

*TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council*

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE

Wednesday, December 6, 2017
Metropolitan Council
9:00 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of November 6, 2017 Minutes**
4. **TAB Report**
5. **Committee Reports**
 - **Executive Committee** (Steve Albrecht, Chair)
 - a. **Nominating Committee Report**
 - **Planning Committee** (Lisa Freese, Chair)
 - a. **2017-37 Functional Classification Change: Stillwater Bridge**
 - b. **2017-38 Regional Solicitation: Adopt Regional Bicycle Transportation Network Map**
 - c. **2017-39 Metropolitan Airports Commission 2018-2023 Capital Improvement Program**
 - d. **2017-41 Proposed Safety Performance Measures and Short-Term Targets**
 - **Funding and Programming Committee** (Tim Mayasich, Chair)
 - a. **2017-44 TIP Amendment: MnDOT Highway 169**
 - b. **2018 Regional Solicitation: Signal Re-Timing**
6. **Special Agenda Items**
 - **TPP Update: Highway and Freight Investments** (Steve Peterson, MTS)
 - **TPP Update: Aviation draft chapter now available**
 - **Corridors of Commerce** (Patrick Weidemann, MnDOT)
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.

Anoka County CSAH 14

Metro Transit Section 5339 Electric Bus Purchase

*Transportation Advisory Board
Of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, November 1, 2017
9:00 A.M.**

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

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 Paul Oehme and seconded by Bridget Rief. No discussion. Motion passed.

3. Approval of Minutes

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

4. TAB Report

TAB Chair's Report: Jim Hovland reported from the Executive Board that TAB members interested in serving on the Executive Committee next year, send Elaine Koutsoukos an email or letter indicating interest by the end of December. TAB will select the Executive Committee members in January.

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

MPCA: David Thornton reported that the effective date for the trust for the Volkswagen settlement started October 3. There is a 60-day period to file to be a beneficiary. The state is working on the submission. Recommendations on how to use funds received will be announced in fall or early winter.

Met Council: Katie Rodriguez reported that on October 30, the Council will begin the application process for appointments of the citizen representatives and modal representatives on TAB. Applications will be due on November 27.

ACTION ITEMS –

Approved the following action item:

- 2017-25 Streamlined TIP Amendment: MnDOT projects, I-35W traffic management system project on I-35W and concrete median barrier on I-494.

INFORMATION ITEMS

1. Additional Regional Solicitation Roadway information was presented. TAB discussed the following items:
 - Requirement for snow removal on trails funded by Regional Solicitation. Include in the qualifying criteria or change the measure to or have more than a yes/no response (consider tiers, attach maintenance plan, attach maintenance agreement if with other entities, show on a plowing map, letter, written commitment, other). Have something that shows commitment to plow, versus just saying they will.
 - In Transit Modernization application, Customer Improvement Criteria – Travel time improvement/reliability should have higher priority. Move up to the top in the bullets and allocate points for this or keep as a separate measure.
 - In the Transit Modernization application – Keep maintenance facilities and garages as eligible projects.
 - There was discussion on whether to set aside funding for demonstration/suburban transit projects. TAB requested a list of projects funded in previous solicitations before they made a decision on this. TAB wants a recommendation from the technical committees.
2. MnPASS III Study – presentation by MnDOT
3. Update on revisions to the 2018 Unified Planning Work Program
4. TPP Update – Transit presentation

Committee Reports

A. Executive Committee (Steve Albrecht, Chair)

The Executive Committee reviewed today's agenda. Steve Albrecht reminded the group that there is a big agenda today and we hope to get through all of it.

The agency groups caucused for five minutes to pick their representative to the Nominating Committee. Robert Ellis will represent the cities, Tim Mayasich the counties, and Adam Harrington the agencies.

B. Planning Committee (Lisa Freese, Chair)

Lisa Freese reported the results of the Planning Committee.

2017-27 Metropolitan Planning Organization Memorandum of Understanding. Lisa Freese introduced Katie White who presented this item. There were no questions. Lisa Freese moved and Paul Oehme seconded the recommended motion. Motion passed.

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

Tim Mayasich reported on the committee's work at the previous meeting.

2017-28 I-394 and MN 62 TIP Amendment. Joe Barbeau presented this item. Bridget Rief asked when the work will take place. Brian Isaacson responded that it will likely be spring of 2018, before the summer 2018 work on I-35W. Tim Mayasich moved and Doug Fischer seconded the recommended motion. Motion passed.

2017-29 Regional Solicitation: Measures and Scoring Guidance. Bill Dermody asked what the impact of the archeology requirements would be. Joe Barbeau said that the language on the requirement hasn't changed from the last solicitation. Brian Isaacson said that Colleen Brown scores this area and uses discretion.

A discussion regarding winter maintenance of trails followed. Doug Fischer asked if year-round maintenance would meet the requirement. Steve Albrecht said that TAC Exec discussed this and "maintenance" can be however the agency defines it. Lyndon Robjent said that the federal regulations say trails need to be "accessible for all users" and that this should be qualifying criteria, not scoring criteria. Doug Fischer and Danny McCullough said that the language does not differentiate between recreation trips and transportation trips; the language is too broad. Lyndon Robjent said that there are many types of trails and they vary between geographic areas. The current language is too restrictive. Tim Mayasich said that TAC Exec interprets this to mean any kind of maintenance is acceptable. Elaine Koutsoukos said that TAB wants to see something more than yes/no on the applications.

Doug Fischer proposed a motion for the snow removal issue to read: *Provide for a 50-point snow and ice control scoring measure for agencies that provide (through an attachment to the application) a year-round maintenance plan.* Robert Ellis seconded. Motion passed.

Motion for the original recommendation except for the snow removal was made by Doug Fischer, second by Paul Oehme. Motion passed.

2017-30 Regional Solicitation: Weighting of Criteria and Measures. Joe Barbeau presented this item. Tim Mayasich moved and Adam Harrington seconded. Motion passed.

2017-31 Regional Solicitation: Awarding One Roadway Project per Functional Classification. Joe Barbeau presented this item. Michael Thompson moved and Lyndon Robjent seconded. Motion passed.

2017-32 Regional Solicitation: Modal Funding Ranges. Joe Barbeau presented this item. Tim Mayasich moved and Lyndon Robjent seconded. Motion passed.

2017-33 Regional Solicitation: Qualifying Criteria and Eligibility. Joe Barbeau presented this item.

A discussion of the 3.5 mile spacing language followed. Jan Lucke asked if the spacing issue had a time element attached. Steve Peterson responded that it was per solicitation cycle/2 years. Bill Dermody advocated for a 1 mile spacing between projects, since urban corridors are tighter and serve different markets. Dave Jacobson asked if the spacing requirement was applied to transit too. Steve Peterson responded that it only applies to transitway capital projects. Doug Fischer asked if the spacing requirement applies to a trail project that might be on the same corridor as a roadway project. Elaine Koutsoukos referenced page 13, which says it does not produce a conflict. Jen Hager asked if the language referred to just the roadway, as opposed to a buffer around the roadway. Joe Barbeau responded in the affirmative.

A discussion of the ADA language followed. Andrew Emanuele clarified that the USDOT can only enforce the transportation system and right-of-way elements of the ADA law. Andrew Emanuele also said that he supports the language being added to the solicitation. Michael Thompson said that Funding & Programming wanted to know what "substantial work" on a transition plan is. Andrew Emanuele said

that there is no definition because USDOT does not want to see a minimal level of effort. Steve Albrecht said that legal opinions vary on the transition plan requirements are, but progress should be made. Elaine Koutsoukos said that when the solicitation goes out for public comment local agencies will have time to start their transition plan before applying for projects.

Adam Harrington moved to include the ADA language and Tim Mayasich seconded. Motion passed.

A discussion of signal retiming followed. Brian Sorenson asked for a definition of evaluating retiming needs; sometimes it can be easy to evaluate without a large, formal process. The group did not agree on the importance of including signal retiming in the solicitation.

A discussion of the local match issue followed. Bill Dermody expressed concern for large projects, like bridges, that need to cobble together several funding sources, many of which may not be in place before an application deadline. He suggested to use points instead of qualifying criteria for this area. Lyndon Robjent said that TED and similar programs require similar documentation of support for a match. Lisa Freese said that her county understands that they are on the hook for the project if other sources do not come through. Adam Harrington said that the risk should be on the applicant, not the region.

Tim Mayasich moved the recommended motion, excluding the ADA piece previously voted on, excluding the signal retiming language, and keeping the 3.5-mile spacing provision. Lyndon Robjent seconded. Motion passed.

2017-34 Regional Solicitation: Funding Category Minimum and Maximum Funding Amounts. Tim Mayasich moved and Doug Fischer seconded. Motion passed.

2017-35 Regional Solicitation: Inflation Rate and Year of Cost Estimate. Tim Mayasich moved and Michael Thompson seconded. Motion passed.

2017-36 Regional Solicitation: Recommend Approval of Regional Solicitation Packet for Release for Public Comment. Tim Mayasich moved and Bill Dermody seconded. Motion passed.

6. Special Agenda Items

TPP Update: Documents Available. Steve Peterson recommended that TAC members review the redlined chapters available at the TAC agenda website. Three chapters are currently available and comments will be accepted through the end of the year.

