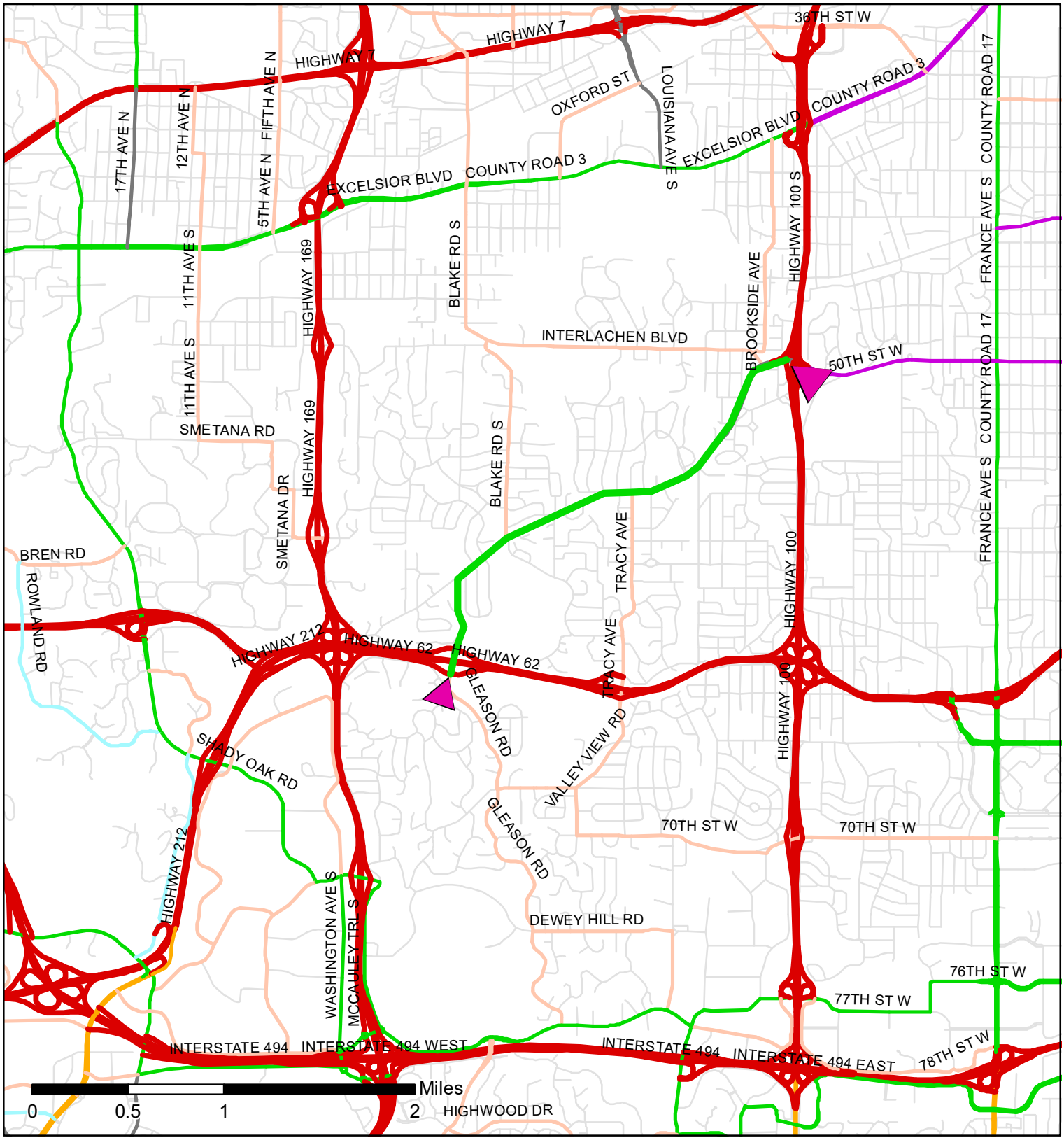
TAC Planning Record of Decision: Approve Date: 9-14-17
TAC Record of Decision: Date:
TAB Record of Decision (PA ONLY): Date:
Mn/DOT Notification: Date:

*Geography Recorded: -------* *Date:*

*Previous Action ID:* *Date:*

# Functional Class Roads Change Requests
# Hennepin County

ID# 1350




## Existing Regional Functional Class Roads

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

## Planned Regional Functional Class Roads

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

N

City / Township Boundaries

Street Centerlines

County Boundaries

8-31-17

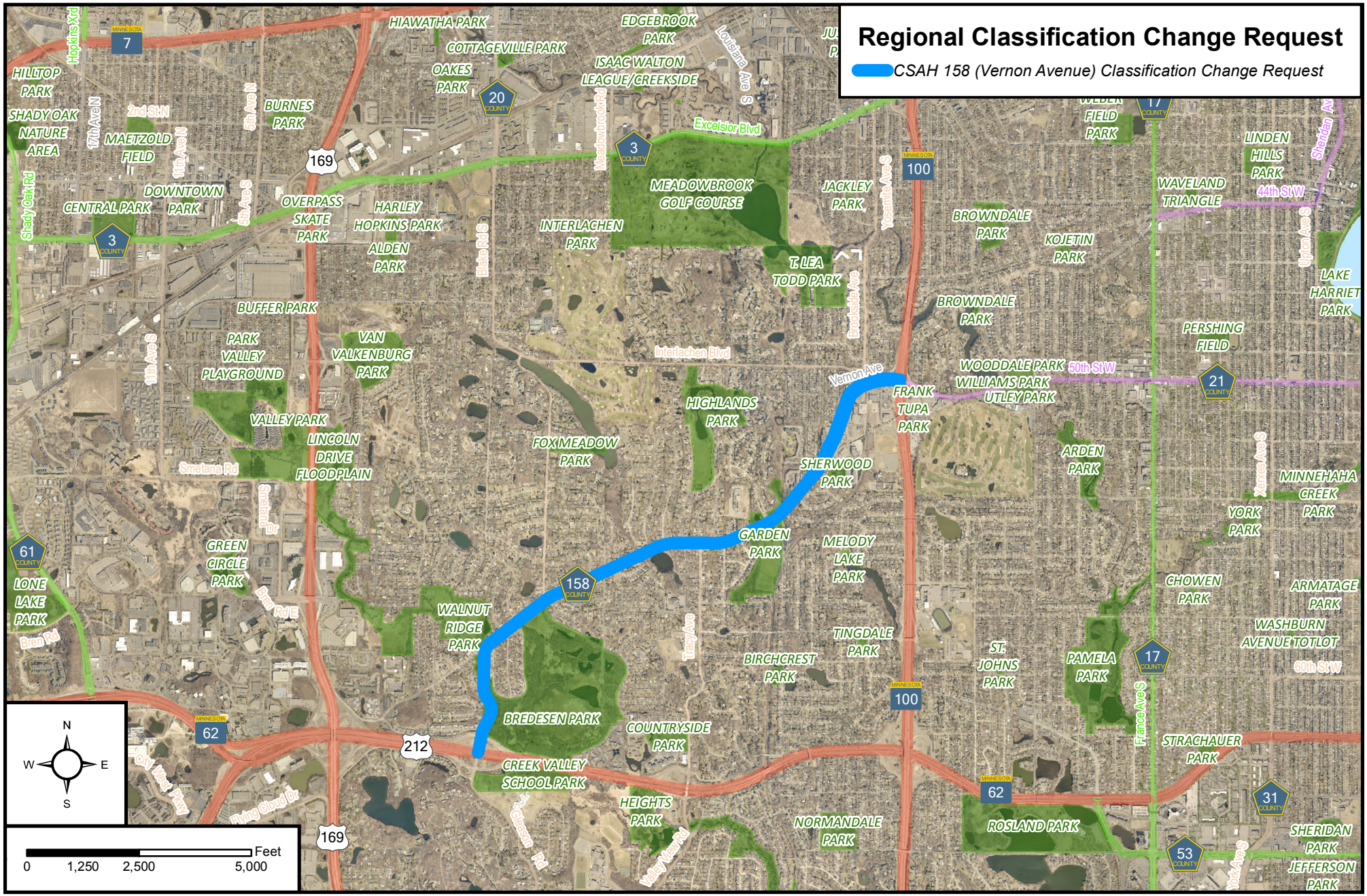
Attachment 1

# Functional Classification Change Request

## Termini Map - CSAH 158 (Vernon Ave) - From TH 62 to TH 100

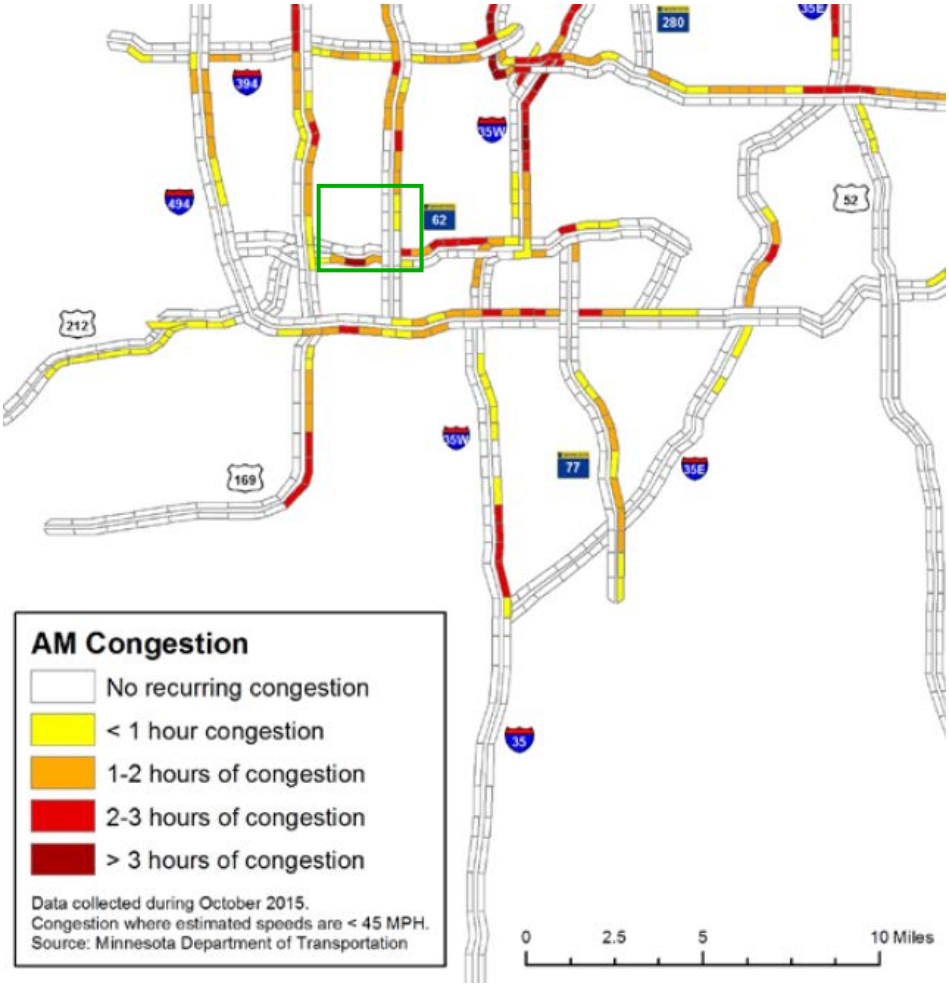
Hennepin





## Congested Truck Highway Miles (AM)

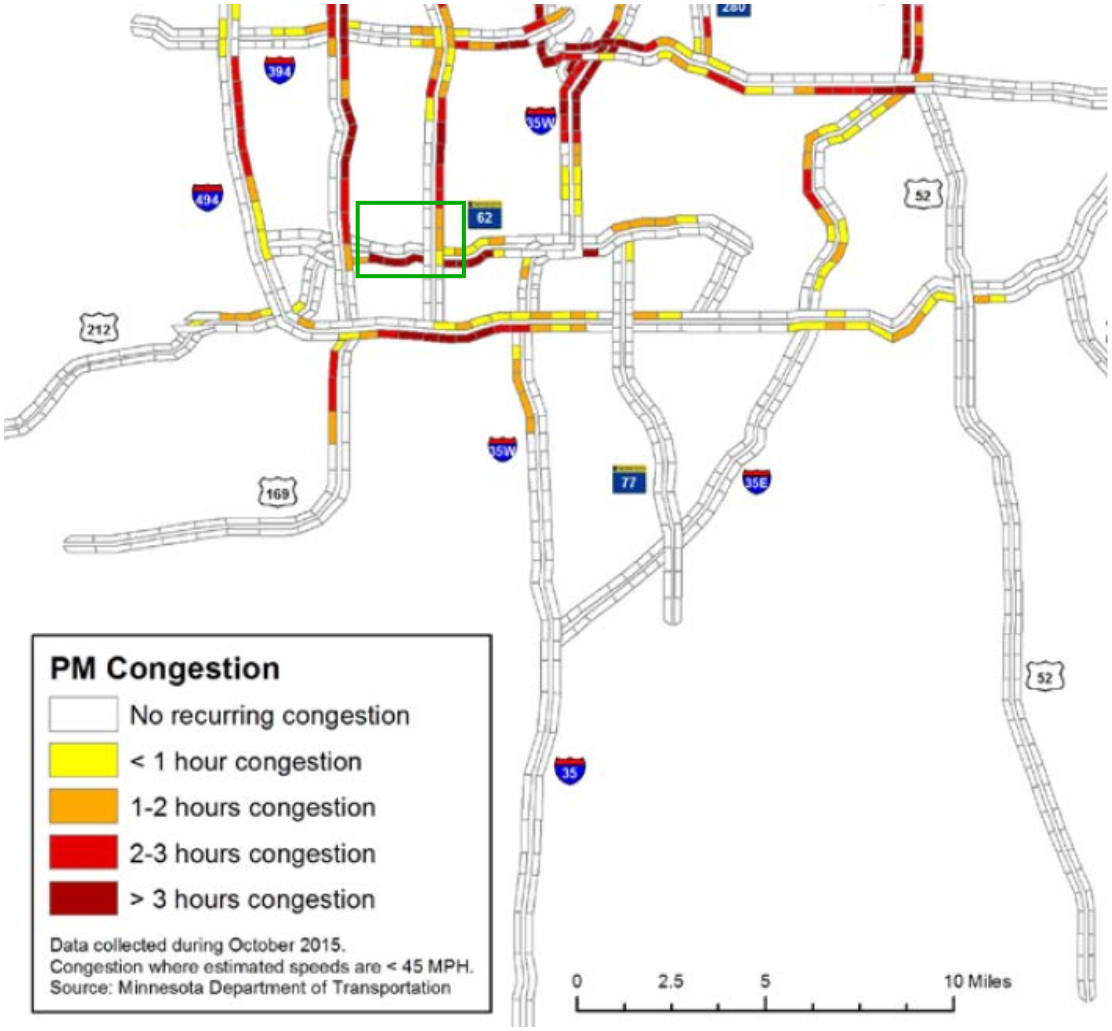
| Congested Trunk Highway Miles (AM) 1, 2 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| *Highway* | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
| TH 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 |
| TH 10 | 4.5 | 4 | 4.5 | 2.5 | 5 | 4 | 2.5 | 2.5 | 3.5 | 5 |
| TH 36 | 7.5 | 1.5 | 7 | 6 | 7.5 | 7.5 | 6.5 | 6 | 7.5 | 7.5 |
| TH 52 | 2 | 2.5 | 2 | 2 | 2 | 2.5 | 2 | 2 | 2 | 2 |
| US 61 | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TH 62 | 6.5 | 10 | 10 | 9.5 | 10.5 | 9 | 8.5 | 8.5 | 7 | 7.5 |
| TH 65 | 0.5 | 1 | 0 | 0 | 1 | 1 | 0.5 | 0.5 | 1 | 1 |
| TH 100 | 5 | 9 | 10.5 | 10 | 10.5 | 7 | 10.5 | 8.5 | 9.5 | 12.5 |
| US 169 | 6.5 | 14 | 16.5 | 15 | 17 | 16.5 | 20 | 16.5 | 18.5 | 21 |
| US 212 | 0 | 0 | 5 | 5.5 | 5.5 | 5 | 5.5 | 4.5 | 5 | 6.5 |
| TH 280 | 0 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 |
| TH 610 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 |
| TH 77 | 6 | 6 | 6 | 4.5 | 6 | 5.5 | 5.5 | 6 | 6 | 6 |
| Subtotal | 38.5 | 51.5 | 61.5 | 55 | 65 | 58 | 61.5 | 56 | 60 | 69.5 |



Attachment 2

## Congested Truck Highway Miles (PM)

| Congested Trunk Highway Miles (PM) 1, 2 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| *Highway* | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
| TH 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TH 10 | 1 | 3 | 1.5 | 1.5 | 3.5 | 4 | 4 | 3 | 3.5 | 3 |
| TH 36 | 4.5 | 4.5 | 3 | 3.5 | 6.5 | 6.5 | 4.5 | 4 | 2.5 | 4.5 |
| TH 52 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| US 61 | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TH 62 | 8 | 10.5 | 8.5 | 9.5 | 10.5 | 9.5 | 10 | 10 | 9 | 9.5 |
| TH 65 | 1.5 | 1.5 | 1 | 1.5 | 1.5 | 1.5 | 1.5 | 0.5 | 0.5 | 0.5 |
| TH 100 | 4 | 12.5 | 7.5 | 11 | 11.5 | 12.5 | 11 | 10.5 | 11 | 11.5 |
| US 169 | 15 | 16 | 9.5 | 10 | 14.5 | 17 | 18 | 17.5 | 18.5 | 20.5 |
| US 212 | 0 | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 2 | 3 | 3 |
| TH 280 | 0 | 3 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 2 | 1.5 |
| TH 610 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TH 77 | 3 | 2 | 0 | 0 | 2 | 2.5 | 2.5 | 2 | 0.5 | 0.5 |
| Subtotal | 38 | 54 | 33.5 | 38.5 | 50.5 | 54 | 52 | 50 | 51 | 55 |