TPP Update: MnPASS III. (Brad Larsen, MnDOT) Brad Larsen presented an overview of the MnPASS III study and its outcomes. Jen Hager asked if lane conversions are only being considered for the portions appearing in boxes on the handout; Brad Larsen said yes. Jan Lucke asked about the project limits for an I-94 MnPASS lane. Brad Larsen says it will depend on the results from the I-94 project, likely coming spring 2018.

TPP Update: Regional Bicycle Transportation Network. (Steve Elmer, MTS) Steve Elmer presented on the likely RBTN changes that will appear in the next TPP. Lyndon Robjent and Steve Albrecht thanked Steve Elmer for his outreach. Steve Bot requested outreach to 7W communities.

TPP Update: Transit Investment. (Cole Hiniker, MTS) Cole Hiniker presented on the investment changes to the transit section of the TPP. Jan Lucke asked why the Red Rock corridor won't be shown in the new

plan even though the county's new sales tax will be used to support the corridor. Cole Hiniker responded that the Council needs to understand the level of commitment from the county. Dave Jacobson asked about the potential transit service allocation project. Cole Hiniker responded that a meeting was held with the suburban providers and they voiced support for such a project. Robert Ellis pointed out that the Green Line Extension terminus is out of date.

7. Agency Reports

8. Other Business and Adjournment

There being no other business, the meeting adjourned at 11:27am.

Prepared by:

Katie White

ACTION TRANSMITTAL – 2017-37

DATE: 11-29-17
TO: TAC
FROM: TAC Planning
PREPARED BY: Rachel Wiken, Planner, 651-602-1572
SUBJECT: Functional Class Changes 1351-1352: TH 95 after Stillwater bridge opening
REQUESTED ACTION: MnDOT requests changing the functional classification of Minnesota Highway 95 to A-minor connector and Chestnut Street in Downtown Stillwater to local.
RECOMMENDED MOTION: That TAC approve the changes as submitted.

BACKGROUND AND PURPOSE OF ACTION: The new trunk highway (TH) 36 Stillwater bridge opened in August 2017. Once completed, the planned principal arterial (PA) on this alignment became the existing PA connection. This left a short stub of PA on TH 95 heading north from TH 36 to Downtown Stillwater, which does not connect to any other PA.

Without action, this section of TH 95 is a dead-end principal arterial. This functional class request is a correction to remove the PA designation from this section and designate TH 95 as an A-minor connector. TH 95 is currently an A-minor connector from Hastings to Scandia, with only a short break of PA between Highway 36 and the old bridge location. This change would provide a logical and contiguous functional classification.

The short section of Chestnut Street in Downtown Stillwater from TH 95 to the St. Croix River is currently a principal arterial and is proposed to return to local. The road is a dead end at the former vehicular bridge, which will open for bicycle and pedestrian traffic across the river in 2019.

STAFF ANALYSIS: Staff initiated this change, as the current data are incorrect and not in compliance with functional class policy. Staff recommends approval.

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

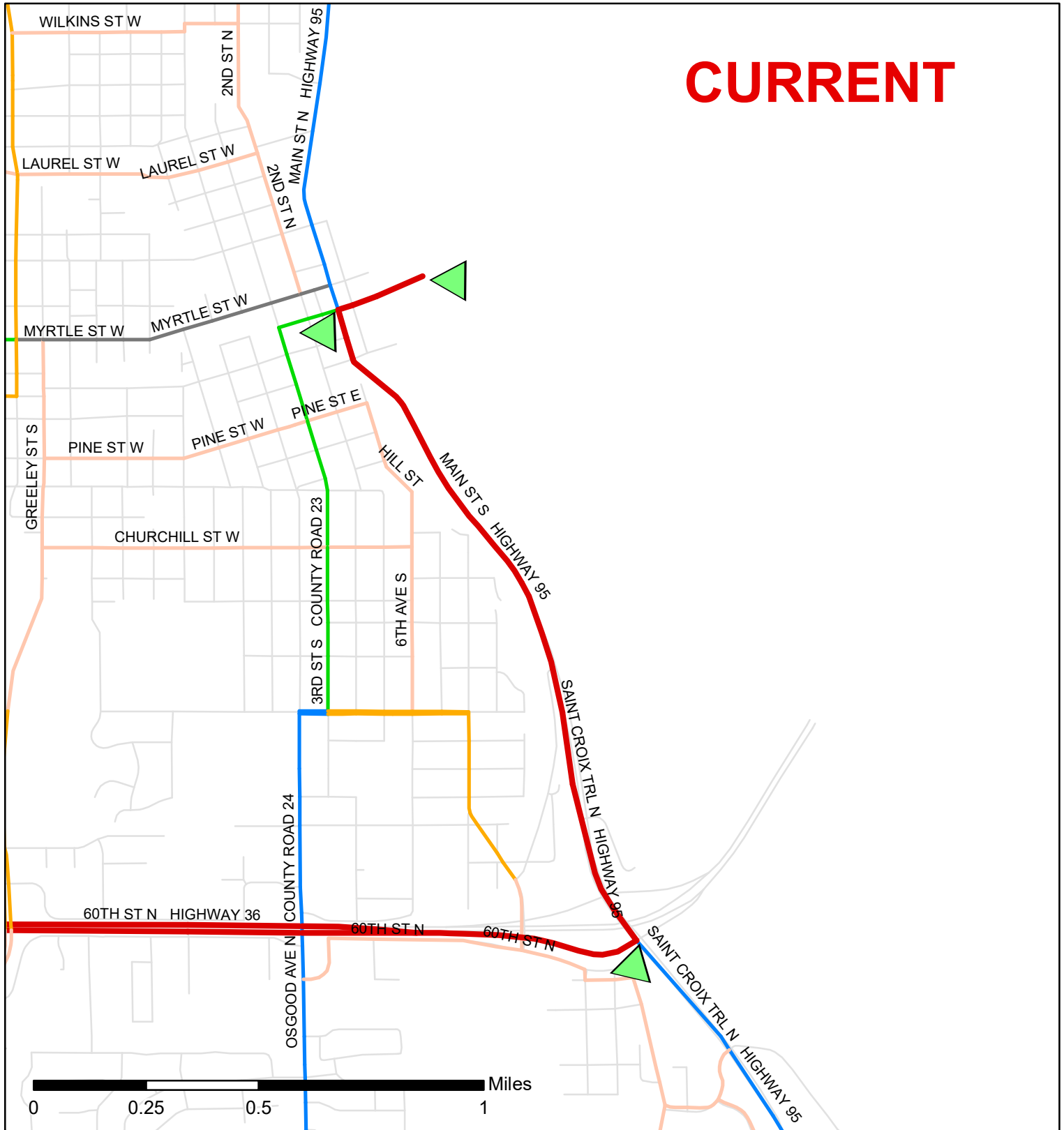
ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	11-9-17
Technical Advisory Committee	Review & Recommend	