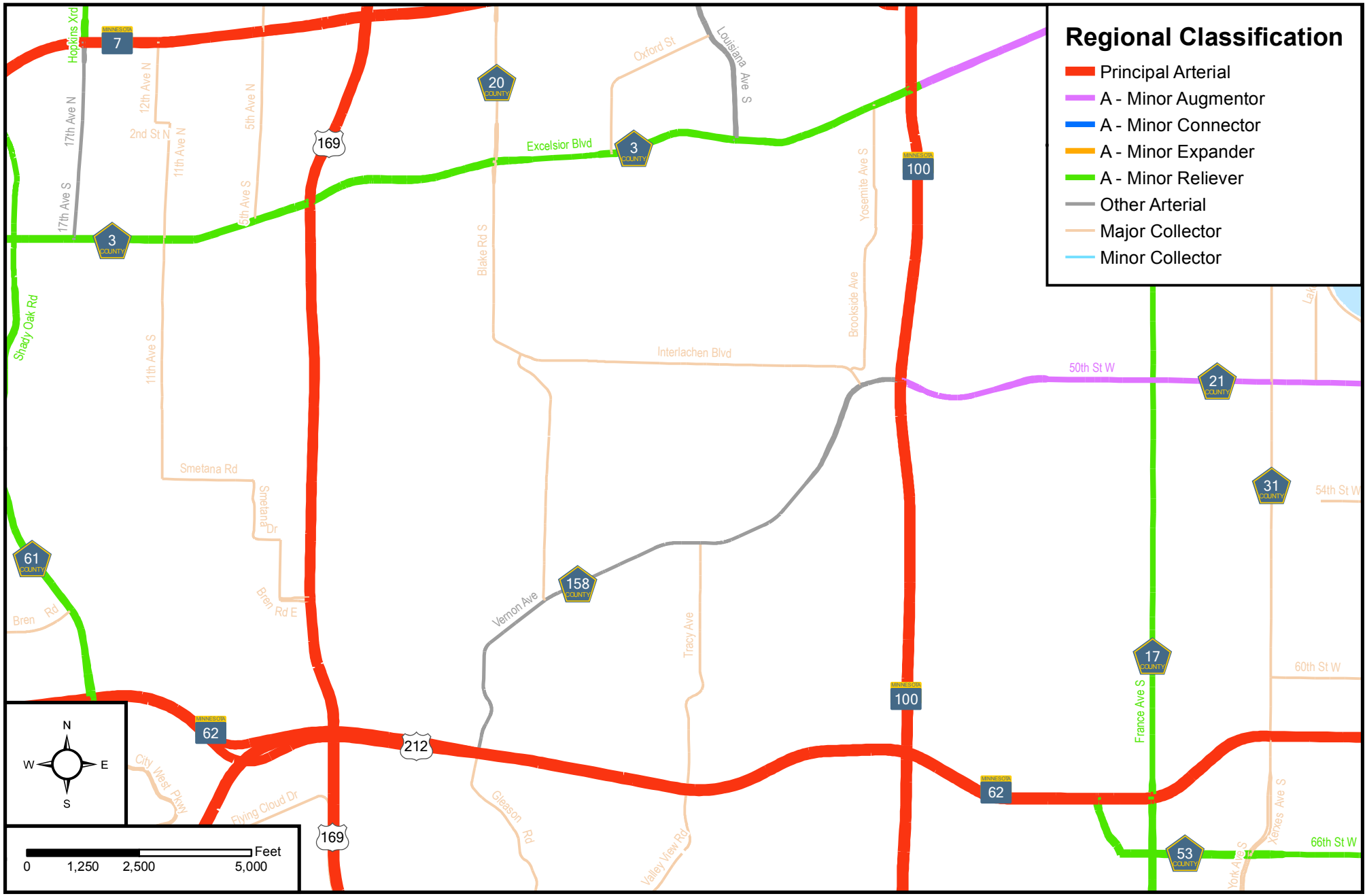
Attachment 3

# Functional Classification Change Request

**Attachment 01 - CSAH 158 (Vernon Ave) - From TH 62 to TH 100**

Hennepin





**RESOLUTION NO. 2017-79**
**SUPPORTING HENNEPIN COUNTY'S EFFORTS SEEKING APPROVAL FOR A FUNCTIONAL CLASS UPGRADE OF COUNTY ROAD 158 TO PROVIDE ELIGIBILITY FOR REGIONAL SOLICITATION FUNDING IN 2018**

**WHEREAS**, the existing County Road 158 Bridge over Canadian Pacific Rail is structurally deficient, including weight restrictions, and has reached the end of its useful life. Additionally, the segment of County Road 158 between West 53rd Avenue and Trunk Highway 100 has been identified as a future capital need by Hennepin County staff; and

**WHEREAS**, the roadway segment lacks adequate bicycle and pedestrian accommodations and the City of Edina has shown interest in modifying the surrounding land use (through the recent Grandview District Transportation Study) which will impact the use of County Road 158; and

**WHEREAS,** Hennepin County is seeking a functional class upgrade for County Road 158 from Trunk Highway 62 to Trunk Highway 100 from Metropolitan Council from a status of B-Minor Arterial status to A-Minor Arterial status to provide eligibility for Regional Solicitation funding in 2018; and

**WHEREAS**, this functional classification upgrade would not affect County Road 158 in terms of operation or access; and

**WHEREAS**, at this time, Hennepin County has not allocated any capital funding towards improvements along County Road 158 within its Board Approved 2017-2021 Transportation CIP; and

**WHEREAS**, Hennepin County will work directly with City of Edina staff in developing preferred concepts once funding has been allocated in the county's capital budget.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Edina, Minnesota that the City supports Hennepin County's efforts in seeking approval for a functional class upgrade of County Road 158 from the Metropolitan Council to provide eligibility for Regional Solicitation funding in 2018.

Adopted this 15th day of August, 2017.

Attest: _____
Debra A. Mangen, City Clerk

_____
James B. Hovland, Mayor

STATE OF MINNESOTA )
COUNTY OF HENNEPIN ) SS
CITY OF EDINA )

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of August 15, 2017, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this 16th day of August, 2017.

_____
City Clerk

**ENGINEERING DEPARTMENT**
7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392

METROPOLITAN COUNCIL

2040 Thrive MSP | TRANSPORTATION POLICY PLAN

# Overview Discussion – Challenges & Opportunities

TAC

Oct. 4, 2017

# Overview Content - Generally

- Introduction and background about the plan, the Council
- Summary of transportation in the region (TBI data, trends in development)
- Summary of existing transportation system
- **Regional Transportation Challenges and Opportunities**
- Goals, Objectives and Strategies
- Investing in Transportation
- Performance Outcomes
- Engagement Summary
- Mandated information, other administrative content

# Challenges and Opportunities

- Our highway system is essentially complete, but it is aging and requires reconstruction
  - Most revenue will go to maintaining what we have; we can engage community better
- Travel patterns are changing
  - Generational, land-use based
- We need many solutions, working together, to address the region's congestion
- Technology will continue to influence travel in the region
  - Automated vehicles, other technology
- Transportation affects equity and environmental justice, the environment, and the economy

# Key Questions

- Is there anything missing?
- Are there particular themes that should be reflected in this section?

# Information Item

| | |
|---|---|
| **DATE:** | September 22, 2017 |
| **TO:** | Technical Advisory Committee |
| **PREPARED BY:** | Joe Barbeau, Senior Planner (651-602-1705) |
| **SUBJECT:** | Regional Solicitation Update: Multiuse Trails and Bikeways Application |

Attached is a draft Multiuse Trails and Bikeways application for the 2018 Regional Solicitation. Potential changes are tracked for consideration. The Committee reviewed the Safe Routes to School and Pedestrian applications in July. This application was delayed with the intent of incorporating the Regional Bicycle Barriers Study into the scoring process. However, that study will not be ready for incorporation into the 2018 Regional Solicitation. Therefore, the attached draft application language includes minimal change from the 2016 version.

# Multiuse Trails and Bicycle Facilities – Prioritizing Criteria and Measures

September 21, 2017

Definition: A project that benefits bicyclists (or bicyclists and other non-motorized users). All projects must have a transportation purpose (i.e., connecting people to destinations). A facility may serve both a transportation purpose and a recreational purpose. Multiuse trail bridges or underpasses should apply in this application category instead of the Pedestrian Facilities application category given the nature of the users and the higher maximum award amount.

Examples of Multiuse Trail and Bicycle Facility Projects:

- Multiuse trails
- Trail bridges/underpasses
- On-street bike lanes
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

**Scoring**:

| Criteria and Measures | Points | % of Total Points |
|---|---|---|
| **1. Role in the Regional Transportation System and Economy** | **200** | **18%** |
| Measure A - Identify location of project relative to Regional Bicycle Transportation Network | 200 | |
| **2. Potential Usage** | **200** | **18%** |
| Measure A - Existing population and employment within 1 mile (potential usage) | 200 | |
| **3. Equity and Housing Performance** | **120** | **11%** |
| Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation | 50 | |
| Measure B - Housing Performance Score | 70 | |
| **4. Deficiencies and Safety** | **250** | **23%** |
| Measure A – Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project | 100 | |
| Measure B - Deficiencies corrected or safety problems addressed | 150 | |
| **5. Multimodal Facilities and Existing Connections** | **100** | **9%** |
| Measure A - Transit or pedestrian elements of the project and connections | 100 | |
| **6. Risk Assessment~~/Public Engagement~~** | **130** | **12%** |
| Measure A - Risk Assessment Form | 130 | |
| ~~**Sub-Total**~~ | ~~**1,000**~~ | ~~**100%**~~ |
| **7. Cost Effectiveness** | **100** | **9%** |
| Measure A – Cost effectiveness (total ~~project cost~~points awarded/total project cost~~points awarded~~) | 100 | |
| **Total** | **1,100** | |

## 1. Role in the Regional Transportation System and Economy (200 Points) - This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy through its inclusion within or direct connection to the Regional Bicycle Transportation Network (RBTN), which is based on the Twin Cities Regional Bicycle System Study (2015).

*A.* *MEASURE:* Reference the "RBTN Evaluation" map generated at the beginning of the application process. Draw the proposed trail on the map.

Upload the "RBTN Evaluation" map used for this measure.

*RESPONSE (Select one, based on the "RBTN Evaluation and Major Barriers" map):*

- Tier 1, Priority RBTN Corridor (200 Points)
- Tier 1 RBTN Alignment (200 points)
- Tier 2, RBTN Corridor (175 Points)
- Tier 2, RBTN Alignment (175 Points)
- Direct connection to an RBTN Tier 1 corridor or alignment: (150 Points)
- Direct connection to an RBTN Tier 2 Corridor or Alignment (125 Points)
  *OR*
- Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county city, or regional parks implementing agency plan. (50 Points)

SCORING GUIDANCE (200 Points)
The applicant will receive the points shown in the above bullets based on the location of the project relative to the RBTN.

**RBTN Projects (Tier 1/Tier 2 corridors and alignments)**
To receive the available points associated with Tier 1 and Tier 2 corridors and alignments, a project must accomplish one of the following:

- Improve a segment of an existing Tier 1 or Tier 2 alignment beyond a simple resurfacing of the facility;
- Implement a currently non-existing segment of a Tier 1 or Tier 2 alignment within and along a Tier 1 or Tier 2 corridor; OR
- Connect directly to a specific Tier 1 or Tier 2 corridor or alignment of the RBTN.
  * Note: if connecting to a RBTN ***corridor***, the project must connect to a roadway or to the planned terminus of a trail in a way that makes possible a future connection to a potential RBTN alignment for the corridor.

**Projects that include both on-RBTN and off-RBTN improvements**
Projects will be scored based on the proportion of the project that is within and along a RBTN corridor or along a designated RBTN alignment as shown on the RBTN map. Specifically:

- Tier 1 projects with 50% or more of the project's length within and along a Tier 1 corridor or alignment will receive 200 points.
- Tier 2 projects with 50% or more of the project's length within and along a Tier 2 corridor or alignment will receive 175 points.
- A project with less than 50% of its length within and along a Tier 1 corridor or alignment will be considered a Tier 1 direct connection and will receive 150 points for providing the direct connection.
- A project with less than 50% of its length within and along a Tier 2 corridor or alignment will be considered a Tier 2 direct connection and will receive 125 points for providing the direct connection.
- A project with less than 50% of its length within and along a Tier 1 or Tier 2 corridor or along a Tier 1 or Tier 2 alignment, but with 50% or more of its length within and along a combined Tier 1/Tier 2 corridor or alignment will receive the number of points corresponding to the Tier level with the higher proportion of project length.

Note: If no projects meet the above criterion for 200 points, the top scoring project(s) will be adjusted to 200 points and all other project scores will be adjusted proportionately. Due to tiered scoring, it is possible that ~~no, or~~ multiple~~,~~ projects will receive the maximum allotment of 200 points.

## 2. Potential Usage (200 Points) - This criterion quantifies the project's potential usage based on the existing population and employment adjacent to the project. Metropolitan Council staff will calculate the potential usage of the project using the Metropolitan Council model.

A. *MEASURE:* Reference the "Population Summary" map generated at the beginning of the application process. Report the existing population and employment within one mile, as depicted on the "Population Summary" map.

Upload the "Population Summary" map used for this measure.

*RESPONSE (Data from the "Population Summary" map):*

- Existing Population within 1 Mile (Integer Only, 100 Points): _____
- Existing Employment within 1 Mile (Integer Only, 100 points):_____

SCORING GUIDANCE (200 Points)

The applicant with highest population will receive the full 100 points, as will the applicant with the highest number of jobs. Remaining projects will receive a proportionate share of the full points for population and jobs, respectively. As an example for population, projects will score equal to the existing population within 1 mile of the project being scored divided by the project with the highest population within 1 mile multiplied by the maximum points available for the measure (100). For example, if the application being scored had 1,000 people within 1 mile and the top project had 1,500 people, this applicant would receive (1,000/1,500)*100 points or 67 points.

- Existing population: 100 Points
- Existing employment: 100 Points

Using the Metropolitan Council model, all Census block groups that are included within or intersect the buffer area around the project will be included in the analysis.

The highest-scoring application for this measure will be adjusted to receive the full 200 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 80 points and the top project had 190 points, this applicant would receive (80/190)*200 points or 84 points.

## 3. Equity and Housing Performance (120 Points) – This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

*A.* *MEASURE:* Reference the "Socio-Economic Conditions" map generated at the beginning of the application process. Identify the project's location as it applies in the listed responses below. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed.
Upload the "Socio-Economic Conditions" map used for this measure.

*RESPONSE (Select one, based on the "Socio-Economic Conditions" map):*

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): ☐ (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: ☐ (up to 80% of maximum score)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (up to 60% of maximum score)
- Project located in census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (up to 40% of maximum score)

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (50 Points)
Based on the "Socio-Economic Conditions" map's output, the applicant will select the appropriate option from the bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups. Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 30 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 30 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive (10/20)*30 points or 15 points.

*MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____
- Length of Segment within City/Township:

SCORING GUIDANCE (70 Points)

The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive (55/90)*70 points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 4. Deficiencies and Safety (250 Points) – This criterion addresses the project's ability to overcome barriers or system gaps through completion of a Critical Bicycle Transportation Link, as defined in the 2040 TPP. **Critical Bicycle Transportation Links** encompass several types of barriers that can disrupt the connectivity of the Regional Bicycle Transportation Network (RBTN) and isolate communities and key destinations. In addition to providing critical links, projects will be scored on their ability to correct deficiencies and improve the overall safety/security of an existing facility, or expand safe biking opportunities with a future multiuse trail or bicycle facility.

Note: Routine maintenance activities on a multiuse trail or bicycle facility are not eligible for funding. As defined by the FHWA, examples of routine maintenance activities include shrub and brush removal or minor drainage improvements. In order to be eligible for funding, reconstruction projects must be replacing a facility at the end of its useful life or include improvements to the facility (e.g., ADA, safety, other deficiencies). Resurfacing of a facility is eligible only if other improvements to the facility are also included in the proposed project.

A. *MEASURE:* Discuss how the project will close a gap and/or improve continuity or connections between jurisdictions. The applicant should include a description of gap improvements for the project. (100 Points)

*RESPONSE (Check all that apply):*

- **Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier** ☐ (0-90 Points)**:**
  Gap improvements can be on or off the RBTN and may include the following:
  - Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;
  - Improving bikeability to better serve all ability and experience levels by:
    - Providing a safer, more protected on-street facility;
    - Improving crossings at busy intersections (signals, signage, pavement markings); OR
    - Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.

  Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).
- **Improves continuity and/or connections between jurisdictions** (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability): ☐ (10 Points)

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (100 Points)

The applicant will receive up to 90 points if the response shows that the project closes a gap and/or crosses or circumvents a physical barrier and up to 10 points if it improves continuity and/or connections between jurisdictions. The project that the most meets the intent of each the criteria will receive the maximum points (e.g., 90 points for the project that best overcomes a gap or barrier). Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose description does not fulfill the intent of the criteria, will receive 0 points.

The highest-scoring application for this measure will be adjusted to receive the full 100 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 80 points and the top project had 90 points, this applicant would receive (80/90)*100 points or 89 points.

*B.* *MEASURE:* Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility. The applicant should also include any available project site-related safety data (e.g. crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. Crashes involving bicyclists and pedestrians should be reported for 2011-2015. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency. (150 Points)

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (150 Points)

The applicant will receive the points shown below, based on the magnitude of the deficiencies or safety issues and the quality of the improvements, as addressed in the response. The scorer will first place each project into one of the two categories below based on ~~if~~ whether crash data is cited as part of the response. The project with the most extensive improvements will receive the full points for each category. Remaining projects will receive a share of the full points as listed below.

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Project also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency. The project that will reduce the most crashes will receive 150 points. The other projects in this category will receive a proportional share between ~~101~~ 76 and 150 points (i.e., a project that reduces one-half of the crashes of the top project would receive 125 points): ~~101~~ 76 to 150 Points
- For applicants that do not provide actual bicycle and pedestrian crash data. However, the applicant demonstrates the project's ability to reduce the risk for bicycle and pedestrian crashes with the reduction of modal conflict points (bike/pedestrian, bike/vehicle, pedestrian/vehicle, and vehicle/vehicle), safety improvements that address these modal conflicts, or the project's ability to correct deficiencies. The top project will receive 100 points while other projects will receive a portion of the 100 points based on the quality of the project and response: 0 to 100 Points

## 5. Multimodal Elements and Connections (100 Points) - This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, provides strong connections, and addresses the safe integration of these modes.

*A.* *MEASURE:* Discuss any transit or pedestrian elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Also, describe the existing transit and pedestrian connections. Furthermore, address how the proposed bikeway project safely integrates all modes of transportation (i.e., bicyclists, transit, pedestrians, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project.

*RESPONSE (200 words or less):*

SCORING GUIDANCE (100 Points)

The project with the most comprehensive enhancements to the travel experience and safe integration of other modes, as addressed in the required response, will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Projects that include the transit or pedestrian elements as part of the project should receive slightly more points than existing or planned multimodal facilities on parallel routes, consistent with the supporting plans and studies.

Scorers should make sure that new multimodal elements described in the response are accounted for on the cost estimate form earlier in the application.

## 6. Risk Assessment (130 Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

*MEASURE:* Applications involving construction must complete the Risk Assessment. This checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).

*RESPONSE (Complete Risk Assessment):*

| SCORING GUIDANCE (130 Points) |
| --- |
| The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*130 points or 74 points. |

## 7. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost and total points awarded in the previous 6 criteria.

A. *MEASURE:* This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls) ~~by the total number of points awarded in the previous criteria~~.

- Cost Effectiveness = ~~total TAB-eligible project cost/~~total number of points awarded in previous criteria/total TAB-eligible project cost

*RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):*

- Total Project Cost (entered in Project Cost Form):_____

SCORING GUIDANCE (100 Points)
The applicant with the most points (i.e., the benefits) per dollar ~~lowest dollar value per point earned in the application (i.e., the benefits)~~ will receive the full points for the measure. Remaining projects will receive a ~~proportional~~ proportionate share of the full points. For example, if the top project received .0005 points per dollar and ~~had 35,000 and~~ the application being scored received .00025 points per dollar, ~~had 70,000,~~ this applicant would receive (.00025~~35,000~~/.0005~~70,000~~)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

**TOTAL: 1,100 POINTS**

# Information Item

| | |
|---|---|
| **DATE:** | September 22, 2017 |
| **TO:** | Technical Advisory Committee |
| **PREPARED BY:** | Joe Barbeau, Senior Planner (651-602-1705) |
| **SUBJECT:** | Regional Solicitation Update: Transit and TDM Applications |

Attached are draft Transit Expansion, Transit Modernization, and Travel Demand Management (TDM) applications for the 2018 Regional Solicitation. Potential changes are tracked for consideration.

The draft changes were informed though the work of two work groups: Transit (for Expansion and Modernization) and TDM.

Key changes reflected in the attached are:

- Transit Expansion and Modernization
  - Definitions of the two applications are clarified to simplify applicants' decisions regarding which category to apply to.
  - (Transit Expansion only) Enabling ridership projections to be deducted up to 100%. Applicants would be able to share their projections with staff for "reasonableness" checks prior to the submittal deadline.
  - (Transit Modernization only) Shifting the emission reduction measure to be more qualitative, which reflects the application's role as serving existing, as opposed to new, riders.
  - (Transit Modernization only) Reducing the criterion "Service and Customer Improvements" from three measures to one, with more focus on user-based improvements, as opposed to operating and maintenance costs.
- TDM
  - Shifting of some criteria point values.
  - Change the "Usage" criterion from a simple count of users to incorporate a focus on populations being reached.

# Transit Expansion – Prioritizing Criteria and Measures

May 18, 2016

Definition: A transit project that provides new or expanded transit service/facilities~~.~~ with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects will be scored primarily on the ability to attract new riders. Routine facility maintenance and upkeep is not eligible. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility. ~~If a project has both transit expansion and transit system modernization elements, then the project should apply in the application category that requires the majority of the project costs.~~

Examples of Transit Expansion Projects:

- Operating funds for new or expanded transit service
- Transit vehicles for new or expanded service
- ~~Transit shelters, centers, stations, and platforms~~Customer facilities for new or expanded service, new transit centers or stations, along a route
- Park-and-ride facilities or expansions

**Scoring**:

| Criteria and Measures | Points | % of Total Points |
|---|---|---|
| **1. Role in the Regional Transportation System and Economy** | **100** | **~~10~~9%** |
| Measure A - Connection to Jobs and Educational Institutions | 50 | |
| Measure B – Average number of weekday transit trips connected to the project | 50 | |
| **2. Usage** | **350** | **~~35~~32%** |
| Measure A - New Annual Riders | 350 | |
| **3. Equity and Housing Performance** | **200** | **~~20~~18%** |
| Measure A - Connection to disadvantaged populations and projects benefits | 130 | |
| Measure B - Housing Performance Score | 70 | |
| **4. Emissions Reduction** | **200** | **~~20~~18%** |
| Measure A - Total emissions reduced | 200 | |
| **5. Multimodal Elements and Existing Connections** | **100** | **~~10~~9%** |
| Measure A - Bicycle and pedestrian elements of the project and connections | 100 | |
| **6. Risk Assessment** | **50** | **~~5~~5%** |
| Measure A - Risk Assessment Form | 50 | |
| **Sub-Total** | **1,000** | **100%** |
| **7. Cost Effectiveness** | 100 | 9% |
| Measure A – Cost effectiveness (~~total annual project cost/~~total points awarded/total annual project cost) | 100 | |
| **Total** | **1,100** | |

## 1. Role in the Regional Transportation System and Economy (100 Points) - This criterion measures the regional significance of the project, including the project's connections to jobs and post-secondary educational institutions (as defined in Thrive MSP 2040) and the project's ability to provide regional transit system connections (measured through the number of connecting, weekday transit trips).

A. *MEASURE:* Reference the "Population/Employment" map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project's bus stops or within 1/2 mile of the project's transitway stations. Existing employment will be measured by summing the employment located in the census blocks that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include "last mile" service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. (50 Points)

Upload the "Regional Economy" map used for this measure.

*RESPONSE (Data from the "Population/Employment" and map):*

- Existing Employment within ¼ (bus stop) or ½ mile (transitway station) buffer:_____
- Existing Post-Secondary Enrollment within ¼ (bus stop) or ½ mile transitway station) buffer:_____
- Existing Employment outside of the ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____
- Existing Post-Secondary Enrollment outside of the ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____

*EXPLANATION of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):*

SCORING GUIDANCE (50 Points)
The applicant with the highest combined total employment and post-secondary education enrollment will receive the full points for this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers/students within 1/4 mile and the top project had 1,500 workers/students, this applicant would receive (1,000/1,500)*50 points or 33 points. Using the Metropolitan Council model, all Census blocks that are included within or intersect the buffer area around the project will be included in the analysis.

B. *MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the average weekday transit trips these connecting routes provide, as depicted on the "Transit Connectivity" map. Metropolitan Council staff will provide the average number of weekday trips for each connecting transit route.

Connections to planned transitway stations should be separately cited. Any transitway connection is worth 15 points.

Upload the "Transit Connectivity" map used for this measure.

*RESPONSE (Data from the "Transit Connectivity" map):*

- Existing transit routes directly connected to the project: _____ (35 Points)
- Planned transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP): (15 Points)

**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2040 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit. Eligible transitway projects are those that have a mode and alignment identified in the 2040 Transportation Policy Plan.

If the project includes construction of a park-and-ride facility, employment and eligible educational institutions only include those directly connected by the transit routes exiting the facility.

SCORING GUIDANCE (50 Points)

The applicant with route connections having the highest number of weekday trips will receive the full points (as shown above). Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ridership of 100 trips and the top project had 150 trips, this applicant would receive (100/150)*35 points or 23 points.

Any project with a connection to a planned transitway station should be awarded 15 points.

After each of the above scores are tabulated the top total score will be adjusted to 50 with all other projects adjusted proportionately. For example, if the top application scored 28 points, it would be adjusted to 50. A project that scored 19 points would be awarded (19/28)*50, or 34 points.

## 2. Usage (350 Points) – This criterion quantifies the project's impact by estimating the annual new transit ridership of the project.

A. *MEASURE:* This measure will calculate the project's new riders. Based on the service type, estimate and provide the new annual transit ridership that is produced by the new project in the third year of service. (350 points)

**~~For~~ Park-and-Rides and Express Route~~s~~ Projects to Minneapolis and St. Paul Only:**

- Use ~~the~~ a 2020 forecast (or similar equivalent to the third year of ridership) from the latest park-and-ride demand estimation model ~~in the 2030 Regional Park and Ride Plan (Appendix B)~~ to develop a ridership estimate. The potential demand market area should be defined using the site location criteria associated with the model and demand should be determined by the Census block groups in the market area.~~The market will be defined using the prescribed site location criteria in the plan and demand estimates determined by the census block groups in the express bus route market area~~. If possible, the applicant should use the ridership figures provided for an existing or planned facility.

  The 2030 Regional Park-and-Ride Plan forecasts 2020 and 2030 demand to downtown Minneapolis and downtown St. Paul based o~~ff~~ 2008 usage data. However, the park-and-ride demand estimation model allows for calculating more up-to-date demand estimation. The applicant can use data from the 2030 Plan if no other accurate data is available. Regardless, the applicant must clearly describe the methodology and assumptions used to estimate annual ridership.~~If the applicant wants to use more up-to-date data than 2008, then they must follow the methodology and equations from the Park and Ride Plan and clearly describe the methodology and assumptions used to estimate annual ridership.~~

  Note: Any Express routes not going to these downtown areas should follow the peer route methodology described in the "For Urban and Suburban Local Routes and Suburb-to-Suburb Express Routes Only" section.

**~~For~~ Transitways Projects Only:**

- Use most recent forecast data (current or opening year and 2040) to estimate ridership for the third year of service. Forecast data for the transitway must be derived from a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted. Describe the study or plan where the ridership is derived from and where the documentation can be found (provide weblinks, if available).~~methodology and assumptions used to estimate annual ridership.~~

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2040 Transportation Policy Plan to include commuter rail~~,~~; light rail~~,~~; and highway, dedicated, and arterial bus rapid transit. Eligible transitway projects are those included in either funding scenarios in the 2040 Transportation Policy Plan and that have a mode and alignment identified through a local process.~~in the 2040 Transportation Policy Plan.~~

**~~For~~ Urban and Suburban Local Routes and Suburb-to-Suburb Express Routes Only:**

- Use peer routes that are currently in service to develop a ridership estimate for the third year of service. Applicants must use the most recent annual ridership figures that are available. To select the peer routes, the applicant should identify routes in the same transit market area (as defined in the 2040 Transportation Policy Plan), or routes that serve locations with similar development patterns. Applicants must use the average passengers per service hour of at least three peer routes to apply a rate of ridership for the proposed service project. Additionally, describe how a peer route was selected in the response and any assumptions used.

*RESPONSE (Cost effectiveness will be automatically calculated):*

- Service Type:____
- New Annual Ridership (Integer Only):_____
- Assumptions Used (Limit 2,800 characters; approximately 400 words):_____
- Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, ~~and~~ which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated (Limit 2,800 characters; approximately 400 words):_____

Up until two weeks prior to the application due date, applicants will be able to submit their projections to Council staff, who will advise whether the projections need to be corrected. This optional review, or lack thereof, will be made available to the scorer of this criteria. Applicants who plan to use an alternative ridership estimation methodology are strongly encouraged to do this to avoid risking a deduction for their score.

SCORING GUIDANCE (350 Points)

The applicant with the highest new annual ridership will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had ridership of 1,000,000 riders and the top project had a ridership of 1,500,000 riders, this applicant would receive (1,000,000/1,500,000)*350 points or 233 points.

For urban and suburban local bus service and suburb-to-suburb express service, applicants should use peer routes from the same Transportation Policy Plan market area or peer routes that serve locations with similar development patterns. Points are scored based on sound methodology and clear relationship to the peer routes.

For all service types, up to ~~50~~ 100 percent of points can be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.

## 3. Equity and Housing Performance (200 Points) -- This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Reference the "Socio-Economic Conditions" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. A project's service must stop in one of the eligible areas to qualify as a direct connection. In addition, a direct connection is one that does not require a transfer. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above.

Upload the "Socio-Economic Conditions" map used for this measure.

*RESPONSE (Select one, based on the "Socio-Economic Conditions" map):*

- Project's service directly connects to Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): ☐ ~~(0 to 130 Points)~~ (up to 100% of maximum score)
- Project's service directly connects to Area of Concentrated Poverty: ☐ ~~(0 to 104 Points)~~ (up to 80% of maximum score)
- Project's service directly connects to census tracts that are above the regional average for population in poverty or population of color: ☐ ~~(0 to 52 Points)~~ (up to 60% of maximum score)
- Project's service directly connects to a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ ~~(0 to 37 Points)~~ (up to 40% of maximum score)

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (130 Points)

Based on the "Socio-Economic Conditions" map's output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups. Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 130 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 130 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 50 points and the top project had 100 points, this applicant would receive (50/100)*130 points or 65 points.

*B.* *MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project's stops are located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project includes express service with no reverse commute trips, the applicant should only report the number of stops and corresponding jurisdictions in which the inbound service originates. If the project has stops in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project's stops are located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____
- Number of Stops within City/Township:

SCORING GUIDANCE (70 Points)

The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 4. Emissions Reduction (200 Points) – This criterion measures the impact that the project's implementation will have on air quality as measured by reductions in CO, $NO_x$, $CO_{2e}$, $PM_{2.5}$, and VOC emissions. Applications for transit operating, vehicle or capital funds must calculate the benefit for the third year of service.

*A.* *MEASURE:* The applicant must show that the project will reduce CO, NOx, CO2e, PM2.5, and/or VOC due to the reduction in VMT. Calculate and provide the number of new daily transit riders and the distance from terminal to terminal in miles to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions.

Daily VMT Reduction = New Daily Transit Riders multiplied by Distance from Terminal to Terminal

**Emissions Factors**

- CO reduced = VMT reduced * 2.39
- $NO_X$ reduced = VMT reduced * 0.16
- $CO_{2e}$ reduced = VMT reduced * 366.60
- $PM_{2.5}$ reduced = VMT reduced * 0.005
- VOCs reduced = VMT reduced * 0.03

*RESPONSE (Total reduced emissions will automatically calculate):*

- New Daily Transit Riders: _____
- Distance from Terminal to Terminal (Miles)_____

| | |
|---|---|
| **VMT Reduction** | |
| **CO Reduced** | |
| **NOx Reduced** | |
| **CO2e Reduced** | |
| **PM2.5 Reduced** | |
| **VOCs Reduced** | |
| **Total Emissions Reduced** | |

SCORING GUIDANCE (200 Points)

The applicant with the greatest daily reduction in emissions due to VMT reduction will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored reduced emissions by 3 kilograms and the top project reduced emissions by 5 kilograms, this applicant would receive (3/5)*200 points or 120 points.

For all service types, up to 100 percent of points can be deducted if the applicant provides no methodology for Usage (criteria #2). The deduction percent for Emissions Reduction will be equivalent to any methodology deduction for Usage.

## 5. Multimodal Elements and Existing Connections (100 Points) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, provides strong connections, and addresses the safe integration of these modes.

A. *MEASURE:* Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing bicycle and pedestrian facilities and accommodations or bicycle and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project.

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (100 Points)

The project that results in the most comprehensive connectivity to non-motorized modes (via existing or added elements), as addressed in the required response will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. Example improvements are listed below:

- Improves the safety and security of the pedestrian or bicyclist (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians)
- Improves the quality of the travel experience (e.g., pavement improvements, public art, benches, wayfinding)
- Improves the pedestrian network near the transit stop/station
- Improves the bicycle network near the transit stop/station
- Uses roadway shoulders or MnPASS lanes for faster service
- Connects to transit stops accessible via bike
- Connects to transit tops with safe / comfortable areas for pedestrians to walk or wait

## 6. Risk Assessment (50 Points) - This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the checklist in the required Risk Assessment.

**Facility Projects**:

A. *MEASURE:* Applications involving construction must complete the Risk Assessment. This checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.)

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

*RESPONSE (Complete Risk Assessment):*

SCORING GUIDANCE (50 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*50 points or 29 points.

## 7. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the total annual TAB-eligible project cost and total points awarded.

A. *MEASURE: This measure~~s~~ will calculate the cost effectiveness of the project.* Metropolitan Council staff will divide the~~-~~ total number of points awarded in the previous criteria by the total annual TAB-eligible project cost ~~by the total number of points awarded in the previous criteria~~.

Estimate and provide the annualized capital cost of the project and the annual operating cost of the project; the sum of these cost components equals the total annual project cost. The annualized project cost is derived from the Federal Transit Administration (FTA) guidelines on useful life.

Total annual project cost is the lump sum total project cost divided by the FTA "years of useful life" as listed here. As noted in the useful life table, operating costs should also be annualized. If the project has two or more components with differing years of useful life, annualize each component. If the project type is not listed in the document, use most similar project type or provide supporting documentation on useful life value used.