Functional Class Roads Change Requests MnDOT

ID# 1351-1352









CURRENT




Existing Regional Functional Class Roads


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

Planned Regional Functional Class Roads

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

 City / Township Boundaries

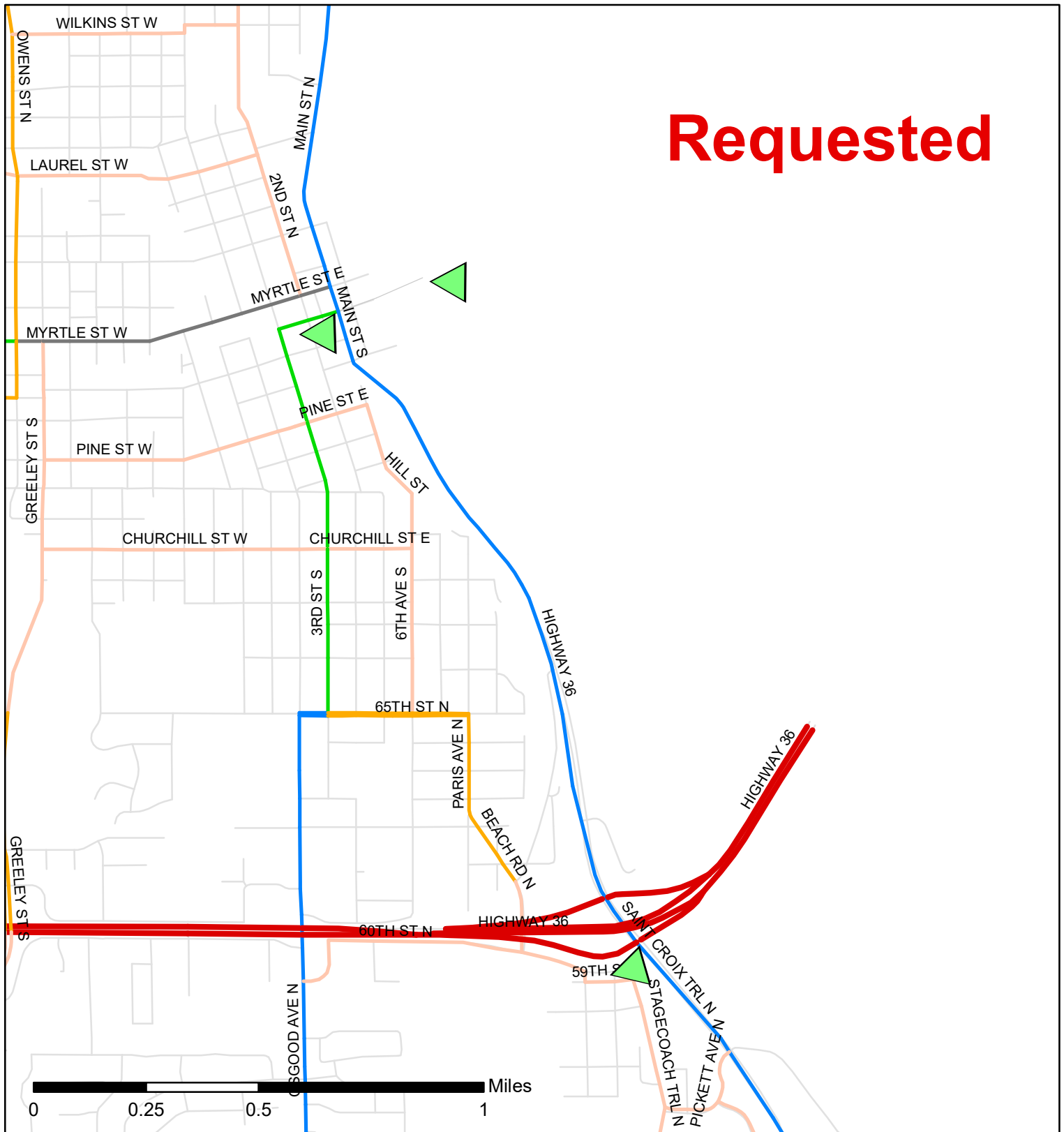
 Street Centerlines

 County Boundaries



Functional Class Roads Change Requests MnDOT

ID# 1351-1352



Requested

Existing Regional Functional Class Roads

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

Planned Regional Functional Class Roads

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

City / Township Boundaries

Street Centerlines

County Boundaries



Regional Functional Classification Change Request Form

ID Number: 1351

Date of Request: 10-11-17

Roadway Name: TH 95 (St. Croix Trail)

Roadway CSAH #

Roadway MSA #

Roadway County Rd #

Request Type: Existing

Functional Classification Information:

Existing Roadway

Current Classification: Principal Arterial

Requested Classification:

A Minor Connector

If other:

Planned to existing Contingent Conditions: -----

Other / Explain:

Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

Request Information:

Change Start Location: At TH 36 in Stillwater

Change End Location: Along Chestnut Street at Stillwater Lift Bridge

Length of Requested Change (Miles): 1.7

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: TH 36

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

Purpose of Change: Please explain rationale for requested Change

The completion of the new St. Croix Crossing Bridge has altered traffic patterns along portions of TH 95 and TH 36. Prior to the bridge opening, TH 95 ran concurrently with TH 36 from a point near 59th Street to Chestnut Street. At the intersection of TH 95 (St. Croix Trail) and Chestnut, TH 95 continues north through Washington County. East of this intersection, TH 36 continues from TH 95 to approximately 500 east to the Stillwater Lift Bridge.

Currently, the portions of TH 95 and TH 36 that served to carry traffic over the Stillwater Lift Bridge now exist as dead-end Principal Arterial stubs. The proposed request calls for changing the designation of TH 95 between the new TH 36 alignment and Chestnut Street as an A-minor Connector.

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: Provides direct connections between urban centers and to principal arterials

Regional Functional Classification Change Request Form

ID Number: 1351

Date of Request: 10-11-17

Spacing: The nearest A-minor connector is at TH 36 and Osgood, approximately 0.7 miles away

Management: Function of roadway has changed. TH 95 in this section is no longer the principal arterial serving regional trips

System Connections & Access Spacing:

Trip Making Services: The section of TH 95 proposed for reclassification serves to provide local trips, as well as some regional trips

Mobility vs. Land Access: Most of this section of TH 95 serves a mobility function.

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

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

Use: Connector

Location: Urban location of TH 95 in Stillwater

Trip Length: 1.7 miles

Problem Addressed: Reclassification of PA stub to reflect change in use from new bridge crossing and realignment project

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

Intersection Treatments:

Present AADT:

Estimated Future AADT/Year:

Source of Estimated AADT/Date:

Posted Speed:

----- **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: MnDOT Metro District

Regional Functional Classification Change Request Form

ID Number: 1351

Date of Request: 10-11-17

Contact Person: Michael Corbett

Phone: 651-234-7793

Fax:

Email: Michael.J.Corbett@state.mn.us

Address: 1500 W County Rd B2

City: Roseville

State: MN

Zip: 55113

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

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation: Approve

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Change Tracking:

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date:

Regional Functional Classification Change Request Form

ID Number: 1352

Date of Request: 10-11-17

Roadway Name: TH 36 (Chestnut Street)

Roadway CSAH #

Roadway MSA #

Roadway County Rd #

Request Type: Existing

Functional Classification Information:

Existing Roadway

Current Classification: Principal Arterial

Requested Classification: Local

If other:

Planned to existing Contingent Conditions: -----

Other / Explain:

Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

Request Information:

Change Start Location: At TH 95 and Chestnut Street in Stillwater

Change End Location: At Stillwater Lift Bridge

Length of Requested Change (Miles): 0.1

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: TH 95

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

Purpose of Change: Please explain rationale for requested Change

The completion of the new St. Croix Crossing Bridge has altered traffic patterns along portions of TH 95 and TH 36. Prior to the bridge opening, TH 95 ran concurrently with TH 36 from a point near 59th Street to Chestnut Street. At the intersection of TH 95 (St. Croix Trail) and Chestnut, TH 95 continues north through Washington County. East of this intersection, TH 36 continues from TH 95 to approximately 500 east to the Stillwater Lift Bridge.

Currently, the portions of TH 95 and TH 36 that served to carry traffic over the Stillwater Lift Bridge now exist as dead-end Principal Arterial stubs. The proposed request calls for changing the designation of this portion of TH 36 (Chestnut Street) Street as a local street.

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: Local access only

Spacing: No limits

Management: Function of roadway has changed. TH 36 (Chestnut Street) in this section is no longer the principal arterial serving regional trips

Regional Functional Classification Change Request Form

ID Number: 1352

Date of Request: 10-11-17

System Connections & Access Spacing:

Trip Making Services: The section of TH 36 proposed for reclassification serves to provide local trips

Mobility vs. Land Access: This section of TH 36 serves a local access function.

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

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

Use: Local

Location: Urban location of TH 36 in Stillwater

Trip Length: 0.1 miles

Problem Addressed: Reclassification of PA stub to reflect change in use from new bridge crossing and realignment project

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

Intersection Treatments:

Present AADT:

Estimated Future AADT/Year:

Source of Estimated AADT/Date:

Posted Speed:

----- **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: MnDOT Metro District

Contact Person: Michael Corbett

Phone: 651-234-7793

Fax:

Email: Michael.J.Corbett@state.mn.us

Address: 1500 W County Rd B2

City: Roseville

State: MN

Zip: 55113

Regional Functional Classification Change Request Form

ID Number: 1352

Date of Request: 10-11-17

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

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation: Approve

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Change Tracking:

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: -----

Date:

Previous Action ID:

Date:

ACTION TRANSMITTAL – 2017-38

DATE: 11-29-17
TO: TAC
FROM: TAC Planning
PREPARED BY: Steven Elmer, Planning Analyst, (651) 602-1756
SUBJECT: Regional Bicycle Transportation Network (RBTN) Proposed Changes
REQUESTED ACTION: Met Council requests that the updated RBTN map with new alignment designations and new or changed alignments and corridors be recommended for use in 2018 Regional Solicitation project selection.
RECOMMENDED MOTION: That TAC approve the RBTN Update Map for use in the 2018 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION:

The RBTN was established in the 2040 Transportation Policy Plan in 2015 as the region's official bicycle network for transportation. The RBTN sets the region's priorities for bicycle planning and investment. The goal of the RBTN is to develop an integrated seamless network of on-street bikeways and off-road trails to effectively improve conditions for daily bicycle transportation and to encourage planning and implementation of future RBTN bikeways by local and state agencies.

The Met Council is the responsible government agency to designate the various corridors and alignments through the development and adoption of TPP updates. In 2017, Met Council staff initiated meetings with planning and engineering staff from all metro counties to review and discuss alignment designations and potential new alignment/corridor revisions or additions to the RBTN. Staff from key cities and/or MnDOT were also in attendance at several meetings. Follow-up meetings and communications by phone/e-mail were used to clarify issues or select between multiple options; additional cities were contacted during this phase to verify the proposed changes that had been agreed upon at county/city meetings.

The following specific types of administrative and substantive changes were considered through the RBTN review and TPP development process:

1. Designating alignments within existing corridors – Administrative change
2. Shifting existing corridors or alignments – Substantive change
3. Extending/truncating/removing an existing corridor/alignment – Substantive change
4. Adding new corridors or alignments – Substantive change

The purpose of this action is to approve the use of the revised RBTN Map in the 2018 Regional Solicitation project selection.

RELATIONSHIP TO REGIONAL POLICY:

The RBTN was established in the 2040 Transportation Policy Plan, adopted in January 2015. The RBTN sets the region’s priorities for bicycle planning and investment.