Applicants should include all operating and capital costs associated with implementing the entire project, even though the applicant may only be applying for part of these costs as part of the solicitation.

| Project Type | Years of Useful Life |
|---|---|
| Operating funds | 3 |
| Passenger Automobile/Sedan/Minivan | 4 |
| Medium Duty Transit Buses | 5 |
| Heavy Duty Transit Buses | 12 |
| Over-the-Road Coach Buses | 14 |
| Park & Ride – Surface Lot | 20 |
| Park & Ride – Structured | 50 |
| Transit Center/Station/Platform | 70 |
| Transit Shelter | 20 |
| Light Rail Vehicles | 25 |
| Commuter Rail Vehicles | 25 |
| Land Purchase | 100 |

*RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):*

- Total Annual Operating Cost: _____
- Total Annual Capital Cost of Project:_____
- Total Annual Project Cost:_____
- Assumptions Used (Limit 1,400 characters; approximately 200 words):_____

- Cost effectiveness = ~~total TAB-eligible annual project cost/~~total number of points awarded in previous criteria/total TAB-eligible annual project cost

SCORING GUIDANCE (100 Points)

The applicant with the most points (i.e., the benefits) per dollar~~lowest dollar value per point earned in the application (i.e., the benefits)~~ will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)~~had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000)~~ *100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

**TOTAL: 1,100 POINTS**

# Transit ~~System~~ Modernization – Prioritizing Criteria and Measures

May 18, 2016

Definition: A transit project that makes ~~existing~~ transit more attractive to existing ~~and future~~ riders by offering faster travel times between destinations or~~,~~ improving the customer experience~~, or reducing operating costs for the transit provider. The project must be able to reduce emissions through a reduction in single-occupant vehicle trips, vehicle-miles traveled, emissions from capital improvements, idling time, an increase in speeds, or other means.~~ Modernization projects may also benefit new or future riders, but the projects will be scored primarily on the benefit to existing riders. Routine facility maintenance and upkeep is not eligible. Projects associated wholly or in part with new ~~or expanded~~ service/facilities intended to attract new transit riders, such as the purchase of new buses or expansion of an existing park-and-ride, should apply in the Transit Expansion application category. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility. ~~If a project has both transit expansion and transit system modernization elements, then the project should apply in the application category that requires the majority of the project costs~~.

Examples of Transit ~~System~~ Modernization Projects:

- Improved boarding areas, lighting, or safety and security equipment, real-time signage;
- Passenger waiting facilities, heated facilities or weather protection
- ~~New transit maintenance and support facilities/garages or upgrades to existing facilities~~
- ITS measures that improve reliability and the customer experience on a specific transit route or in a specific area
- Improved fare collection systems
- Multiple eligible improvements along a route

**Scoring**:

| Criteria and Measures | | Points | % of Total Points |
|---|---|---|---|
| **1. Role in the Regional Transportation System and Economy** | | **100** | **~~10~~9%** |
| | Measure A - Connection to Jobs and Educational Institutions | 50 | |
| | Measure B – Average number of weekday transit trips connected to the project | 50 | |
| **2. Usage** | | **~~300~~325** | **30%** |
| | Measure A - Total existing annual riders | ~~300~~325 | |
| **3. Equity and Housing Performance** | | **~~150~~175** | **~~15~~16%** |
| | Measure A - Connection to disadvantaged populations and project's benefits | ~~80~~105 | |
| | Measure B - Housing Performance Score | 70 | |
| **4. Emissions Reduction** | | **~~100~~50** | **5~~10~~%** |
| | Measure A – Description of emissions reduced | ~~100~~50 | |
| **5. Service and Customer Improvements** | | **~~150~~200** | **~~15~~18%** |
| ~~-~~ | ~~Measure A - Percent reduction in passenger travel time~~ | ~~75~~ | |

| | | | |
|---|---|---|---|
| ~~-~~ | ~~Measure B - Percent reduction in operating & maintenance costs~~ | ~~38~~ | |
| | Measure ~~C~~ A - Project improvements for transit users | ~~37~~200 | |
| **6. Multimodal Facilities and Connections** | | **100** | **~~10~~9%** |
| | Measure A - Bicycle and pedestrian elements of the project and connections | 100 | |
| **7. Risk Assessment** | | **~~100~~50** | **~~10~~5%** |
| | Measure A - Risk Assessment Form | ~~100~~50 | |
| ~~**Sub-Total**~~ | ~~-~~ | ~~**1,000**~~ | ~~**100%**~~ |
| **8. Cost Effectiveness** | | 100 | 9% |
| | Measure A – Cost effectiveness (~~total annual project cost/~~total points awarded/total annual project cost) | 100 | |
| **Total** | | **1,100** | |

1. Role in the Regional Transportation System and Economy (100 Points) - This criterion measures the regional significance of the project, including the project's connections to jobs and post-secondary educational institutions (as defined in Thrive MSP 2040) and the project's ability to provide regional transit system connections (measured through the number of connecting, weekday transit trips).

   *A.* *MEASURE:* Reference the "Population/Employment" map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project's bus stops or within 1/2 mile of the project's transitway stations. Existing employment will be measured by summing the employment located in the census block groups that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include "last mile" service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. (50 Points)

   Upload the "Regional Economy" map used for this measure.

   *RESPONSE (Data from the "Population/Employment" map):*

   - Existing Employment within ¼ (bus stop) or ½ mile (transitway station) buffer:_____
   - Existing Post-Secondary Enrollment within ¼ (bus stop) or ½ mile (transitway station) buffer:_____
   - Existing Employment outside ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____
   - Existing Post-Secondary Enrollment outside ¼- or ½ mile buffer to be served by shuttle service (Letter of commitment required):_____

   - *EXPLANATION of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):*

| SCORING GUIDANCE (50 Points) |
|---|

The applicant with the highest combined total employment and post-secondary education enrollment will receive the full points for this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers/students within 1/4 mile and the top project had 1,500 workers/students, this applicant would receive (1,000/1,500)*50 points or 33 points. Using the Metropolitan Council model, all Census block groups that are included within or intersect the buffer area around the project will be included in the analysis.

B. *MEASURE:* Reference the "Transit Connectivity" map generated at the beginning of the application process. List the transit routes directly connected to the project to help determine the average weekday transit trips ~~annual transit ridership of~~ these connecting routes provide, as depicted on the "Transit Connectivity" map. Metropolitan Council staff will provide the average number of weekday trips for each connecting transit route.

Connections to planned transitway stations should be separately cited. Any transitway connection is worth 15 points.

Upload the "Transit Connectivity" map used for this measure.

*RESPONSE (Data from the "Transit Connectivity" map):*

- Existing transit routes directly connected to the project: _____ (35 Points).
- Planned transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP): _____(15 Points)

**Note:** Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2040 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit. Eligible transitway projects are those that have a mode and alignment identified in the 2040 Transportation Policy Plan.

If the project includes construction of a park-and-ride facility, employment and eligible educational institutions only include those directly connected by the transit routes exiting the facility.

SCORING GUIDANCE (50 Points)

The applicant with route connections having the highest number of weekday trips will receive the full points (as shown above). Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had connecting ridership of 100 trips and the top project had 150 trips, this applicant would receive (100/150)*35 points or 23 points.

Any project with a connection to a planned transitway station should be awarded 15 points.

After each of the above scores are tabulated the top total score will be adjusted to 50 with all other projects adjusted proportionately. For example, if the top application scored 28 points, it would be adjusted to 50. A project that scored 19 points would be awarded (19/28)*50, or 34 points.

2. Usage (~~300~~ 350 points) - This criterion quantifies the project's impact based on how many riders the improvement(s) will impact, i.e., existing riders.

*MEASURE:* This measure will display the existing riders that will benefit from the project. This would entail, for example, riders on a bus route with buses fitted for Wi-Fi or users boarding or alighting at a park-and-ride being improved. Ridership data will be provided by the Metropolitan Council staff.

*RESPONSE:*

- Existing Transit Routes on the Project:_____

SCORING GUIDANCE (300 Points)

The applicant with the highest existing annual ridership will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing ridership of the project being scored divided by the project with the highest existing ridership multiplied by the maximum points available for the measure (300). For example, if the application being scored had ridership of 1,000 riders and the top project had a ridership of 1,500 riders, this applicant would receive (1,000/1,500)*300 points or 200 points.

## 3. Equity and Housing Performance (~~150~~ 200 Points) -- This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

*A.* *MEASURE:* Reference the "Socio-Economic Conditions" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. A project's service must stop in one of the eligible areas to qualify as a direct connection. In addition, a direct connection is one that does not require a transfer. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above.

Upload the "Socio-Economic Conditions" map used for this measure.

*RESPONSE (Select one, based on the "Socio-Economic Conditions" map):*

- Project's service directly connects to Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): ☐ ~~(0 to 80 Points)~~ (up to 100% of maximum score)
- Project's service directly connects to Area of Concentrated Poverty: ☐ ~~(0 to 64 Points)~~ (up to 80% of maximum score)
- Project's service directly connects to census tracts that are above the regional average for population in poverty or population of color: ☐ ~~(0 to 48 Points)~~ (up to 60% of maximum score)
- Project's service directly connects to a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ ~~(0 to 32 Points)~~ (up to 40% of maximum score)

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (~~80~~ 130 Points)

Based on the "Socio-Economic Conditions" map's output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups (200 words or less). Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 130 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 130 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 50 points and the top project had 100 points, this applicant would receive (50/100)*80 points or 40 points.

B. *MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project's stops are located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project includes express service with no reverse commute trips, the applicant should only report the number of stops and corresponding jurisdictions in which the inbound service originates. If the project has stops in more than one jurisdiction, the points will be awarded based on a weighted average using the length of the project in each jurisdiction. If a project's stops are located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____
- Number of Stops within City/Township:

SCORING GUIDANCE (70 Points)

The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 4. Emissions Reduction (100 Points) - This criterion measures the impact that the project's implementation may have on air quality by rating the potential that project's elements have to contribute to reductions ~~will have on air quality as measured by reductions~~ in CO, $NO_x$, $CO_{2e}$, $PM_{2.5}$, and VOC emissions. Projects can include improvements to rolling stock, increases in travel speed, and facility ~~modernization~~improvements, ~~and systemwide upgrades~~ that reduce congestion, reduce emissions, and/or improve energy efficiency.

~~*A. MEASURE:* Describe how the project will reduce CO, NOx, $CO_{2e}$, $PM_{2.5}$, and/or VOC due to the reduction in SOV trips, reduction in VMT, and/or an increase of speeds. The applicant should also describe capital improvements that will reduce emissions and energy consumption.~~

~~Most projects will reduce CO, NOx, CO2e, PM2.5, and/or VOC due to the reduction in VMT that comes about from adding new daily transit riders (computed in the third year of service). As part of the response, applicants may want to indicate the daily emissions reductions by using the formula and emissions factors below.~~

~~Daily VMT Reduction = New Daily Transit Riders multiplied by Distance from Terminal to Terminal~~

~~**Emissions Factors**~~

- ~~CO reduced = VMT reduced * 2.39~~
- ~~$NO_x$ reduced = VMT reduced * 0.16~~
- ~~$CO_{2e}$ reduced = VMT reduced * 366.60~~
- ~~$PM_{2.5}$ reduced = VMT reduced * 0.005~~
- ~~VOCs reduced = VMT reduced * 0.03~~

~~*RESPONSE: (Limit 2,100 characters; approximately 300 words)*~~

~~SCORING GUIDANCE (100 Points)~~
~~The applicant should describe improvements to rolling stock, increases in travel speed, facility improvements, and systemwide upgrades that will reduce congestion and/or improve energy efficiency. The application will be scored based on the improvements that are being made. Projects will receive a share of the full points at the scorer's discretion. (200 words or less).~~

*A.* Discuss how the project will reduce emissions. Examples of project elements that can reduce emissions include (note that this is not an exhaustive list):

- Improved fuel efficiency through vehicle upgrades
- Improved ability for riders to access transit via non-motorized transportation
- Improved accommodation of transit-oriented development walkable from transit stop(s) and/or station(s)
- Reduced vehicle acceleration/deceleration cycles, "dead head" time, or idling time

Applicants are recommended to provide any data to support their argument.

SCORING GUIDANCE (100 Points)

The project that is most likely to reduce congestion, reduce emissions, and/or improve energy efficiency will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

## 5. Service and Customer Improvements (~~150~~ 200 Points) - Measures under this criterion assess how the overall quality of transit service is improved, and how the regional transit system will ~~operate more efficiently~~ provide a better customer experience ~~–~~as a result of this project. ~~An improvement that makes transit more attractive to future and existing riders is offering faster travel times between destinations. Additionally, the modernization of a transit facility should present a savings in operating costs for the transit provider. Projects can also offer improvements to facilities that offer a better customer experience, and attract riders to transit facilities.~~ Service and customer improvements include but are not limited to providing faster travel times, providing new or improved amenities or customer facilities, and improving customer interface with transit.

~~*A. MEASURE:* Provide the existing and proposed travel times to calculate the percent reduction in transit passenger travel time due to the project. The applicant should provide the existing passenger travel time from the project site to the transit route's terminal. If the project benefits multiple routes, the applicant can take an average of the passenger travel times. Applicants must also provide the proposed travel time from the project site to the terminal. The percent reduction in travel time that will result from the project's implementation will be calculated automatically.~~

~~*RESPONSE (Percent reduction will be automatically calculated)*~~

- ~~Current Passenger Travel Time (Minutes):_____~~
- ~~Proposed Passenger Travel Time (Minutes):_____~~

~~SCORING GUIDANCE (75 Points)~~
~~The applicant with the greatest reduction in travel time will receive the full points. Remaining projects will receive a proportionate share of the full points.~~

~~*B. MEASURE:* Identify the current annual transit operating costs and proposed annual transit operating costs that will result from this project. Operating and maintenance costs are external to the project, and do not include costs associated with the construction or procurement of facilities, vehicles, or equipment. The percent reduction in operating and maintenance costs will be calculated automatically. The applicant should also provide its methodology for calculating cost change.~~

~~*RESPONSE (Percent reduction will be automatically calculated):*~~

- ~~Current Annual Transit Operating Costs:_____~~
- ~~Proposed Annual Transit Operating Costs:_____~~

- ~~*Description of how the proposed cost change was determined (Limit 2,800 characters; approximately 400 words):*~~

~~SCORING GUIDANCE (38 Points)~~
~~The applicant with the greatest reduction in operating and maintenance costs will receive the full points. Remaining projects will receive a proportionate share of the full points.~~

~~C.~~A. *MEASURE:* Discuss how the project will improve transit service to the users. Proposed improvements and amenities can include, but are not limited to the following (37 Points):

- Improved boarding area
- Improved passenger waiting facilities
- Real-time signage
- Heated facilities or weather protection
- Safety and security equipment
- Improved lighting
- ITS measures that improve reliability and the customer experience
- Transit advantages
- Travel time or reliability improvements

*RESPONSE (Limit ~~2,800~~5,600 characters; approximately ~~400~~ 800 words):*

| SCORING GUIDANCE (~~37~~ 200 Points) |
| --- |
| The applicant should describe improvements included in the project that will make transit service more attractive and improve the user experience. The project will be scored based on the quality of the responses. Projects will receive a share of the full points at the scorer's discretion. |

## 6. Multimodal Elements and Existing Connections (100 Points) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, provides strong connections, and addresses the safe integration of these modes.

A. *MEASURE:* Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing bicycle, and pedestrian facilities and accommodations or bicycle and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project.

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (100 Points)

The project that results in the most comprehensive connectivity to non-motorized modes (via existing or added elements), as addressed in the required response (2,800 or fewer characters), will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. Example improvements are listed below:

- Improves the safety and security of the pedestrian or bicyclist (e.g., pedestrian-scale lighting, removing obstructions to create safe gathering spaces, leading pedestrian signal phasing, traffic calming, bike facilities separated from pedestrians)
- Improves the quality of the travel experience (e.g., pavement improvements, public art, benches, wayfinding)
- Improves the pedestrian network near the transit stop/station
- Improves the bicycle network near the transit stop/station
- Uses roadway shoulders or MnPASS lanes for faster service
- Connects to transit stops accessible via bike
- Connects to transit tops with safe / comfortable areas for pedestrians to walk or wait

## 7. Risk Assessment (~~100~~ 50 Points) –This criterion measures the number of risks associated with the project and the steps already completed in the project development process. These steps are outlined in the required Risk Assessment.

A. *MEASURE:* Applications involving construction must complete the Risk Assessment. This checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.)

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

*RESPONSE (Complete Risk Assessment):*

SCORING GUIDANCE (~~100~~ Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive (40/70)*~~100~~ 50 points or ~~57~~ 29 points.

## 8. Cost Effectiveness (100 Points) – This criterion will assess the project's cost effectiveness based on the total annual TAB-eligible project cost and total points awarded.

A. *MEASURE: This measure will calculate the cost effectiveness of the project.* Metropolitan Council staff will divide the total number of points awarded in the previous criteria by the total annual TAB-eligible project cost ~~by the total number of points awarded in the previous criteria~~.

Estimate and provide the annualized capital cost of the project and the annual operating cost of the project; the sum of these cost components equals the total annual project cost. The annualized project cost is derived from the Federal Transit Administration (FTA) guidelines on useful life.

Total annual project cost is the lump sum total project cost divided by the FTA "years of useful life" as listed here. As noted in the useful life table, operating costs should also be annualized. If the project has two or more components with differing years of useful life, annualize each component. If the project type is not listed in the document, use most similar project type or provide supporting documentation on useful life value used.

Applicants should include all operating and capital costs associated with implementing the entire project, even though the applicant may only be applying for part of these costs as part of the solicitation.

| Project Type | Years of Useful Life |
|---|---|
| Operating funds | 3 |
| Passenger Automobile/Sedan/Minivan | 4 |
| Medium Duty Transit Buses | 5 |
| Heavy Duty Transit Buses | 12 |
| Over-the-Road Coach Buses | 14 |
| Park & Ride – Surface Lot | 20 |
| Park & Ride – Structured | 50 |
| Transit Center/Station/Platform | 70 |
| Transit Shelter | 20 |
| Light Rail Vehicles | 25 |
| Commuter Rail Vehicles | 25 |
| Land Purchase | 100 |

*RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):*

- Total Annual Operating Cost: _____
- Total Annual Capital Cost of Project:_____
- Total Annual Project Cost:_____
- Assumptions Used (Limit 1,400 characters; approximately 200 words):_____

- Cost effectiveness = ~~total TAB-eligible annual project cost/~~total number of points awarded in previous criteria/total TAB-eligible annual project cost

SCORING GUIDANCE (100 Points)

~~The applicant with the lowest dollar value per point earned in the application (i.e., the benefits) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project had 35,000 and the application being scored had 70,000, this applicant would receive (35,000/70,000) *100 points or 50 points.~~The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive (.00025/.0005)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

**TOTAL: 1,100 POINTS**

# Travel Demand Management (TDM) – Prioritizing Criteria and Measures

~~May 18, 2016~~September 7, 2016

Definition:

Transportation Demand Management (TDM) provides residents/commuters of the Twin Cities Metro Area with greater choices and options regarding how to travel in and throughout the region. Projects should reduce the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process~~.~~

Examples of TDM Projects:

- Bikesharing
- Carsharing
- Telework strategies
- Carpooling
- Parking management
- Managed lane components

Scoring:

| Criteria and Measures | Points | % of Total Points |
|---|---|---|
| **1. Role in the Regional Transportation System and Economy** | **~~100~~200** | **~~10~~18%** |
| Measure A - Ability to capitalize on existing regional transportation facilities and resources | ~~100~~200 | |
| **2. Usage** | **100** | **~~10~~9%** |
| Measure A - Users | 100 | |
| **3. Equity and Housing Performance** | **150** | **~~15~~14%** |
| Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation | 80 | |
| Measure B - Housing Performance Score | 70 | |
| **4. Congestion Reduction/Air Quality** | **~~400~~300** | **~~40~~18~~27~~%** |
| Measure A - Congested roadways in project area | ~~200~~150 | |
| Measure B - VMT reduced | ~~200~~150 | |
| **5. Innovation** | **200** | **~~20~~18%** |
| Measure A - Project innovations and geographic expansion | 200 | |
| **6. Risk Assessment** | **50** | **5%** |
| Measure A - Technical capacity of applicant's organization | 25 | |
| Measure B - Continuation of project after initial federal funds are expended | 25 | |
| **~~Sub-Total~~** | **~~1,000~~** | **~~100%~~** |
| **7. Cost Effectiveness** | **100** | 9% |
| Measure A – Cost effectiveness (~~total project cost/~~total points awarded/total project cost) | **100** | |
| **Total** | **1,100** | |

## 1. Role in the Regional Transportation System and Economy (~~100~~ 200 Points) - This criterion measures the existing regional transportation resources that can be capitalized on as part of this project.

A. *MEASURE:* Identify the existing regional transportation facilities and resources on which the project will capitalize.

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (~~100~~ 200 Points)
The applicant will receive points based on the quality of the response. Projects that effectively use existing organization and regional infrastructure and manage congestion and use on key facilities will receive the most points. The applicant with the top score will receive full points. Remaining projects will receive a share of the full points.

## 2. Usage (100 Points) – This criterion quantifies the project's impact by estimating the number of direct users of the TDM by identifying the strength of its connection to target groups.

A. *MEASURE:* Calculate and provide the average weekday users of the project. A direct project user is someone who will participate in the TDM program or project, and not one who receives an indirect benefit from the project. For example, if the project involves teleworking, a user would be the individual that is teleworking, not the roadway users that benefit from reduced congestion. Applicants must describe their methodology for determining the number of project users. Also, provide a description of the people/groups that will receive either direct or indirect benefits from the project.

Benefits may include:

- Access to jobs
- Reduced congestion
- Reverse commute assistance
- Ability to live car-free
- Overcoming barriers to non-traditional commuting (e.g., ~~.~~ shift times not adhering to transit schedules; long transit trips due to transfers/timing)
- Major employers or employment areas
- Reduced transportation costs through subsidizing/incentivizing alternative modes

~~.~~(100 Points)

*RESPONSE:*

- Average Weekday Users:_____

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (100 Points)

The applicant will receive points based on the quality of the response and the number of average weekday users. The project that most effectively defines a targeted population and the ability to reach that population, along with the most effective benefits ~~The applicant with the most users~~ will receive the full points. Remaining projects will receive a ~~proportional~~ share of the full points. ~~For example, if the top project had 90 users and the application being scored had 50, this applicant would receive (50/90)*100 points or 56 points.~~

One hundred percent of points can be deducted if the applicant provides an unclear or unreasonable methodology.~~, If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.~~

## 3. Equity and Housing Performance (150 Points) -- This criterion addresses the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community's efforts to promote affordable housing.

*A.* *MEASURE:* Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (low-income populations; people of color; children, people with disabilities, and the elderly). As part of the response, the applicant may want to reference the "Socio-Economic Conditions" map generated at the beginning of the application process to identify if the project is located in Area of Concentrated Poverty with 50% or more of residents are people of color, Concentrated Area of Poverty, or census tracts above the regional average in poverty or populations of color.

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

| SCORING GUIDANCE (80 Points) |
| --- |
| The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure. |

*B.* *MEASURE:* Metropolitan Council staff will award points to the project based on the 2015 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on an average score of the jurisdictions. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

*RESPONSE (Affordable Housing Score completed by Metropolitan Council staff):*

- City/Township: _____ *(Cities and Townships entered by applicant)*
- Housing Score: _____

SCORING GUIDANCE (70 Points)

The applicant with the highest 2015 Housing Performance Score will receive the full points. Remaining projects will receive a proportional share of the full points. Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

## 4. Congestion Reduction/Air Quality (~~400~~ 300 Points) – This criterion measures the project's ability to reduce congestion during the peak period in an area or corridor. This criterion also measures the impact that the project's implementation will have on air quality as measured by reductions in CO, $NO_x$, $CO_{2e}$, $PM_{2.5}$, and VOC emissions.

*A.* *MEASURE:* Describe the congested roadways in the geographic area of the project and how this project will address or alleviate those issues by reducing congestion and/or single occupancy vehicle (SOV) trips. (~~200~~ 150 Points)

*RESPONSE: (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (~~200~~ 150 Points)
The applicant with best response will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.
- The project is located in an area of traffic congestion served by one or more principal arterials or A-minor arterials: Up to ~~60~~ 50 Points, plus
- The project will reduce congestion and/or SOV trips in the project area: Up to ~~140~~ 100 Points

*B.* *MEASURE:* The applicant must show that the project will reduce CO, NOx, CO2e, PM2.5, and/or VOC due to the reduction in VMT. Calculate and provide the number of one-way commute trips reduced and the average commute trip length to calculate VMT reduction. The emissions factors will be automatically applied to the VMT reduction to calculate the total reduced emissions Applicants must describe their methodology for determining the number of one-way trips reduced. (200 Points)

*NOTE: A "trip" is defined as the journey from origin to destination. Round trip travel is considered two trips. Using multiple modes or multiple transit routes between an origin and destination does not constitute multiple trips.*

- VMT reduced = Number of one-way commute trips reduced * 12.1

(12.1 is the regional average commute trip length in miles as determined by the 2011 Travel Behavior Inventory, conducted by Metropolitan Transportation Services. You may use a number other than 12.1 if you know the commute length of your targeted market area).

**Emissions Factors**
- CO reduced = VMT reduced * 2.39
- $NO_x$ reduced = VMT reduced * 0.16
- $CO_{2e}$ reduced = VMT reduced * 366.60
- $PM_{2.5}$ reduced = VMT reduced * 0.005
- VOCs reduced = VMT reduced * 0.03

*RESPONSE (Emissions reduction will be automatically calculated):*
- Number of One-Way Commute Trips Reduced:_____
- Average Commute Trip Length (Default 12.1):_____

- *RESPONSE: (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (~~200~~ 150 Points)

The applicant with the greatest reduction in emissions will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the top project reduced 5 kg and the application being scored reduced 4 kg, this applicant would receive (4/5)*~~200~~ 150 points or ~~160~~ 120 points.

~~Fifty~~ One hundred percent of points can be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound.

5. **Innovation (~~200~~ 300 Points)** – This prioritizing criterion measures how well the project introduces new concepts to the region or expands to a new geographic region. Innovative TDM projects may involve the deployment of new creative strategies for the region, expand the geographic scope of a project to a new geographic area, serve populations that were previously unserved, or incorporate enhancements to an existing program.

   A. *MEASURE:* Describe how the project is innovative or expands the geographic area of an existing project. (200 Points)

      *RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (200 Points)

The applicant will receive the full points shown for each of innovation categories based on the quality of the response. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points.

- Project introduces a new policy, program, or creative strategy: Up to ~~200~~ 300 Points, ~~or~~
- Project replicates another project done in another region or applies research from another organization: Up to 200 Points,
- Project expands the geographic scope of an existing successful project, serves or engages a new group of people, or significantly enhances an existing program: Up to 100 Points

A project that duplicates efforts already occurring within the same geography can be subjected to a reduced score, at the scorer's discretion, if the scorer feels it is redundant and therefore not good stewardship of public funds.

## 6. Risk Assessment (50 Points) - This criterion measures technical capacity of the applicant and their long-term strategy to sustain their proposed projects beyond the initial funding period.

A. *MEASURE:* Describe the technical capacity of the applicant's organization and what makes them well suited to deliver the project. (25 Points)

*RESPONSE (Limit 1,400 characters; approximately 200 words):*

SCORING GUIDANCE (25 Points)
The applicant will receive a maximum of the points listed below, based on the quality of their response (200 words or less). Highest scoring projects will be led by agencies with staff expertise in TDM, experience in the field, and adequate resources to deliver the project in a timely manner. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 15 points and the application being scored had 10, this applicant would receive (10/15)*25 points or 17 points.

- Organization has experience implementing similar projects: Up to 10 Points, plus
- Organization has adequate resources to implement the project in a timely manner: Up to 15 Points

*B.* *MEASURE:* Describe if the project will continue after the initial federal funds are expended. Identify potential future sources of funding, if needed, to continue the project. (25 Points)

*RESPONSE (Check one):*

- Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase: ☐ (25 Points)
- Applicant has identified potential funding sources that could support the project beyond the initial funding period: ☐ (15 Points)
- Applicant has not identified funding sources to carry the project beyond the initial funding period: ☐ (0 Points)

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (25 Points)
The applicant will receive a maximum of the points shown below based on the quality of their response. Applicants that receive the highest scores will have a financial plan in place to continue the project after the initial funding period. The applicant with the top score will receive full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 15 and the application being scored had 0, this applicant would receive (0/15)*25 points or 0 points.

7. **Cost Effectiveness (100 Points)** –This criterion will assess the project's cost effectiveness based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 6 criteria.

   A. *MEASURE:* This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls) ~~by the total number of points awarded in the previous criteria~~.

      - Cost effectiveness = ~~total TAB-eligible project cost/~~total number of points awarded in previous criteria/total TAB-eligible project cost/

      *RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):*

      - Total Project Cost (entered in Project Cost Form):_____

SCORING GUIDANCE (100 Points)
The applicant with the most points (i.e., the benefits) per dollar ~~lowest dollar value per point earned in the application (i.e., the benefits)~~ will receive the full points for the measure. Remaining projects will receive a proportional share of the full points. For example, if the top project received .0005 points per dollar ~~had 35,000~~ and the application being scored received .00025 points per dollar, ~~had 70,000,~~ this applicant would receive (.00025~~35,000~~/.0005~~70,000~~)*100 points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

**TOTAL: 1,100 POINTS**

# Information Item

| | |
|---|---|
| **DATE:** | September 22, 2017 |
| **TO:** | Technical Advisory Committee |
| **PREPARED BY:** | Joe Barbeau, Senior Planner (651-602-1705) |
| **SUBJECT:** | Regional Solicitation Update: Risk Assessment |

After receiving feedback that the Risk Assessment form does not differentiate projects and spreads scores too thinly, staff worked with MnDOT Metro District's State Aid Office to reduce the number of elements included in the Risk Assessment, weeding out those elements that lead to the least amount of differentiation. At the August 17 TAC Funding & Programming Committee meeting, members suggested having a Risk Assessment work group to re-examine the form.

The work group met and is recommending focusing the form on four elements. These elements are:

- Layout or Preliminary Plan. This had been removed from the previous draft, but the work group felt that inclusion of a plan approved by the sponsor and key jurisdictions indicates that a project is likely to come to fruition.
- Section 106 Historic Resources. This was left unchanged from the previous draft.
- Right-of-way. This was consolidated into a simpler scoring system designed to provide more differentiation.
- Railroad involvement. This was also consolidated into a simpler scoring system.

Review of Section 4f and 6f resources was removed, as this has rarely been an issue leading to projects being withdrawn.

The work group also recommended adding a requirement that the applicant's board agrees to cover the non-federal project cost.

# Risk Assessment

Please check those that apply and fill in anticipated completion dates for all projects, except for new/expanded transit service projects, transit vehicle purchases, or travel demand management (TDM) projects.

~~1) Project Scope~~Funding ~~(5~~ 20 ~~Percent of Points)~~

~~100% ☐ Meetings or contacts with stakeholders have occurred~~All funding sources are ~~identified and/or are local sources (the Regional Solicitation award is the gap funding/remaining funding needed to implement the project); applicants may still pursue other funding sources after the project award to reduce the local contribution.~~

~~40% ☐ Stakeholders have been identified~~

~~0% ☐ The applicant is promising to cover the entire local match, but it is necessary for them to seek other sources (e.g., state bonding or various state/federal competitive grants) or funding partners to be able to successfully deliver the project (i.e., the local agency does not have the entire local match committed at this time) Stakeholders have not been identified or contacted~~

~~2)~~1) **Layout ~~or Preliminary Plan (~~**30 ~~5~~ **Percent of Points)**

Layout should include proposed geometrics and existing and proposed right-of-way boundaries

100% ☐ Layout ~~or Preliminary Plan~~ approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)~~completed~~). **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

50% ☐ Layout ~~or Preliminary Plan started~~completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout~~ or Preliminary Plan~~ has not been completed.~~started~~

Anticipated date or date of completion: _____

~~3) Environmental Documentation (5 Percent of Points)~~

~~☐EIS ☐EA ☐PM~~

~~Document Status:~~

~~100% ☐ Document approved (include copy of signed cover sheet)~~

~~75% ☐ Document submitted to State Aid for review (date submitted: _____)~~

~~50% ☐ Document in progress; environmental impacts identified; review request letters sent~~

~~0% ☐ Document not started~~

~~Anticipated date or date of completion/approval: _____~~

~~4)~~2) **Review of Section 106 Historic Resources (~~10~~ 20 Percent of Points)**

100% ☐ No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100% ☐ There are historical/archeological properties present, but determination of "no historic properties affected" is anticipated.

80% ☐ Historic/archeological ~~review under way~~property impacted; determination of ~~"no historic properties affected" or~~ "no adverse effect" anticipated

40% ☐ Historic/archeological ~~review under way~~property impacted; determination of "adverse effect" anticipated

0% ☐ Unsure if there are any historic/archaeological ~~resources~~ properties in the project area.

~~Anticipated date or date of completion of historic/archeological review: _____~~

Project is located on an identified historic bridge: ☐

~~**5) Review of Section 4f/6f Resources (10 20 Percent of Points)**~~

~~4(f) – Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?~~

~~6(f) – Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?~~

~~100% ☐ No Section 4f/6f resources property located in or adjacent to the project~~

~~100% ☐ Impact to 4(f) property. The project is an Independent Bikeway/Walkway project covered by the bikeway/walkway Negative Declaration statement. Letter of support received (potential option for bicycle and pedestrian facility applications only)~~

~~8070% ☐ Section 4f resources present within the project area, but no adverse effects~~impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.

~~50% ☐ Project impacts to Section 4f/6f resources likely present within project area; 4(f) evaluation required. – C~~coordination/documentation has begun

~~30% ☐ Project impacts to Section 4f/6f present within project area; 4(f) evaluation required. Coordination/documentation has not begun resources likely – coordination/documentation has not begun~~

~~0% ☐ Unsure if there are any impacts to Section 4f/6f resources in the project area~~

~~6)~~3) **Right-of-Way (~~15 2~~30 Percent of Points)**

100% ☐ Right-of-way, permanent or temporary easements either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

~~100% ☐ Right-of-way, permanent or temporary easements has/have been acquired~~

~~75% ☐ Right-of-way, permanent or temporary easements required, offers made~~

~~50% ☐ Right-of-way, permanent or temporary easements required, appraisals made~~

25% ☐ Right-of-way, permanent or temporary easements required, parcels identified

0% ☐ Right-of-way, permanent or temporary easements required, parcels not all identified

~~0% ☐ Right-of-way, permanent or temporary easements identification has not been completed~~

Anticipated date or date of acquisition _____

~~7)~~4) **Railroad Involvement (~~25~~ 20 Percent of Points)**

100% ☐ No railroad involvement on project or r

~~100% ☐ R~~ailroad Right-of-Way ~~Agreement~~ agreement is executed (**include signature page, if applicable**)

~~60% ☐ Railroad Right-of-Way Agreement required; Agreement has been initiated~~

~~40~~50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun
~~20% ☐ Railroad Right-of-Way Agreement required; railroad has been contacted~~
0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun~~railroad has not been contacted~~.

Anticipated date or date of executed Agreement _____

~~**8) Interchange Approval (15 Percent of Points)***~~

~~100% ☐ Project does not involve construction of a new/expanded interchange or new interchange ramps~~
~~100% ☐ Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee~~
~~0% ☐ Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee~~

~~*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.~~

~~**9) Construction Documents/Plan (10 Percent of Points)**~~

~~100% ☐ Construction plans completed/approved (include signed title sheet)~~
~~75% ☐ Construction plans submitted to State Aid for review~~
~~50% ☐ Construction plans in progress; at least 30% completion~~
~~0% ☐ Construction plans have not been started~~

~~Anticipated date or date of completion: _____~~

~~**10) Letting**~~

~~Anticipated Letting Date: _____~~

(Next page: All tracked changes accepted.)

**1) Layout (30 Percent of Points)**

Layout should include proposed geometrics and existing and proposed right-of-way boundaries

100% ☐ Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

50% ☐ Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**

0% ☐ Layout has not been completed.

Anticipated date or date of completion: _____

**2) Review of Section 106 Historic Resources (20 Percent of Points)**

100% ☐ No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100% ☐ There are historical/archeological properties present, but determination of "no historic properties affected" is anticipated.