STAFF ANALYSIS:

Staff assessed consistency with and support for the RBTN guiding principles (as established in the 2040 TPP, adopted in 2015) to ensure that proposed changes and additions met regional policy intent. All changes proposed herein met this general assessment.

COMMITTEE COMMENTS AND ACTION: TAC Planning moved to recommend approval for the updated map to be used in the 2018 Regional Solicitation.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	11-9-17
Technical Advisory Committee	Review & Recommend	



TRANSPORTATION
POLICY PLAN

RBTN Proposed Changes for Regional Solicitation

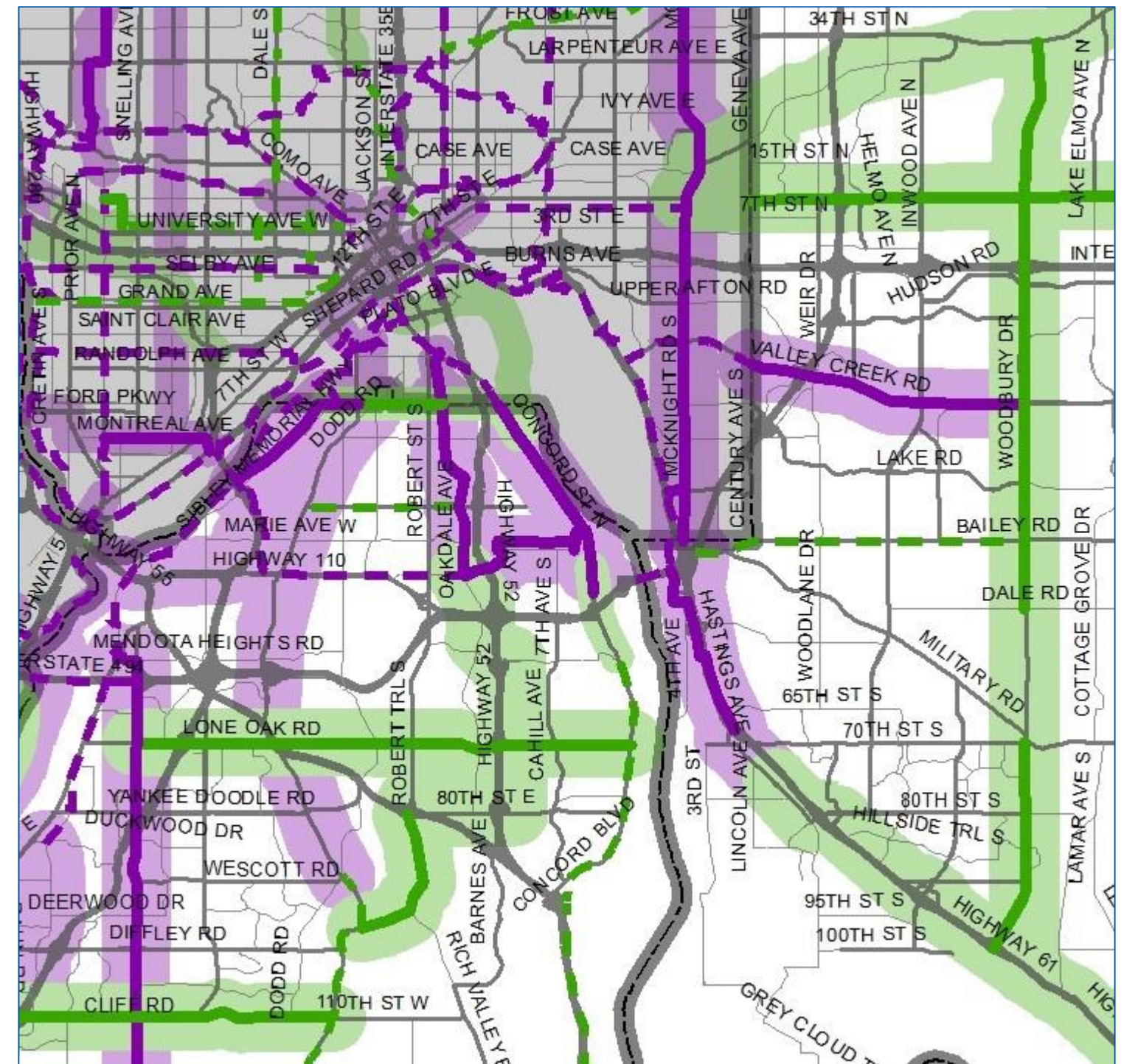
TAC Planning

November 9, 2017

RBTN Changes

Administrative Changes

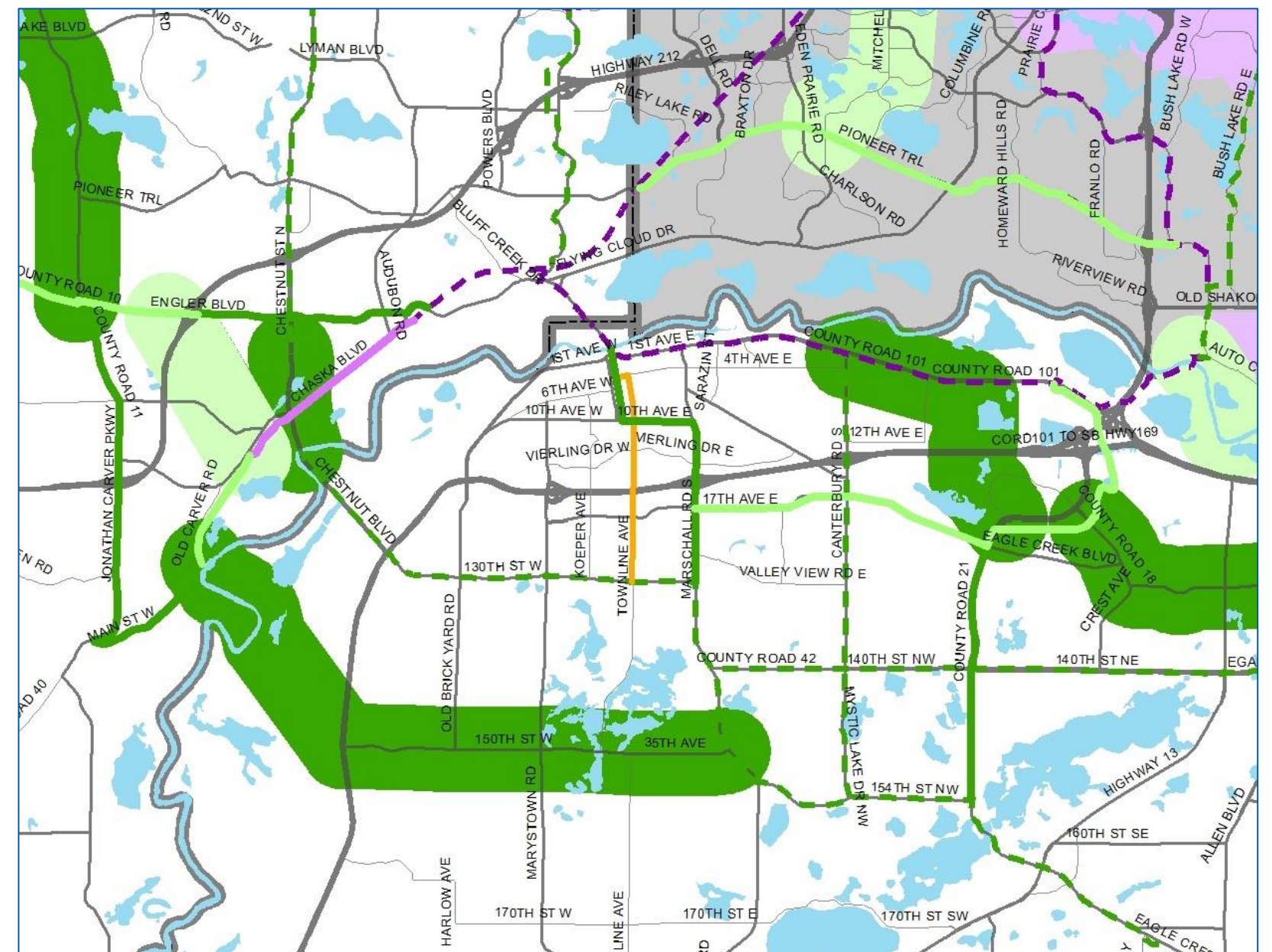
- Designation of alignments within established Tier 1 and Tier 2 corridors



RBTN Changes

Substantive Changes

- Shifting corridors or alignments in response to implementation challenges
- Extending/truncating corridors or alignments to improve connectivity of the overall RBTN
- Adding new corridors or alignments to better connect regional destinations or to better align with local bike plans



Current TPP

RBTN Guiding Principles

- *Facilitate safe and continuous trips* to regional destinations
- *Overcome physical barriers & eliminate system gaps*
- *Accommodate a broad range of cyclist abilities and preferences*
- *Integrate &/or supplement existing & planned infrastructure*
- *Consider opportunities to enhance economic development*

Current TPP

RBTN Guiding Principles (cont.)