80% ☐ Historic/archeological property impacted; determination of "no adverse effect" anticipated

40% ☐ Historic/archeological property impacted; determination of "adverse effect" anticipated

0% ☐ Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge: ☐

**3) Right-of-Way (30 Percent of Points)**

100% ☐ Right-of-way, permanent or temporary easements either not required or all have been acquired

50% ☐ Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

25% ☐ Right-of-way, permanent or temporary easements required, parcels identified

0% ☐ Right-of-way, permanent or temporary easements required, parcels not all identified

Anticipated date or date of acquisition _____

**4) Railroad Involvement (20 Percent of Points)**

100% ☐ No railroad involvement on project or railroad Right-of-Way agreement is executed (**include signature page, if applicable**)

50% ☐ Railroad Right-of-Way Agreement required; negotiations have begun

0% ☐ Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

# Information Item

| | |
|---|---|
| **DATE:** | September 22, 2017 |
| **TO:** | Technical Advisory Committee |
| **PREPARED BY:** | Joe Barbeau, Senior Planner (651-602-1705) |
| **SUBJECT:** | Regional Solicitation Update: The Equity Scoring Measure |

The 2014 Regional Solicitation overhaul led to the formation of a new scoring criterion: Equity and Housing Performance. The criterion, used in all application categories, consists of two measures: Housing Performance Score and a measure on the socio-economic impacts of projects. While some form of housing-related measure had been in the Regional Solicitation for many years, the socio-economic measure was new. Following the 2016 Regional Solicitation, a work group was formed to consider updating that measure's language.

The attached proposed measure addresses feedback that the measure did not adequately address potential negative impacts of projects.

The attached proposed update differs primarily in that in enables a more direct scoring impact of negative project elements and includes a public engagement scoring component (worth 30% of the points). Regarding the latter, work group members believe that the projects that best promote access (and avoid undue mitigation) are those that have been vetted through the communities that will be directly impacted.

Note that in the 2016 Regional Solicitation, the Travel Demand Management (TDM) application measure did not include a geographic adjustment, due to the sometimes-regional nature of projects. This approach is used in the language recommended by the Equity Work Group.

## 3. Equity and Housing Performance (100 Points) – This criterion addresses the Council's role in advancing equity by examining the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below, as depicted on the map. ~~Describe the project's positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly.~~ Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address equitable distribution of~~the~~ benefits, mitigation of negative impacts, and community engagement ~~impacts, and mitigation~~ for the populations selected. (~~30~~ X Points)

Upload the "Socio-Econ" map used for this measure.

*RESPONSE (Select one, based on the "Socio-Econ" map):*

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): ☐ (up to 100% of maximum score~~0 to 30 Points~~)
- Project located in Area of Concentrated Poverty: ☐ (up to 80% of maximum score ~~0 to 24 Points~~)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (up to 60% of maximum score ~~0 to 18 Points~~)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: ☐ (up to 40% of maximum score ~~0 to 12 Points~~)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

*(Limit 1,400 characters; approximately 200 words)*:

2. (0 to 7 points) Describe the project's benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

*(Limit 2,800 characters; approximately 400 words):*

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

*(Limit 2,800 characters; approximately 400 words):*

Below is a list of negative impacts. Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or "cut-through" traffic.

- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

~~*RESPONSE (Limit 2,800 characters; approximately 400 words):*~~

SCORING GUIDANCE (~~30~~ X Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer's discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

~~Based on the "Socio-Econ" map's output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups. Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.~~

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of ~~30~~ points. In this case, the highest-scoring application for this measure will be adjusted to receive the full ~~30~~ points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive (10/20)*30 points or 15 points. Note also that it is possible to score negative points on this measure.

*Note: The Travel Demand Management application has slightly different language, which can be found on the next page. The geographic element has been removed due to the frequently regional nature of the project applications.

**EQUITY SCORING MEASURE: TRAVEL DEMAND MANAGEMENT**

A. *MEASURE:* Describe the project's positive benefits, and negative impacts, and mitigation(s) to minimize harm and promote equity for low-income populations; people of color; children, people with disabilities, and the elderly along with a description on how the impacted communities have been engaged.~~. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (low-income populations; people of color; children, people with disabilities, and the elderly). As part of the response, reference the "Socio-Econ" map generated at the beginning of the application process to identify if the project is located in Area of Concentrated Poverty with 50% or more of residents are people of color, Concentrated Area of Poverty, or census tracts above the regional average in poverty or populations of color. (80 Points)~~

*Responses*

1. (20 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

*(Limit 1,400 characters; approximately 200 words)*:

2. (60 points) Describe the project's positive benefits to the identified communities. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

*(Limit 2,800 characters; approximately 400 words):*

3. (-10 to 0 points) Describe any negative externalities created by the project and measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

*(Limit 2,800 characters; approximately 400 words):*

Below is a list of negative impacts. (Negative impacts can occur during construction/implementation) Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or "cut-through" traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

~~*RESPONSE (Limit 2,800 characters; approximately 400 words):*~~

SCORING GUIDANCE (80 Points)

Each application will be scored as described below.

1. (60 points): The project with the most impactful and meaningful community engagement will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (20 points) The project with the most positive benefits will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.
3. (up to 0 points) The scorer will reduce the score by one point for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than deducted.

Following the scoring of the two above elements, each project's combined score will be determined. The top-scoring project will be adjusted to 80 points with all other projects adjusted proportionately.~~The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.~~

## PROPOSED EQUITY MEASURE (Changes Accepted)

### Equity and Housing Performance (X Points) – This criterion addresses the Council's role in advancing equity by examining the project's positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community's efforts to promote affordable housing.

A. *MEASURE:* Reference the "Socio-Econ" map generated at the beginning of the application process. Identify the project's location from the list below as depicted on the map. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address equitable distribution of benefits, mitigation of negative impacts, and community engagement for the populations selected. (X Points)

Upload the "Socio-Econ" map used for this measure.

*RESPONSES*

*(Select one, based on the "Socio-Econ" map):*

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): ☐ (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: ☐ (up to 80% of maximum score)
- Project's census tracts are above the regional average for population in poverty or population of color: ☐ (up to 60% of maximum score)
- Project located in a census tract that is below the regional average for population in poverty or populations of color: ☐ (up to 40% of maximum score)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

| *(Limit 1,400 characters; approximately 200 words)*: |
| --- |
| |

2. (0 to 7 points) Describe the project's benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

*(Limit 2,800 characters; approximately 400 words):*

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

*(Limit 2,800 characters; approximately 400 words):*

Below is a list of negative impacts. Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or "cut-through" traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (X Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer's discretion.
   The below scores address negative project impacts that can result in a reduction in the points awarded in question 1 above.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 30 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 30 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this application would receive (10/20)*30 points or 15 points. Note also that it is possible to score negative points on this measure.

*Note: The Travel Demand Management application has slightly different language, which can be found on the next page. The geographic element has been removed due to the frequently regional nature of the project applications.

**EQUITY SCORING MEASURE: TRAVEL DEMAND MANAGEMENT**

*A.* *MEASURE:* Describe the project's positive benefits, negative impacts, and mitigation(s) to minimize harm and promote equity for low-income populations; people of color; children, people with disabilities, and the elderly along with a description on how the impacted communities have been engaged.

*Responses*

1. (20 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

| *(Limit 1,400 characters; approximately 200 words)*: |
|---|
| |

2. (60 points) Describe the project's positive benefits to the identified communities. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

| *(Limit 2,800 characters; approximately 400 words):* |
|---|
| |

3. (-10 to 0 points) Describe any negative externalities created by the project and measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

| *(Limit 2,800 characters; approximately 400 words):* |
|---|
| |

Below is a list of negative impacts. (Negative impacts can occur during construction/implementation) Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or "cut-through" traffic.
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- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (80 Points)

Each application will be scored as described below.

1. (60 points): The project with the most impactful and meaningful community engagement will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.
2. (20 points) The project with the most positive benefits will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.
3. (up to 0 points) The scorer will reduce the score by one point for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than deducted.

Following the scoring of the two above elements, each project's combined score will be determined. The top-scoring project will be adjusted to 80 points with all other projects adjusted proportionately.

# REGIONAL SOLICIATION: POTENTIAL CHANGES – Transit, TDM, Multiuse Trails & Bikeways, and Equity

**Technical Advisory Committee**
**October 4, 2017**

METROPOLITAN COUNCIL

# Issues Needing Technical Input as Requested by TAB

- 2-to-3-lane conversions; Expansion or Reconstruction/Modernization?
  - F&P-Reconstruction/Modernization better fit since center turn lane is most similar to adding turn lanes at intersections and often driven by safety needs
- Autonomous vehicles. Can the solicitation help in the transition?
  - F&P-consider for 2020 cycle

# Issues Needing Technical Input as Requested by TAB

- CMSP IV projects-How can TAB help get more of these projects funded? Options:
  - Insert into the Reconstruction/Modernization scoring since CSMP projects are at-grade projects?
  - Invest $X from the Regional Solicitation for MnDOT to deliver more of these projects
- Clearing of snow as a part of trail maintenance.

# Multiuse Trails and Bicycle Facilities (Page 1)

Minimal change is proposed for the Multiuse Trails and Bicycle Facilities category.

# Transit Work Group Questions of TAB

- Is a problem related project types/locations funded?
- Should transit maintenance and support facilities/garages be removed from eligibility for Transit Modernization applications (Page 26)?

# Transit (Page 14)

- Clarify definitions of Expansion and Modernization based on whether project is meant to attract new riders (Page 14/26)
- (Expansion) Enable deduction to ridership projections beyond 50% (Page 18)



METROPOLITAN COUNCIL

# Transit Modernization (Page 26)

- Eliminate rider count component to emission reduction measure (Page 32)
- Reduce the Service and Customer Improvement criterion from three measures to one (Page 34):
  - Travel time reduction
  - ~~Operating/Maintenance Cost reduction~~
  - **Rider Improvements**



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# TDM (Page 40)

Changes recommended by TDM Work Group

- Point Weighting: Increase Criteria 1 and 5 and decrease Criterion 4 (Page 40)
- Shift “Usage” focus from projected number of users to groups and types of users to be reached (Page 42)
- Ability to reduce or eliminate points in the “Innovation” criterion if duplication of efforts is proposed. (Page 47)

# Risk Assessment (Page 50)

Changes recommended by Work Group

- Use of four risk assessment elements:
  - Layout or Preliminary Plan
  - Review of Section 106 Historic Resources
  - Right-of-Way
  - Railroad Involvement
- Firm commitment from applicant to cover local match



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# Equity (Page 55)

Changes recommended by Equity Work Group

- Inclusion of community engagement and outreach as an element of the scoring measure (Page 56 or 62)
- Better definition of negative project elements (Page 57 or 63)



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# Questions

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## Regional Signal Retiming & Optimization Program

Goal: Regional Signal Timing Program

Background: The benefits of signal retiming are well documented and are commonly agreed to be around 40:1 return-on-investment. Federal Highway Administration recommends signal retiming every 3-5 years. This program will attempt to meet this goal. For the 2018 Regional Solicitation, funds will be available for the 2022 and 2023 program years, which is over five years out from today. Therefore, even recently timed signals would be eligible for a retiming.

Program Outline:

- The project would consist of collecting all necessary data, developing 3-5 optimized timing plans, implementation, fine-tuning and creation of a final report documenting the benefits of the project.
- It is anticipated that this program would be able to retime over 500 traffic signals in the region. Hardware and communication upgrades are not being consider as part of this project. Elements such as this would still be able to be funded through the normal Regional Solicitation process.
- Funds for the proposed effort would come out of the approximately $4M-$5M per year that is currently being allocated to the Roadway System Management application category.
- MnDOT Metro District would facilitate this program through their State-Aid and Traffic Offices.
- Qualified consultant firms (5) with knowledge and expertise in signal retiming and signal operations would be pre-approved.
- The agencies would submit a list of intersections they would like retimed as part of this effort. Supporting documentation would be required (date last retimed, ADT, number of signals, etc.).
- Funds would be distributed to cities and counties based on the number of signals owned by each agency. For example, if City Y owns 10% of the traffic signals in the region, then they would get 10% of the total funds available. An inventory of existing signals was recently compiled at the request of the State Legislature.
- The amount of funds being requested would not retime the entire system. Each individual agency would be able to select the signals and corridors for retiming based on their priorities and needs using the money allocated to them.
- Consultants would be assigned on a rotating basis, ensuring agencies get exposed to various firms.
- The Program would fund 80% of the project with the agency funding the remaining 20%.
- The consultants would perform field evaluations, collect all required data, develop and implement timing plans, make any filed adjustments and document all benefits. See attached Scope of Work as an example.

Program Benefits:

- Investment in signal timing and related projects is the highest priority for highway investment in the 2040 Transportation Policy Plan. In addition, the Plan states that “when highway capacity issue are identified, regional transportation partners should first work to apply traffic management technologies to improve traffic flow without adding physical highway capacity.”
- A recent federal certification review for the MPO indicated a need for major changes to the federally-required Congestion Management Process. This investment would be a significant step to meeting the changes required by the Federal Highway Administration. One of their

requests is to supply before and after performance data, as will be done with this proposed effort, to ensure that wise investments are being made in the transportation system.

- Economies of scale will be realized as local agencies will not have to prepare costly funding applications, manage the federal grant, or hire a consultant to do the retiming work.

This request is for $3,000,000 ($1,000,000 in 2022 to get the program started and then $2,000,000 in 2023).

# Information Item

| | |
|---|---|
| **DATE:** | September 28, 2017 |
| **TO:** | Technical Advisory Committee |
| **PREPARED BY:** | Katie White, Senior Planner (651-602-1716) |
| **SUBJECT:** | 2018 Unified Planning Work Program (UPWP) Revisions |

The 2018 Unified Planning Work Program was recommended for adoption by TAC-Planning on July 13, by TAC on August 2, and by TAB on August 16. Since then, FHWA has provided feedback that has resulted in significant changes to the narrative portions of the document. There are a variety of typo edits, substantial changes to Task B-3, and a new table on page five to tie the TMA certification review to the UPWP. The budgetary values in the UPWP have not changed. It is expected that the 2019 UPWP will contain several more changes in content, as well as structural changes.

# 2018 TRANSPORTATION UNIFIED PLANNING WORK PROGRAM FOR THE TWIN CITIES METROPOLITAN AREA

METROPOLITAN COUNCIL

September 2017

Metropolitan Council

390 Robert Street, St. Paul, Minnesota 55101

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# TABLE OF CONTENTS

# 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
FAST Act – Fixing American's Surface Transportation Act
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
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 2018. 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) and a small portion of Houlton, Wisconsin 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*.

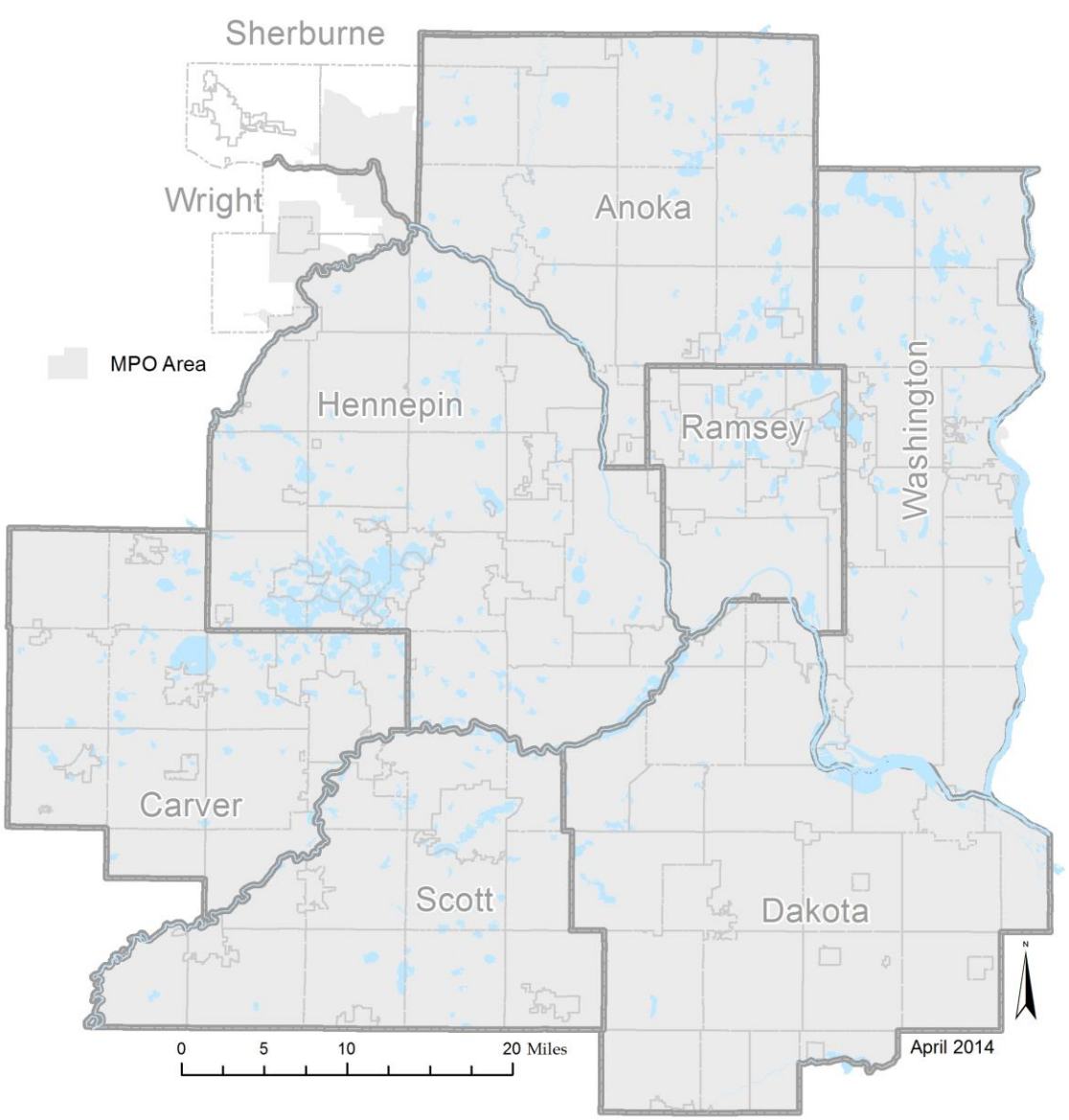
The participants in the UPWP include four agencies: the Metropolitan Council, the Minnesota Department of Transportation (MnDOT), Minnesota Pollution Control Agency (MPCA), and the Metropolitan Airports Commission (MAC). (See Appendix B for roles and responsibilities of the participants.) Since the 2018 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 2018 will be implementation of the principles of *Thrive MSP 2040* and the *2040 Transportation Policy* Plan, and work will conclude 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 2018, including implementation of performance based planning, as required by the FAST Act, 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. An updated public participation process will be adopted in 2017 after two public comment periods and considerable review and feedback from FHWA and MnDOT.

## Metropolitan Council Jurisdiction




## *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 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.

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 with local government partners, which was underway in mid-2017.

3. Transition to Performance-Based Planning and Programming
   The Metropolitan Council has continued to advance performance based planning since MAP-21 became law. The *2040 Transportation Policy Plan* will be updated and adopted in 2018 and will include information relevant to the most recent rulemaking available. An updated MOU with MnDOT and public transit providers will be signed to formalize the cooperative process for performance based planning.

## 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 2018 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 2018 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 2018 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 2 CFR 200.501 (b),

*A non-Federal entity that expends $750,000 or more during the non-Federal entity's fiscal year in Federal awards must have a single audit conducted in accordance with § 200.514*

*Scope of audit except when it elects to have a program-specific audit conducted in accordance with paragraph (c) of this section.*

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 provisions 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. As of mid-2017 MnDOT is drafting a revised policy that expects MPOs to use their allocated funds in the year appropriated rather than allowing MPOs to carry over funds.

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 2018 UPWP). This balance is currently $1.8 million and is likely to increase after the 2017~~6~~ audit by an amount under $100,000. The resolution included in the approval of this 2018 UPWP allocates $1 million of this money for initiating the new TBI data collection program with spending to occur through 2022. This project will get under contract in 2017 with most of the work occurring in 2018.

The Council will draw down an additional $614,270 from the carryover funds in 2018. This will bring the total funds held in reserve to a significantly lower number than in recent years.

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 matching the 20% requirement in order to best meet planning needs in 2018. 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 2018~~Schedule of Ongoing Work

~~The Metropolitan Council anticipates that several work items listed in 2018 will continue into 2019, the largest of these being the Travel Behavior Inventory (TBI).~~ The 2018 Update to the 2040 Transportation Policy Plan will include a Work Program with likely studies to be completed over the next four year period. At the time of this writing, the 2018 Update is currently under development and a full list of projects continuing into 2019 is not available.

The procurement process can last several months and unforeseen circumstances may affect the project timelines once the projects are underway.

## H. TMA Certification Review

The MPO functions of the Metropolitan Council are reviewed by FHWA and FTA every four years through a Transportation Management Area (TMA) Certification Review. This was last completed in November 2016 and fourteen recommendations were provided in the final report to the Council. The recommendations are listed below along with where to find work associated with each item in this document, and with a brief status update.

| Recommendation | Status | UPWP Location |
|---|---|---|
| Improve and update the MOU between the Council and MnDOT | Updated language has been agreed upon and should be approved by the Council and MnDOT by December 2017. | As this activity is concluding in 2017, there is no reference in the 2018 UPWP. |
| Evaluate and recognize the UPWP is a critical planning document by making significant changes. | A significant revision to the 2019 UPWP is expected. | Task A-1 |
| Collaboratively develop the required performance metrics/targets with the planning partners for inclusion in the updated MTP. | This is underway as part of the TPP Update. | Performance-based planning is Task B-2. Work related to the TPP Update is in Task B-1. |
| Integrate scenario planning into the MTP for investments, projects, and/or population/employment distribution alternatives. | The TPP Update will continue to include a fiscally constrained scenario and an increased revenue scenario. Forecasted demographics will remain the same. | Work related to the TPP Update is in Task B-1. |
| The parameters for major capital project selection are unclear. Improve procedures and transparency of rating/selecting capital projects. | The TPP Update will seek to more clearly identify and describe how the Council's investment studies relate to one another and are used to select the region's major | Work related to the TPP Update is in Task B-1. |

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| | mobility improvement projects. | |
| The MTP Financial Plan does not identify regionally significant projects and categories of projects in the year of expenditure throughout the 20 years of the plan. Improve procedures and transparency of rating/selecting capital projects. | The TPP Update will more clearly identify major highway preservation projects along with mobility projects and will provide the expected expenditures for these projects in the first 10 years of the plan. | Work related to the TPP Update is in Task B-1. |
| Move projects that do not have federal funding committed from years one and two of the TIP to years three or four. | This was complete in the first quarter of 2017. | As this activity is complete in 2017, it will not appear in the 2018 UPWP. |
| The TIP lacks clarity on change procedures and year of expenditure dollars. | This was complete in the second quarter of 2017. | As this activity is complete in 2017, it will not appear in the 2018 UPWP. |
| Complete a system-level assessment to determine the level of performance/investment need for the Regional Solicitation. | The Council, MnDOT, and FHWA will meet on this issue. | A Regional Solicitation Evaluation is listed in Task A-3 to address this. |
| Update and enhance the Public Participation Plan. | This was complete with the assistance of FHWA in 2017. | As this activity is complete in 2017, it will not appear in the 2018 UPWP. |
| Analyze TPP impacts on disadvantaged communities, overall regional populations in terms of travel distances, and times & air quality by mode. | The Metropolitan Council will work with the USDOT to identify best practices and examples from other MPOs to meet this recommendation. | Task B-1 contains work related to the TPP, and Task B-9 contains additional work on equity and environmental justice concerns. |
| Improve the documentation of consultation with federally recognized tribes, documenting procedures for environmental mitigation and coordination in support of the TPP, and updating natural and historic resources in the TPP. | This work is underway in 2017 and will be completed in 2018 with the new TPP. | Task B-1 contains work related to the TPP Update. |
| Follow the PA Intersection Conversion Study by more | The Council will continue to work with local partners and | Council work on local highway corridor projects is |

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|---|---|---|
| detailed corridor planning studies that look at lower-cost alternatives. Explore options that can be quickly and realistically funded and constructed. | MnDOT on corridor studies as they are initiated. In 2017 FHWA deemed this recommendation to be completed. | described in Task B-4 and Highway Planning in Task B-5. |
| Improve the CMP to fully comply with 23 CFR 450.322 and the 8-step federal process. | A CMP Advisory Committee has been formed and will direct this work. | Task B-3 contains significant new information in the 2018 UPWP with regard to this recommendation. |

# 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 2019 UPWP in cooperation with MnDOT, FHWA, MPCA, and MAC. It is expected that several structural changes will be made to meet FHWA expectations with regard to clarity, prioritization, and the relationship to the MPO's goals. 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 2017 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 | COMPLETION DATES |
|---|---|
| Committee Agendas, Minutes, Reports | Ongoing |
| Submittal of Functional Classification Changes | Ongoing |
| Audited 2016 (Consolidated Planning Grant) Fund Statements | April |
| Annual Update of Title VI and DBE Goals | July |
| 2019 Unified Planning Work Program | September |
| UPWP Progress Reports to MnDOT | Quarterly |
| UPWP Midyear Meeting | Q2 |
| TMA Certification Quarterly Reports | January, April, July, October |

## 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 2018 a 2019-2022 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 2018, 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. After federal funds are removed from a project, staff will monitor the project to assure that it is developed per the work scope in the Regional Solicitation application.

In 2018, the TAB is scheduled to select projects from the regional solicitation to be funded with federal funds in 2022 and 2023, contingent upon available federal funding.

The 2018 air quality planning activities related to this task will focus on the regional process for conformity determination of the 2019-2022 TIP (see Task B-10 for more information). The latest EPA regional air quality model will be used.

**RELATIONSHIP TO PREVIOUS WORK:** The 2019-2022 TIP preparation will build on the 2018-2021 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, MnDOT, MPCA, TAC and TAB representatives were involved in the 2014/2015 TAB Regional Solicitation Design Process and the more recent 2016 Regional Solicitation. 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 | COMPLETION DATES |
|---|---|
| Prepare Draft 2019-2022 TIP | March |

| | |
|---|---|
| Adopt TIP Incl. Certification of 3-C Process, Major Projects Completed/Obligated in Previous Year, and an Air Quality Conformity Analysis | September |
| Annual Listing of Obligated Projects | December |
| Process TIP amendments | As needed |
| TIP Annual Report | October |
| Federal Funds Exchange | 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 (STBGP) and Congestion Mitigation and Air Quality Improvement (CMAQ).

**ACTIVITIES:** A Regional Solicitation for federal funds will be released in spring 2018 for 2022-2023 STBGP and CMAQ funds, with final project selection in late 2018 or early 2019. Projects selected will be programmed for inclusion in the 2020-2023 TIP, for approval in fall 2018. A Regional Solicitation Project Evaluation will be prepared to review the performance of completed 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 new regional solicitation was released in 2016 with projects selected in early 2017. A Regional Solicitation Project Evaluation was prepared to review and revise the measures for the 2018 Solicitation. Staff created a summary of the final products of previously funded projects and an online mapping tool showing the funded projects.

| PRODUCTS | COMPLETION DATES |
|---|---|
| 2018 Regional Solicitation Project Selection | 2018/2019 |
| Regional Solicitation Project Showcase | 2018 |
| Regional Solicitation Project Summaries | 2018 |
| Regional Solicitation Project Evaluation | 2019~~8~~ |

## 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 | COMPLETION DATES |
|---|---|
| Revise Policies/Procedures | 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*.

As of 2017 the Counties Transportation Improvement Board (CTIB) has been dissolved. Staff will continue to collaborate with the counties that formally consisted of that group, coordinating with counties and regional rail authorities for transit planning, visioning, and financing. As of 2017 all seven counties now administer a sales tax for transportation improvements, and the Council will incorporate the anticipated revenues and expenditures into the TPP. Some counties are able to provide more information than others at this time.

**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 | COMPLETION DATES |
|---|---|
| Analysis of Transportation Funding | Ongoing |
| Selection of Projects for Regional Transit Capital Funding | December |
| Unified Operating Budget | December |
| Unified Capital Budget | December |

| Activity A | 2018 Budget |
|---|---|
| ACTIVITY STAFF WEEKS: | 314 |
| CONSULTANT: | $10,000 |
| TOTAL ESTIMATED EXPENDITURES: | $1,309,703 |
| **SOURCES OF FUNDS:** | |
| FEDERAL: (CPG) | $1,047,762 |
| LOCAL: Met Council | $261,941 |
| TOTAL | $1,309,703 |

# *B. COMPREHENSIVE AND SURFACE TRANSPORTATION PLANNING*

## TASK B-1 LAND USE AND GENERALTRANSPORTATION 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~~ complete the update for the next *Transportation Policy Plan.*

**APPROACH:** The Metropolitan Council adopted the *2040 Transportation Policy Plan* in January 2015. This plan is the first TPP since the passage of MAP-21 ~~and is the first plan for the region~~ to incorporate a ~~performamce~~performance-based planning framework and evaluation process. ~~Implementation of the *2040 TPP* is conducted by the Council and its partners, including TAC/TAB.~~ In 2017, ~~T~~the Council ~~has begun~~ began major work tasks to develop new content and proposed changes ~~outreach and engagement activities~~ for the 2018 update to the *2040 TPP*~~,~~. ~~as well as developing content for the update.~~ Significant outreach and engagement activities have taken place through the TAB/TAC committees and also directly with regional transportation partners and stakeholders. The major TPP update~~s~~ changes will include: ~~further detail~~identifying regional transportation performance measures to support performance-based planning~~,~~; updating fiscal projections and ~~adjusting the likely~~ forecasting performance outcomes under the ~~various scenarios under development~~two funding scenarios~~, providing more detail to the financial inputs used in the Plan,~~; incorporating the results of completed planning studies including the Principal Arterial Intersection Conversion Study, Regional Truck Highway Corridor Study and the Regional Bicycle Barriers Study among others; and providing~~e more detail~~ updated status on the various major highway and transit projects to be completed during the timeframe of the Plan. As part of its on-going engagement efforts, ~~T~~the Council will coordinate and document discussions with the Shakopee Mdewakanton Sioux community ~~as part of the TPP Update process,~~and will analyze the Plan's impact on disadvantaged communities, document procedures for environmental mitigation, and will update the natural and historic resources inventory.

Transportation planning staff implementation activities in 2018 will include:

- Participate in interdepartmental implementation teams for *Thrive MSP* 2040 including the equity implementation, economic competitiveness and climate and sustainability teams. ~~.~~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~~s~~ B-5, B-9 and B-10. ~~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 *PlanIt* 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 in early 2018 and staff will review final local comprehensive plan as submitted throughout 2018.
- 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.
- The Council will ~~R~~release a draft 2018 update to the *2040* TPP in late 2017 for review by regional transportation partners including the TAB and TAC committees throughout early 2018. Revisions will

be made based upon comments provided by the planning partners and the draft will be released for public comment in ~~early~~ spring 2018. Final revisions based upon the comments provided will be incorporated, a public comment report produced, and ~~adopt~~ the final plan adopted by autumn 2018.

In addition to the public comment period, ~~T~~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 Public Participation Plan ~~(pending adoption of an updated plan in mid-2017)~~.

**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 latest date for adopting the next TPP. It is expected that the next plan update will occur in late summer or fall of 2018. 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 | COMPLETION DATES |
|---|---|
| Reviews of Local Comprehensive Plans, EAs, and EIS's (including amendments) | As Needed |
| Participate in Various Team Activities (Including Local Planning Handbook, Livable Communities, Referrals, and Sector Reps) | As Appropriate |
| Review of Livable Communities Grants | Semi-annually |
| Participate in ITS and CTS Activities | Ongoing |
| TOD Policy and Guidance Activities | Ongoing |
| TPP Engagement Activities | 2018 |
| Gold Line Station Area Planning | 2019 |
| Blue Line Extension Station Are Planning | 2019 |
| 2040 Transportation Policy Plan Update | 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 identify and incorporate recommended performance measures in the ~~next~~ 2018 TPP update. Throughout 2017 staff met with modal work groups, the TAB/TAC committees and Council members to finalize a list of regional performance measures. ~~Engagement with policymakers is underway to determine the level of detail and expected outcomes from determining the performance measures.~~ Work in 2018 will include analyzing performance outcomes for the identified measures under existing, current revenue and the increased revenue scenarios in the TPP, setting required targets for federally

required performance measures and engaging partners to identify potential targets for the locally identified performance measures.

In 2008 state legislation was updated to require the Council to conduct a comprehensive evaluation of the transportation system (the Transportation System Performance Evaluation or TSPE) every four years in the year prior to the revision of the Transportation Policy Plan. This evaluation was produced in 2017 and results are being used in the 2018 TPP update. ~~It~~Teh legislation also requires that on the intervening two years, the Council conduct an evaluation of the transit system. Collection of data for ~~this~~ these evaluations allows the Council to maintain a wide variety of historical and current data on an on-going basis, which is used for ~~other~~ many planning studies and activities as well as presented for informational purposes through a wide variety of venues. The ~~system developed~~TSPE measures and benchmarks ~~that~~ assess the operational performance of the transportation system along with using access, sustainability and livability measures ~~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~~ that~~i~~ relate to regional outcomes identified in *Thrive MSP 2040*.~~n 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 201~~6~~7 the Council conducted transportation system performance ~~audits~~evaluations, 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~~regional transportation system that ~~follow~~ meet federal ~~guidelines~~ requirements, ~~and~~ align with Thrive MSP 2040 ~~MnSHIP~~and Minnesota Go, the statewide multimodal transportation plan~~-~~and are incorporated into the TPP update and TIP evaluation.

| **PRODUCTS** | **COMPLETION DATES** |
|---|---|
| Refine Performance Measures for Future TPP Updates | Ongoing |

## TASK B-3 CONGESTION MANAGEMENT PROCESS

**PURPOSE:** Federal law requires Transportation Management Areas (MPOs serving metropolitan areas with populations greater than 200,000) to develop a comprehensive Congestion Management Process (CMP). The CMP is a cooperative, multi-faceted process that includes establishing objectives; measuring and closely monitoring system performance; identifying causes of both recurring and non-recurring congestion; and implementing strategies to reduce congestion on the transportation system. This results in the establishment of updated multi-modal performance measures and strategies which will be included in the Transportation Policy Plan (TPP) and used as a component in the project selection process.

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

**ACTIVITIES:** Pursuant to 23 CFR 450.322, the Metropolitan Council established a CMP Advisory Committee in 2017, which is composed of partners and stakeholders representing transportation agencies and operators throughout the metro area. This Committee coordinates efforts and performs a number of activities in order to develop strategies that mitigate congestion on the transportation system. For 2018, the Committee will concentrate on the following issues:

- Determine the extent of the CMP network;
- Develop a methodology for and then analyze congestion levels on the non-freeway principal and minor arterials systems;
- Define strategies to reduce congestion on these systems;
- Propose strategies to incorporate prioritized CMP corridors into the project selection process;
- Assess the effectiveness of previously implemented strategies; ~~and~~
- Discuss a comprehensive and coordinated program for collecting data used to assess system performance and determining both the extent and causes of congestion along the ~~transportation~~principal and minor arterial systems. It is expected that StreetLight Insight, a software service package with the ability to monitor speed, travel time, and delay on roadways throughout the metropolitan area, will be heavily utilized in this endeavor.

- ~~The~~Use the resulting data and ~~resulting~~ analyses ~~will be used~~ to define congestion mitigation objectives and help establish performance measures and targets to assess and monitor system congestion.