- *Function as arteries* to connect regional destinations & transit system year round
- Provide improved opportunities to *increase bicycle mode share*
- Connect to local, state & national bikeways
- Be *equitably distributed* throughout the region
- Consider regional priorities reflected in adopted bicycle plans
- Follow spacing guidelines to reflect established development and transportation patterns

RBTN Changes

Proposed changes derived from:



- Review meetings with county and/or city planning & engineering staff
- Last Regional Solicitation process
- Other communications with local agencies since last TPP update
- Reviewed & supported by ad hoc bike/ped peer group

Regional Bicycle Transportation Network Vision

RBTN Alignments

-  Tier 1 Alignments
-  Tier 2 Alignments

RBTN Corridors (Alignments Undefined)

-  Tier 1 Priority Regional Bicycle Transportation Corridor
-  Tier 2 Regional Bicycle Transportation Corridors






Other Trail Systems

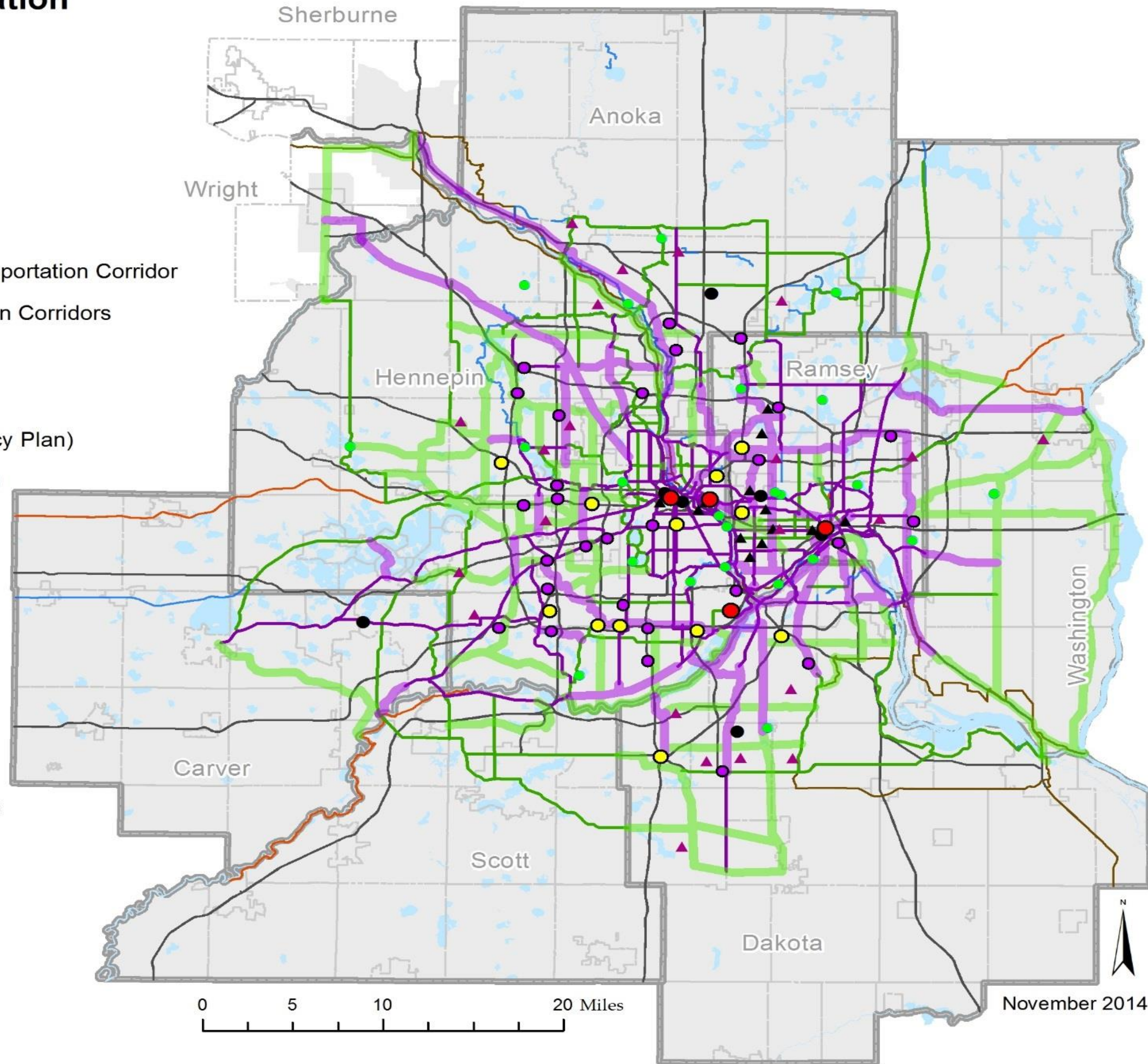
-  Regional Trails (Regional Parks Policy Plan)
-  Mississippi River Trail (US Route 45)
-  State Trails (DNR)

Regional Destinations

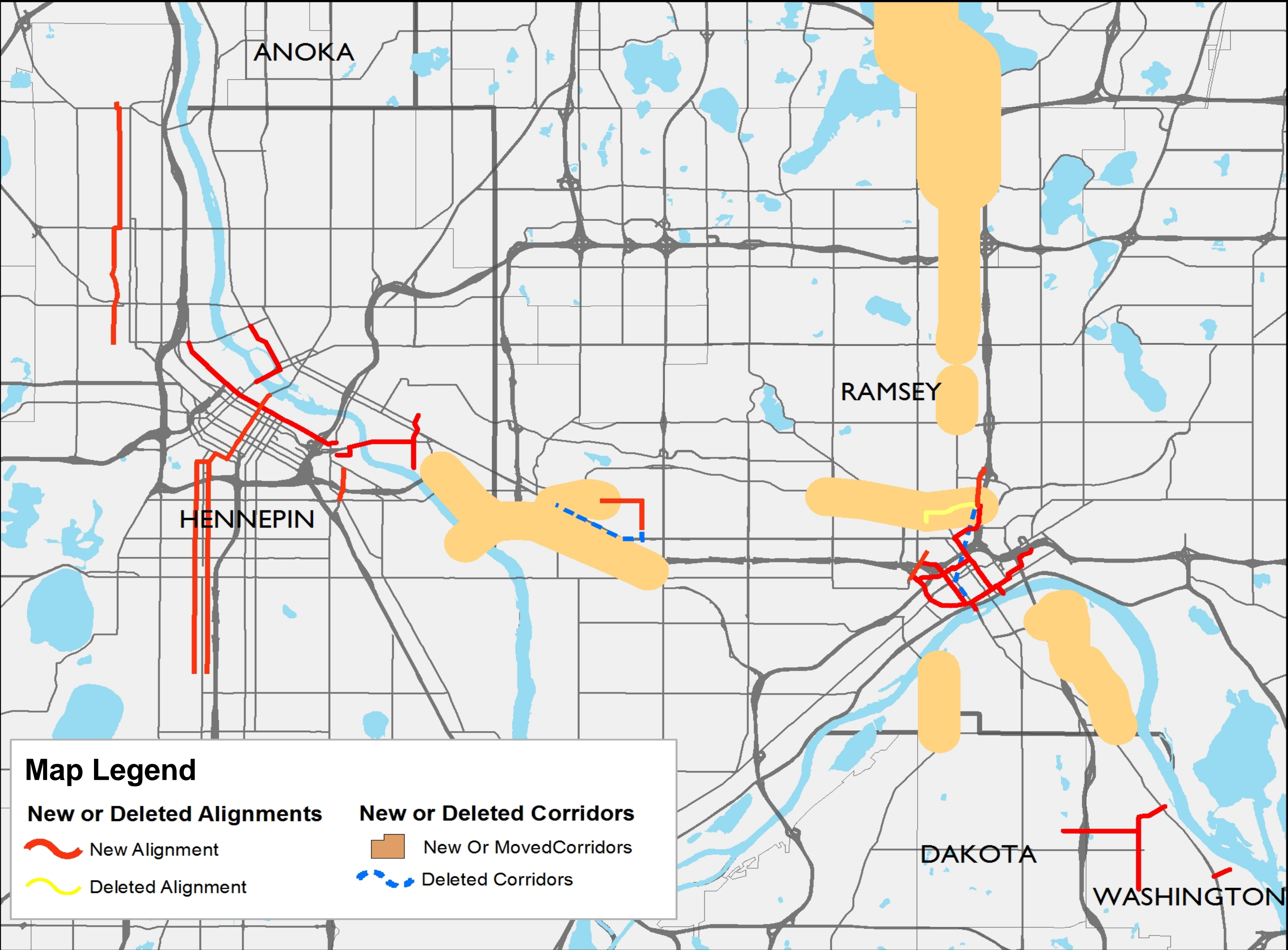
-  Metropolitan Job Centers
-  Regional Job Centers
-  Subregional Job Centers
-  Large High Schools
-  Colleges & Universities
-  Major Sport & Entertainment Centers
-  Highly Visited Regional Parks

Reference Items

-  Principal Arterial Roads
-  Lakes and Rivers
-  City Boundary
-  County Boundary
-  2040 Municipal Urban Service Area MPO Area