~~Additionally, t~~The Council has set aside $200,000 in federal CPG monies that will be used in 2018 for a consultant~~-led~~ study, specifically addressing congestion issues on the minor arterial system. The specific scope and objectives of the project will be determined in cooperation with the CMP Advisory Committee in early 2018.

In 2018, the Council will also utilize the results of the Principal Arterial Intersection Conversion Study, along with arterial speed data as scoring measures in the Regional Solicitation. This is the first step in integrating arterial CMP activities into the project selection process.

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

**RELATIONSHIP TO PREVIOUS WORK:** The Metropolitan Council had its quadrennial Transportation Management Area Certification Review in November 2016 which identified several improvements that are necessary in order for the Council to be in full compliance with 23 CFR 450.322. As a result, the Council and FHWA hosted a peer exchange in May 2017. This exchange provided staff with valuable information from CMP activities performed by peer MPOs, and in part forms the basis for some of the activities programmed within the 2018 UPWP. In 2017 the Council finalized the formation of the CMP Advisory Committee, which will work collaboratively with the Council to ensure the 8-step Federal CMP process is fully addressed and that CMP objectives and strategies are integrated into project funding and implementation.

The Council's currently identified CMP network consists of principal arterials within the region. In 2018 the Council, in coordination with the CMP Advisory Committee, will expand the network by analyzing and assessing both non-freeway principal arterials and minor arterials (the A-minor system). In addition, as identified in the Certification Review, the Council will provide clarity on the relationship between the established performance measures and how they specifically factor into the congestion management process .

The Council has implemented a number of regional congestion mitigation strategies that ensure transportation investments are focused on reducing congestion and managing travel demand.

One such effort, performed in conjunction with the MnDOT Metro District, was the establishment of the MnPASS program. This program is directly aimed at decreasing the number of single-occupant vehicles and implementing a congestion pricing procedure along key corridors within the metro area.

As a result of increased on-going funding allocated ~~through~~by the Regional Solicitation, the Council, and MnDOT, the Travel Behavior Inventory (TBI) will beginning in 2018 be conducted on a rolling every-other year basis and ~~has~~ dramatically improv~~ed~~ing the breadth and frequency of data collected and ultimately used to make decisions. The program ~~-~~provides the data necessary to monitor and assess the performance of the transportation system, including ~~those~~data related to congestion. The TBI provides the Council and its stakeholders with a wealth of information including commuting patterns, mode choice, speed, and traffic patterns throughout the metro area. These data, in conjunction with the newly-acquired StreetLight data, serve as the base of the Council's data collection program.

Over the past number of years, the Council has performed a number of studies aimed at assessing and identifying high-priority areas for improvement along the transportation system and integrating these results into the project selection process. Such activities include the Principal Arterial Intersection Conversion Study, which identifies~~d~~ priority intersections for conversion to interchanges and ~~project selection~~ and helps prioritize the expenditure of federal funds allocated through the Regional Solicitation Process and MnDOT's Transportation and Economic Development (TED) Program. In addition, the Congestion Management Safety Plan IV was completed by MnDOT in 2017 and ~~-~~the analysis expanded beyond the freeway system to include the arterial system. The program aims to identify low-cost projects that reduce congestion and improve safety and travel time reliability on MnDOT's system.

~~**RELATIONSHIP TO PREVIOUS WORK:** The Metropolitan Council had its quadrennial Transportation Management Area Certification Review in November 2016 which highlighted the importance of a comprehensive Congestion Management Process. A peer exchange was hosted by the Council and FHWA in May 2017. The Council committed to creating a regional stakeholder group which will provide guidance on how best to implement the CMP across the Council's activities. 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 2018.~~

**RELATIONSHIP TO OTHER AGENCY WORK:** Since the development of the Congestion Management System in 1997, the Council has coordinated closely with MnDOT on mapping congestion through the data provided by the Regional Traffic Management Center. In addition, many of the previously identified programs were established cooperatively with the MnDOT Metro District and designed to reflect the processes identified in 23 CFR 450.322. Finally, through the CMP Advisory Committee, the Council has established a coordinated and transparent process for systematically addressing congestion in a manner that allows for all regional stakeholders and transportation officials to be informed and have a forum for input.

~~**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 determined 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** **COMPLETION DATES**

| | |
|---|---|
| Gather key data to monitor congestion and system performance through the Regional Traffic Management Center, Travel Behavior Inventory, and ~~through~~ the use of StreetLight Insight. These data and the resulting analysi~~e~~s will be shared with the CMP advisory committee and other key operational and transportation stakeholders | Ongoing |
| ~~Monitor Congestion Management Activity (RTMC)~~ | |
| Revised Congestion Management Plan chapter in 2040 TPP | 2018 |
| ~~Evaluation of Active Traffic Management (ATM) Applications~~ | ~~Ongoing~~ |
| Consultant-led CMP Study on Arterial Network | TBD |
| Identification of minor ~~A~~arterial ~~M~~mobility ~~I~~issue ~~A~~locations~~reas~~ | TBD |

## 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 2017 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 was completed in ~~early 2017~~2019.

**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 |
|---|---|
| Rush Line Pre-Project Development Study and Environmental Work | 2019 |
| Gateway Corridor DEIS | 2019 |
| Riverview Pre-Project Development Study | 2018 |
| Nicollet/Central Avenue Corridor Post-EA | Ongoing |
| Red Rock Monitoring | Ongoing |
| I-94 Between the Downtowns Project | 2019 |
| TH 169 Mobility Study | 2018 |
| Highspeed Rail between the Twin Cities and Milwaukee EIS | Ongoing |
| Highway 252 Conversion Study | 2018 |

## 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.

**ACTIVITES:** 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) and 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 | COMPLETION DATES |
|---|---|
| Various Managed Lane Implementation Studies | Ongoing |
| Review Highway Interchange Additions | As Needed |
| Review Controlled Access Highway Revisions | As Needed |
| TH 36 Corridor Study | 2018 |
| Strategic Capacity Expansion Study | 2019 |
| Spending on the Regional Highway System | 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 2018 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 | COMPLETION DATES |
|---|---|
| Metro Freight Initiative Implementation | 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 is 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 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 has developed an updated model for park-and-ride demand estimation and will begin implementing the results of the model in 2018. The model will guide regional and local implementation of transit projects when they are being funded or designed and assist regional planning for park-and-ride demand.

- 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. 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. With the dissolution of the Counties Transit Improvement Board it is expected that counties will provide their own sales tax revenues to some transit projects, with which the Council will coordinate. 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 | 2018 |
| Transit Service Allocation Study | 2019 |

## 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 2018. ~~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 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 RBTN, which was later incorporated into the *2040 TPP.* In 2017 a Regional Bicycle Barriers Study was complete to analyze major gaps in the regional bicycle network.

**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 |
| Pedestrian Safety and Crash Analysis | 2018 |

## 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 2018 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 and will begin work in 2017 on a Racial Equity Work Program. 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 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 | 2018 |
| 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 2018, 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 2019-2022 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 work with the MNIAQTPC to transition the planning process under expected air quality attainment status in 2019.

- 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 2018, 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 the 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 evaluated 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 draft of this report included recommendations in the proposed legislation. 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 2018-2021~~0~~ 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 | COMPLETION DATES |
|---|---|
| SIP Revision for Minnesota | As needed |
| Implement SIP Limited Maintenance Plan | Ongoing |
| PM2.5/Ozone Emissions Reduction Strategies Effort | Ongoing |
| Environmental Initiatives Clean Air Minnesota Work Group | Ongoing |
| Conformity Analysis of 2019-2022 TIP | April |
| Conformity Analysis of regionally significant TIP and TPP amendments | As needed |

| Activity B | 2018 Budget |
|---|---|
| ACTIVITY STAFF WEEKS: | 612 |
| CONSULTANT: | $420,000 |
| TOTAL ESTIMATED EXPENDITURES: | $2,325,937 |
| **SOURCES OF FUNDS:** | |
| FEDERAL: (CPG) | $2,280,938 |
| LOCAL: Met Council | $570,234 |
| TOTAL: | $2,851,172 |

## *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 | COMPLETION DATES |
|---|---|
| GIS Database | Ongoing |
| Demographic Forecasts | Ongoing |
| Land use/Transportation Model | 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. 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 began 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 analyze and distribute on-board survey data, as well as begin to plan for the next survey.

- In 2017, the Council initiated the 2018 TBI household travel survey. Data collection for the household travel survey will occur in 2018 and analysis and distribution will continue into 2019. Planning for the 2020 household travel survey will begin in late 2018. 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 2018. 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 take advice from and potentially collaborate with peer agencies locally and nationally in understanding the need for and implementing model improvements. The Council will cooperate with research into regional travel forecasting conducted at the University of Minnesota or other research institutions as appropriate.

- The Council will work with a local Travel Forecasting Technical Committee to plan for and oversee the TBI program and modeling and forecasting needs. 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 and other potential local partners 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 |
| 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 System Management, 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/* ~~*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 | COMPLETION DATES |
|---|---|
| Seven-county Metro Area Traffic Volume Maps (2016 volumes) | July |
| Seven-county Metro Area Flow Map (2016 volumes) | September |

| **Activity C** | **2018 Budget** |
|---|---|
| ACTIVITY STAFF WEEKS: | 155 |
| CONSULTANT: | $305,000 |
| TOTAL ESTIMATED EXPENDITURES: | $944,831 |
| **SOURCES OF FUNDS:** | |
| FEDERAL: (CPG) | $755,865 |
| LOCAL: Metropolitan Council | $188,966 |
| TOTAL | $944,831 |
| **TRAVEL BEHAVIOR INVENTORY:** | |
| FEDERAL: (non-CPG) | $900,000 |
| LOCAL: Met Council, MnDOT, and Other | $220,000 |
| TOTAL | $1,120,000 |

## *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 | COMPLETION DATES |
|---|---|
| Monitor provider performance and financial status | Ongoing |
| Transit Implementation assistance and activities | 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 be updated with assistance from the Metropolitan Transportation Services operations department in 2018.

**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 | COMPLETION DATES |
|---|---|
| Coordination of Regional Specialized Transportation Services | Ongoing |
| Coordinate TAAC Meetings | Monthly |
| Human Services Coordination Plan | 2018 |

## 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)** | **2018 Budget** |
|---|---|
| ACTIVITY STAFF WEEKS: | 156 |
| CONSULTANT: | $0 |
| TOTAL ESTIMATED EXPENDITURES: | $683,834 |
| **SOURCES OF FUNDS:** | |
| FEDERAL: (CPG) | $547,067 |
| LOCAL: | $136,767 |
| TOTAL ESTIMATED EXPENDITURES: | $683,834 |
| **RALF ONLY** | |
| ACTIVITY STAFF WEEKS: | 9 |
| CONSUILTANT: | $0 |
| **SOURCES OF FUNDS:** | |
| FEDERAL: (CPG) | $0 |
| LOCAL: | $34,988 |
| TOTAL ESTIMATED EXPENDITURES: | $34,988 |

# *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 2018 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. This work is locally funded outside of the annual UPWP funding.

**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** | **COMPLETION DATES** |
|---|---|
| Coordination Activities (including implementation of joint airport ordinances) | Ongoing |
| Potential System Plan (pending FAA Grant) | As needed/2018 |
| Review MAC's Capital Improvement Program | January |
| Review of Local Plan Amendments and EAs | As needed |
| Plan Updates/Amendments for general aviation | Ongoing |
| LTCP for Reliever Airports | 2018 |

| **Activity E** | **2018 Budget** |
|---|---|
| ACTIVITY STAFF WEEKS: | 56 |
| CONSULTANT: | $0 |
| TOTAL ESTIMATED EXPENDITURES: | $221,763 |
| **SOURCES OF FUNDS:** | |
| FEDERAL: | $0 |
| LOCAL: | $115,363 |
| LOCAL: MAC | $106,400 |
| TOTAL | $221,763 |

# III. APPENDICES

## *A. 2018 UNIFIED PLANNING WORK PROGRAM BUDGET*

| Task | Task Title | Staff Weeks 2018 | 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 | 314 | $687,651 | $10,000 | $612,052 | $1,309,703 | $1,047,762 | $261,941 | | | $1,309,703 | 20% |
| **B** | Comprehensive & Land Transp Pl | 612 | $1,238,256 | $420,000 | $1,192,917 | $2,851,172 | $2,280,938 | $570,234 | | | $2,851,172 | 20% |
| **C** | Research & Travel Forecasting | 155 | $337,703 | $305,000 | $302,128 | $944,831 | $755,865 | $188,966 | | | $944,831 | 20% |
| **D** | Operations and Management | 156 | $379,757 | $0 | $304,077 | $683,834 | $547,067 | $136,767 | | | $683,834 | 20% |
| | **Federal Funding** | **1,237** | **$2,643,366** | **$735,000** | **$2,411,173** | **$5,789,539** | **$4,631,632** | **$1,157,908** | **$0** | **$0** | **$5,789,539** | **20%** |
| **E** | Aviation Transportation Planning | 56 | $112,607 | $0 | $109,156 | $221,763 | $0 | $115,363 | $106,400 | $0 | $221,763 | 100% |
| **D-4** | RALF | 9 | $17,445 | $0 | $17,543 | $34,988 | $0 | $34,988 | $0 | $0 | $34,988 | 100% |
| | **Non-federal Funding** | **65** | **$130,053** | **$0** | **$126,699** | **$256,751** | **$0** | **$150,351** | **$106,400** | **$550,000** | **$256,751** | **100%** |
| | **Total UPWP** | **1,302** | **$2,773,419** | **$735,000** | **$2,537,872** | **$6,046,291** | **$4,631,632** | **$1,308,259** | **$106,400** | **$550,000** | **$6,046,291** | **100%** |

| Task | Task Title | Staff Weeks 2018 | Salary Cost | Consultant Cost | Overhead & Expenses | Total Cost | UPWP Federal | Local Met C | Local MAC | UPWP Remainder | Total | Percent Local |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **B/C** | Travel Behavior Inventory (TBI) Study | | | $1,120,000 | | $1,120,000 | | $220,000 | | $900,000 | $1,120,000 | 20% |
| | **Council Funding** | **-** | **-** | **$1,120,000** | **-** | **$1,120,000** | **$0** | **$220,000** | **$0** | **$900,000** | **$1,120,000** | **100%** |
| | **Total Transportation Planning/Administration** | **1,302** | **$2,773,419** | **$ 1,855,000** | **$ 2,537,872** | **$ 7,166,291** | **$4,631,632** | **$1,528,259** | **$ 106,400** | **$1,450,000** | **$ 7,166,291** | **100%** |

## 2018 UPWP Program Budget -- Salary Portion

| UPWP Category | Project Title | Federal Funding Amount | Local Funding Amount | Total Funding Amount |
|---|---|---|---|---|
| **A** | **Planning and Programming Process** | | | **$687,650.51** |
| A-1 | Planning Program Support and Administration | $254,116.96 | $63,529.24 | $317,646.20 |
| A-2 | TIP Development and Management | $49,510.84 | $12,377.71 | $61,888.55 |
| A-3 | Regional Solicitation | $55,012.04 | $13,753.01 | $68,765.05 |
| A-4 | Respond to Revisions in Federal Transportation Law | $16,503.61 | $4,125.90 | $20,629.52 |
| A-5 | Transportation Finance | $110,024.08 | $27,506.02 | $137,530.10 |
| **B** | | | | **$1,238,255.58** |
| B-1 | Land Use and General Transportation Planning | $346,711.56 | $86,677.89 | $433,389.45 |
| B-2 | Performance-Based Planning and Measurement | $19,812.09 | $4,953.02 | $24,765.11 |
| B-3 | Congestion Management Process | $178,308.80 | $44,577.20 | $222,886.00 |
| B-4 | Corridor Studies | $178,308.80 | $44,577.20 | $222,886.00 |
| B-5 | Highway System Planning | $19,812.09 | $4,953.02 | $24,765.11 |
| B-6 | Freight Planning | $39,624.18 | $9,906.04 | $49,530.22 |
| B-7 | Transit Planning | $99,060.45 | $24,765.11 | $123,825.56 |
| B-8 | Bicycle and Pedestrian Planning | $69,342.31 | $17,335.58 | $86,677.89 |
| B-9 | Environmental Justice and Equity | $19,812.09 | $4,953.02 | $24,765.11 |
| B-10 | Air Quality and Climate Change Planning | $19,812.09 | $4,953.02 | $24,765.11 |
| **C** | **Research and Travel Forecasting** | | | **$337,703.25** |
| C-1 | Travel Forecasting and Technical Support | $159,395.93 | $39,848.98 | $199,244.92 |
| C-2 | Urban Travel Research and Forecasting | $102,661.79 | $25,665.45 | $128,327.24 |
| C-3 | Traffic Monitoring and Evaluation | $8,104.88 | $2,026.22 | $10,131.10 |
| **D** | **Operations and Management** | | | **$379,756.73** |
| D-1 | Transit Implementation & Evaluation | $86,422.16 | $21,605.54 | $108,027.70 |
| D-2 | Transportation Planning for People with Disabilities | $115,810.61 | $28,952.65 | $144,763.27 |
| D-3 | Right of Way Acquisition Loan Fund | | $17,445.43 | $17,445.43 |
| **E** | **Aviation Transportation Planning** | | | **$112,607.30** |
| E-1 | Aviation Transportation Planning | | $112,607.30 | $112,607.30 |

## *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, (*https://metrocouncil.org/Transportation/Publications-And-Resources/Transportation-Planning-and-Programming-Guide-2013.aspx* ~~*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 the FAST Act.

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;
   H. Emphasize the preservation of the existing transportation system;
   I. Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
   J. Enhance travel and tourism.

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 | I | J |
|---|---|---|---|---|---|---|---|---|---|---|
| **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 | X | X |
| **Research and Travel Forecasting** | X | X | X | X | X | X | X | X | X | X |
| **Operations and Management** | X | X | X | X | X | X | X | X | X | |
| **Aviation Transportation Planning** | X | X | X | X | X | X | X | X | X | X |


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