RBTN Proposed Changes – Core Cities



RBTN Proposed Changes

Map Legend

New or Deleted Alignments

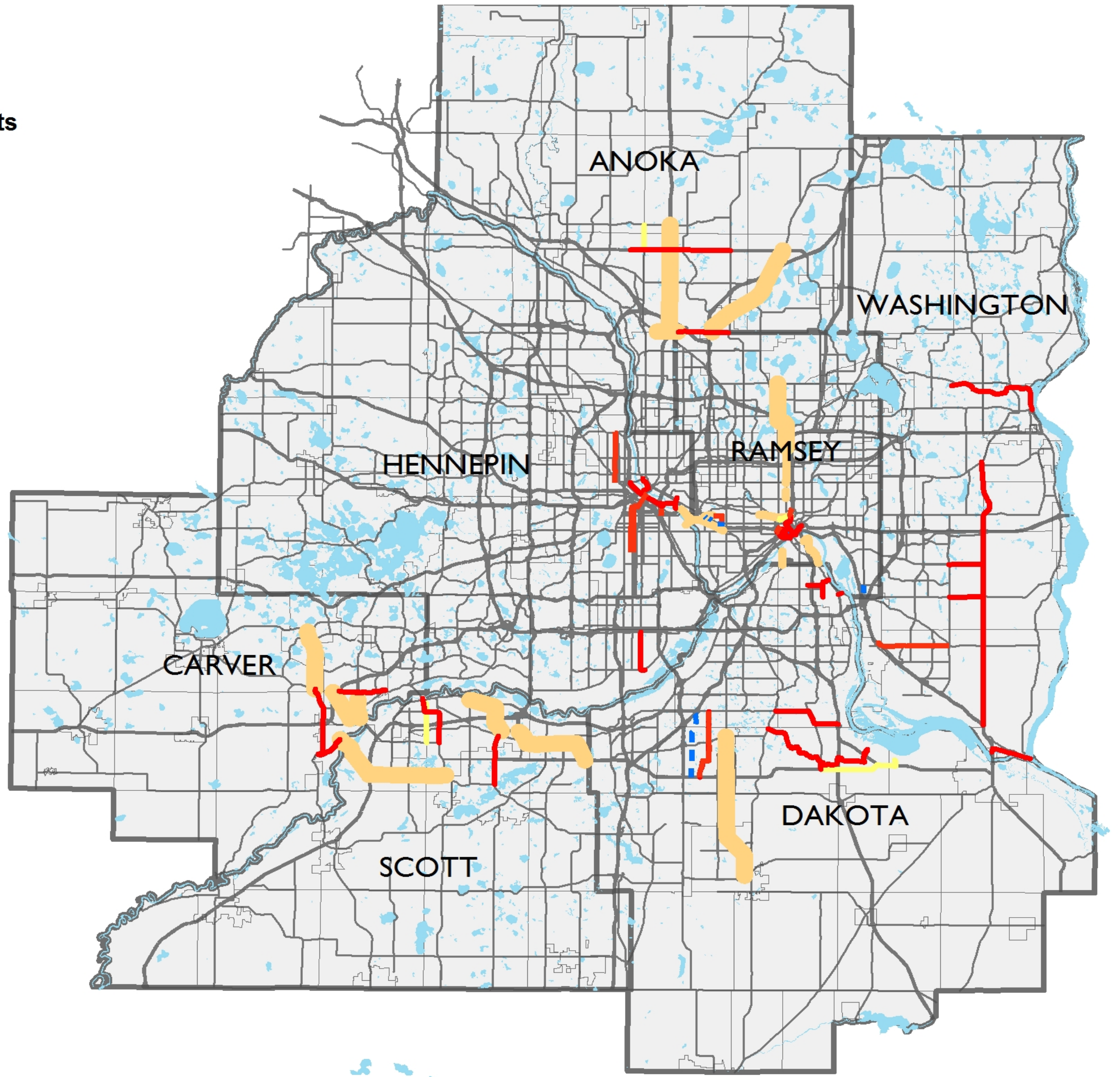
 New Alignment

 Deleted Alignment

New or Deleted Corridors

 New Or Moved Corridors

 Deleted Corridors



RBTN Update Map

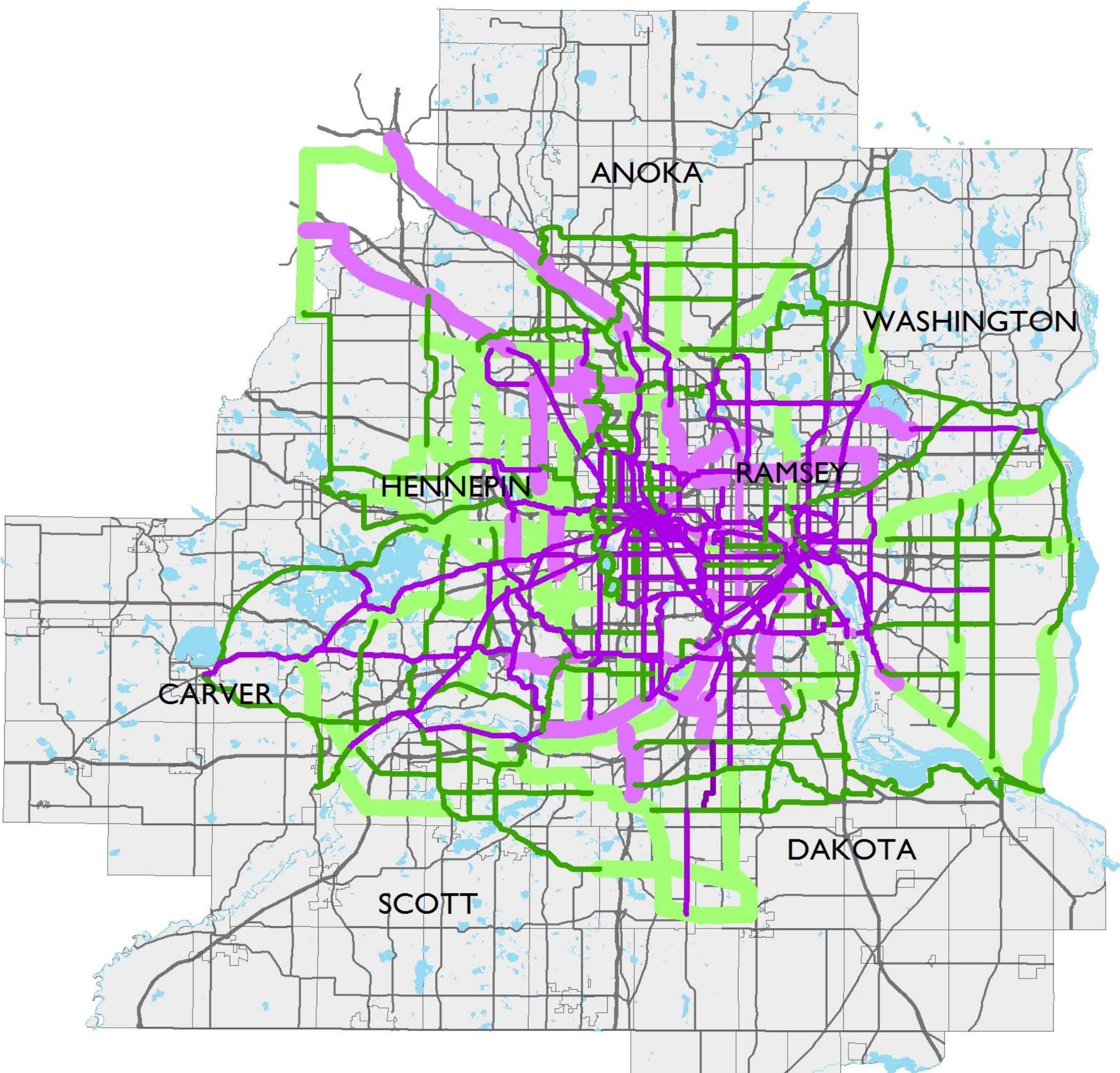
Map Legend

RBTN Alignments

- Tier 1 Alignment
- Tier 2 Alignment

RBTN Corridors

- Tier 1 Corridor
- Tier 2 Corridor



Thank you

Questions or Comments?

Steven Elmer, AICP

steven.elmer@metc.state.mn.us

651-602-1756

ACTION TRANSMITTAL 2017-39

DATE: November 29, 2017
TO: Technical Advisory Committee
FROM: TAC – Planning
PREPARED BY: Russell Owen (651) 602-1724
SUBJECT: Review of Metropolitan Airports Commission 2018-2024 CIP Capital Improvement Program (CIP)
REQUESTED ACTION: MAC requests that the Metropolitan Council review the 2018-2024 MAC CIP as required by MN Statutes 473.181 and 473.621
RECOMMENDED MOTION: Recommend acceptance of the staff analysis of the MAC 2018-2024 Capital Improvement Program (CIP) and forward these comments to the Metropolitan Council for its consideration.

BACKGROUND AND PURPOSE OF ACTION:

The MAC annually prepares a CIP for projects at MSP International Airport and their six General Aviation reliever airports. Under state statutes 473.181 and 473.621 the Council must:

- Determine adequacy of public participation in the CIP process,
- Approve CIP projects meeting certain dollar thresholds, \$5 Million at MSP and \$2 Million at all reliever airports and “significant effects” criteria (referenced in Table 4, A-H),
- Review and comment on all projects for consistency with the Transportation Policy Plan (TPP), including planning and environmental concerns.

In order to allow letting of projects early enough for construction to start in the spring, the Council has agreed to utilize the draft CIP document released in September to expedite the review. The MAC will take action on December 18th to adopt the final 2018-2024 CIP; any changes from the draft will be incorporated into the 2018 CIP review report that goes forward to the Met Council in January. Any changes identified after the MAC Commission action will be reported to TAB. Any comments provided by TAC/TAB will be included for consideration with the final review report submitted by staff for Council action. MAC staff has reported that there might be a few projects that will be moving in the final draft between 2018 and the out years. If any projects shift, they will be reported to TAC/TAB.

RELATIONSHIP TO REGIONAL POLICY:

The Metropolitan Council is required by state law to annually review the MAC CIP to ensure consistency of proposed projects with regional plans. Although state law doesn't

require TAC/TAB to review the MAC CIP, staff traditionally has sought TAC/TAB comments in the review process.

STAFF ANALYSIS:

Analysis confirms that an Assessment of Environmental Effects (AOEE) has been prepared for 2018 projects with potential environmental effects, and MAC has in place an adequate public participation process for development and review of its AOEE and CIP. MAC will hold a public hearing on the AOEE on November 6th, at 10:30 AM at the Planning, Development and Environment Committee meeting at the MSP Conference Room.

The following 2018 projects meet the dollar threshold levels but do not meet the other "significant effects" criteria to trigger project approval:

- MSP – Terminal 1, Mezzanine HVAC/AHU Replacements – \$ 16.2M
- MSP – Terminal 1, Taxiway S Reconstruction – \$ 10.0M
- MSP – Terminal 1, Baggage Handling System - \$ 34.0M
- MSP – Terminal 1, South Security Exit and Expansion - \$41.3M
- MSP – Terminal 1, Restroom Upgrade Program - \$8.6M
- MSP – Terminal 1, Concourse G Moving Walks - \$ 5.0M
- MSP – Terminal 1, Main Mall Food Court Expansion - \$ 12.5M
- MSP – Freight, DHL Building Remodel - \$ 5.25M
- MSP – Freight, Consolidated Loading Dock Facility - \$ 10.0M
- MSP – Noise Mitigation - \$ 6.5M
- Flying Cloud, Runway 10L/28R Modifications - \$2.0M

Federal, state and MAC funding has been identified by the MAC for most projects in the 2018 CIP.

All projects in the 2018 CIP appear consistent with the Transportation Policy Plan (TPP). All of the 2018 MSP projects were evaluated in the 2020 EA for MSP that received a Finding of No Significant Impact (FONSI) in March of 2013 from the Federal Aviation Administration. Initial analysis of the future years (2019-2024) of the CIP shows that many projects will meet the dollar threshold of review but do not appear to meet the significant effects criteria. These projects will be re-evaluated on an annual basis.

The Terminal 1 parking ramp project is multi-year project that is in the construction phase. The current number of parking spaces available at MSP (both Terminal 1 and 2) is 25,400. The new parking ramp project will add approximately 5,000 public parking spaces (19.6% increase), while the significance criteria to trigger project approval is 25%. This ramp project will include a new transit center, rental car ready return areas and rental car customer service building. Although the Blue line provides significant transit ridership to the airport, it should be noted that additional parking spaces are needed because MSP attracts the flying public from throughout the state and surrounding states, since it is the only large-hub airport in the upper Midwest.

COMMITTEE COMMENTS AND ACTION: TAC Planning moved to recommend approval.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC - Planning	Review and Recommend	11-9-17
Technical Advisory Committee	Review and Recommend	
Transportation Advisory Board	Review and Recommend	
Metropolitan Council	Review and Approve	

MAC 2018 – 2024 CAPITAL IMPROVEMENT PROGRAM

The MAC 2018 – 2024 Capital Improvement Program material included in this memorandum reflects the actions of the Commission's PD&E Committee on Sep. 5, 2017. Final action by the Commission is expected at their December 18, 2017 meeting. Any changes made on December 4th PDE Committee Meeting that may affect the CIP review would be reported at the December 20th Transportation Advisory Board.

The overall review schedule for the CIP is listed below. Materials for the TAC - Planning review are included in the following summaries:

- **MAC 2018 CIP Public Review Schedule**
(See Attachment 1)
- **2018 Projects Requiring an Assessment of Environmental Effects (AOEE)**
(See Attachment 2)
No projects meet criteria for environmental review.
- **Projects Meeting \$5M and \$2M Thresholds 2018-2024**
(See Attachment 3)
A number of projects potentially meet the threshold dollar levels.
- **Projects Meeting Statutory Review Criteria & Requiring Approval**
(See Attachment 4)
A few projects in 2018 meet the dollar threshold levels, but do not meet the criteria requiring project "approval".

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

1) MAC PUBLIC PARTICIPATION PROCESS:

MAC - 2018 CAPITAL IMPROVEMENT PROGRAM IMPLEMENTATION SCHEDULE

CAPITAL IMPROVEMENT PROGRAM	RESPONSIBILITY	SCHEDULE
PROJECTS DEFINITION		January 2017
Initial CIP Discussions -----	MAC Airport Development	January 1 st - June 1 st
Requests for CIP Projects to Airport Development -----	MAC Departments	January 1 st – May 1 st
Develop Projects Scopes, Costs, and Prioritization -----	MAC Dept’s & Airport Dev.	Feb. 1 st - July 31 st
Develop Draft Preliminary CIP -----	Airport Development	Feb. 1 st - July 31 st
PROJECTS ENVIRONMENTAL REVIEW		
Prepare AOEEs and EAWs as required-----	Environment	July 31 – Oct. 7 th
Notice of September PD&E Meeting mailed to Affected Municipalities -----	Airport Development	August 31 st
Recommendation by PD&E Committee to Commission of Preliminary CIP for Environmental		
Review/Authorization to Hold Public Hearing on AOEEs and EAWs -----	Airport Development	September 5 th
Minutes of September PD&E Committee Meeting and Notice of September Commission Meeting		
mailed to Affected Communities -----	Airport Development	September 26 th
Approval of Preliminary CIP by Commission for Environmental Review/Authorization to Hold		
Public Hearing on AOEEs and EAWs -----	Airport Development	September 25 ^h
Preliminary CIP Mailed to Affected Communities -----	Airport Development	September 26 th
AOEEs and EAWs to EQB -----	Environment	October 2 nd
Public Hearing Notice Published in EQB Monitor, starting the 30-Day Comment Period-----	Environment	October 10 th
Minutes of September Commission Meeting mailed to Affected Communities -----	Airport Development	November 2 nd
Public Hearing on AOEEs and EAWs at November FD&E Committee Meeting -----	Environment	November 6 th
Thirty-Day Comment Period on AOEEs and EAWs ends -----	Environment	November 9 th
Final Date for Affected Municipalities Comments on Preliminary CIP to MAC -----	Affected Communities	November 8 th
Metro Council TAC Planning Review	TAC-Planning	November 9 th
Metro Council – TAC -----	TAC	December 6 th
Notice of December PD&E Committee Meeting mailed to Affected Communities -----	Airport Development	November 30 th
Recommendation by PD&E Committee to Commission of Final CIP -----	Airport Development	December 5 th
Minutes of December PD&E Committee Meeting and Notice of December Commission Meeting		
mailed to Affected Communities -----	Airport Development	December 14 th
Metro Council – TAB Policy Committee & TAB-----	TAB	December 20 th

PROJECTS PLANNING and FINANCIAL REVIEW		
Approval of Final CIP by Commission-----	Airport Development	December 18 th
Notification of Commission action to EQB-----	Airport Development	December 21 st
CIP Distributed to MAC Departments, Met Council, State Historical Society and Affected Municipalities -----	Airport Development	December 21 st
Metro Council – Committee Action-----	Transportation Committee	January 8 th
Metro Council – Council Action-----	Metro Council	January 24 th
Minutes of December Commission Meeting mailed to Affected Communities -----	Airport Development	

Note: 1) All dates are tentative and subject to change. 2) Shaded items represent actions/dates which pertain to the Affected Communities as defined in Minnesota Statutes § 473.621, Subd. 6, as amended. 3) MAC = Metropolitan Airports Commission 4) PD&E = MAC Planning, Development and Environment Committee 5) AOEE = Assessment Of Environmental Effects 6) EAW = Environmental Assessment Work Sheet 7) EQB = [MN] Environmental Quality Board

2) PROJECTS REQUIRING AN ASSESSMENT OF ENVIRONMENTAL EFFECTS (AOEE's):

Project Description	Are the Effects of the project Addressed in an Approved EAW, EA or EIS?	Environmental Categories Affected by the Project													
		Air Quality	Compatible Land Use	Fish Wild-life and Plants	Flood-plains and Flood-ways	Hazardous Materials, Pollution Prevention and Solid Waste	Historical, Architectural, Archaeological and Cultural Resources	Light Emissions and Visual Effects	Parks & Rec. Areas and Trails	Noise	Water Quality (Storm, Waste and Ground Water)	Wet lands	Infra-structure and Public Services	Farm land	Erosion and Sedimentation
MSP AIRPORT PROJECTS															
No EA or EIS Required for 2018 projects	MSP 2020 Environmental Assessment findings.	No Effects													
RELIEVER PROJECTS															
No Projects	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A				

3) MAC PROJECTS ANTICIPATED TO MEET THE \$5M AND \$2M THRESHOLDS FROM 2018 – 2024:

Airport	2018	2019	2020	2021	2022	2023	2024
MSP Environmental	Noise Mitigation	Noise Mitigation	Noise Mitigation				
MSP Terminal 1 Lindbergh	-Mezzanine HVAC/AHU Replacements - \$16.2 M -Baggage Handling System - \$34 M -South Security Exit and Façade Expansion - \$41.3 M -Concourse G Moving Walks -\$5 M -Restroom Upgrade Program - \$8.6 M -Terminal 1, Parking -Main Mall Food Court Expansion - \$12.5 M -Consolidated Loading Dock Facility - \$10 M -Freight Building Remodel for DHL -\$5.25M	-IT Modifications - \$8.4 M -Baggage Claim/Ticket Lobby Operational Improvements - \$74.4 M -Taxiway C1 Construction - \$6.0 M -Terminal 1, Parking Ramp, Modifications - \$5 M -Taxiway B/Q Centerline lights - \$6.4 M -MAC Storage Facility \$9.0 M	-ARFF #2 Facility - \$10.5 M -IT Modifications - \$5.5 M -FIS Operational Improvements -\$8.4 M -Baggage Handling System - \$20.6 M -Baggage Claim/Ticket Lobby Operational Improvements - \$48.6 M -Folded Plate Repairs -\$8.9 M -Police, Safety and Ops Center -\$35 M	-Passenger Boarding Bridge Replacements - \$5.0 M -IT Modifications - \$9 M -Baggage Claim/Ticket Lobby Operational Improvements - \$28 M -Lower Level Curbside Check-In expansion-\$12.0 M -Folded Plate Repairs - \$8.9 M	-IT Modifications - \$10.5 M -D Pod Outbound Baggage System - \$5.0 M --Folded Plate Repairs -\$8.9 M -Perimeter Gate Security Improvements - \$5.5 M -Concourse G Rehabilitation \$5 M	-Recarpeting Program - \$7.0 M -IT Modifications - \$10 M -Folded Plate Repairs - \$8.9 M -Concourse G Rehabilitation \$5 M	-Recarpeting Program - \$7.0 M -IT Modifications - \$10 M -Checkpoint Expansion - \$11 M -Concourse G Rehabilitation \$5 M
MSP Airfield	-Taxiway S Reconstruction - \$10 M		-Taxiway D Reconstruction - \$10 M				
MSP Terminal 2 Humphrey						-T2 North Gate Expansion Design Fees-\$5 M	

Lake Elmo Airport		Runway 14/32 Replacement- \$3.0 M	Runway 14/32 Replacement- \$2.0 M Airfield Modifications - \$3.0 M	Runway 14/32 Replacement- \$2.0 M			
Airlake Airport					Runway 12/30 Improvements \$ 3.5 M		
Flying Cloud Airport	Runway 10L/28R Modifications - \$2 M						
Anoka County-Blaine Airport							
St. Paul Downtown Airport		MAC Building Improvements - \$2.3 M			Runway 13/31 Pavement Reconstruction - \$5 M		Runway 14/32 Reconstruction - \$5 M
Crystal Airport			Runway 14R/32L & Taxiway "E" Mods - \$ 3.8 M				

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

4) 2018 PROJECTS MEETING STATUTORY REVIEW CRITERIA AND REQUIRING APPROVAL:

2018 CIP PROJECTS		Prior Reviews/Actions		Capital			Review		
		LTCP	AOEE***	(A)	(B)	(C)	(D)	(E)	(F)
AIRPORT / PROJECT	•	• Review Action	<ul style="list-style-type: none"> EA-EAW Prepared EIS Reviewed NPDES Approved Legislative Requirement Regulatory Requirement Legal Requirement 	Project meets Dollar threshold at: MSP = \$5M Relievers = \$2M	Loc. of a New Airport	New Runway at an Existing Airport	A Runway Extension at an Existing Airport	Runway Strengthening other than routine Maintenance.	New or Expanded Passenger Handling or Parking Facilities for 25% or more capacity increase
MSP International Airport 2018 Program:		• 2030 LTCP Update Approved in 2010	.	<ul style="list-style-type: none"> Passenger Boarding Bridge Replacements Baggage Handling System Vertical Circulation Improvements Concourse G Rehabilitation Parking Ramp-Structure RAC Facility 	N/A	N/A	N/A	N/A	N/A

<i>ST. PAUL DOWNTOWN</i>		<ul style="list-style-type: none"> • 2025 LTCP Approved in 2010 		None					
<i>FLYING CLOUD</i>		<ul style="list-style-type: none"> • 2025 LTCP Approved in 2010 	MAC-City Agreement concluded; FAA review of Agreement & R.O.D. on FEIS completed as part of MAC/Airline Agreement. 2010 Plan being implemented.		N/A	N/A	N/A	N/A	N/A
<i>CRYSTAL</i>	•	<ul style="list-style-type: none"> • 2035 LTCP Approved in 2017 	(EA will begin in 2018).	None					
<i>ANOKA CO. -BLAINE</i>	•	<ul style="list-style-type: none"> • 2025 LTCP Approved in 2010 		None					
<i>LAKE ELMO</i>	•	<ul style="list-style-type: none"> • 2035 LTCP Approved 2016 	(EA will begin in 2017).	None					
<i>AIRLAKE</i>	•	<ul style="list-style-type: none"> • 2035 LTCP Approval expected in 2018 	(negotiations on sewer & water service).	None					

* Criteria as defined under MS 473.

** Requirements defined under MS 473.

*** Per AOEE 2018-2024 Summary Environmental Assessment

ACTION TRANSMITTAL – 2017-41

DATE: November 1st, 2017
TO: TAC Planning Committee
FROM: David Burns, Senior Highway Planner, 651-602-1887
SUBJECT: Proposed Safety Performance Measures and Short-Term Targets
REQUESTED ACTION: Request that the Transportation Advisory Board adopt the proposed safety performance measures and short-term targets and recommend adoption by the Metropolitan Council.
RECOMMENDED MOTION: Recommend adoption of the safety performance measures and short-term targets for the Metropolitan Council Planning Area.

BACKGROUND AND PURPOSE OF ACTION: Pursuant to 23 CFR 490.29, all State DOTs and Metropolitan Planning Organizations (MPOs) must adopt a program to measure system performance and set performance targets in order to monitor progress on an annual basis. These performance measures are divided into the following three broad categories:

- Safety Performance Measures (PM1);
- Pavement/Bridge Performance Measures (PM2); and
- System Performance Measures and CMAQ (PM3).

Each of the performance measure programs have different timelines for adoption and implementation for both state DOTs and MPOs. MPOs are given an additional 180 days after the DOT adoption to either adopt the state-wide target or chose an alternative target. MnDOT officially adopted the safety performance measures and established statewide targets on August 31, 2017. The Council must adopt safety performance measure targets no later than February 27th, 2018.

Per federal requirements, both the state DOTs and MPOs must establish targets for five safety performance measures. MnDOT has set targets based upon a 3% or 5% annual reduction from the 2015 base-year data for fatalities and serious injury crashes, respectively. The following are MnDOT's adopted **state-wide** 2018 targets for the five federally-required measures:

- Number of traffic fatalities: 375
- Fatality rate (fatal crashes per 100 million vehicle miles travelled): 0.62 per 100M VMT
- Serious injuries: 1,935
- Serious injury rate (number of serious injury crashes per 100 million vehicle miles travelled): 3.19 per 100M VMT
- Non-motorized fatalities and serious injuries: 348

Staff recommends using the same methodology MnDOT used to calculate safety targets for the metropolitan planning area. The following are the resulting proposed 2018 safety targets for the MPO planning area:

- Number of traffic fatalities: 89
- Fatality rate (fatal crashes per 100 million vehicle miles travelled): 0.31 per 100M VMT
- Serious injuries: 642
- Serious injury rate (number of serious injury crashes per 100 million vehicle miles travelled): 2.35 per 100 million VMT
- Non-motorized fatalities and serious injuries: 112

RELATIONSHIP TO REGIONAL POLICY: The current 2040 Transportation Policy Plan includes a listing of performance measures used to monitor and assess system performance. These performance measures support the six over-arching transportation system goals of the TPP. The proposed safety performance measures and targets directly support the Safety and Security goal of the 2040 TPP, while simultaneously fulfilling the federal requirements of an MPO.

STAFF ANALYSIS: Overall, the total number and rate of crashes involving fatalities and serious injuries is significantly lower in the metro area than the state as a whole. The desired trend is to continue to make progress for improving safety for all modes within the region. The annual rate of reduction adopted by MnDOT is aggressive, but reasonable and likely attainable.

COMMITTEE COMMENTS: TAC Planning moved to recommend.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	11-9-17
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend (or Adopt)	
Metropolitan Council Transportation Committee	Review & Recommend (or Concurrence)	
Metropolitan Council	Review & Adopt (or Concurrence)	

ACTION TRANSMITTAL No. 2017-44

DATE: November 17, 2017

TO: Transportation Advisory Committee

FROM: TAC Funding and Programming Committee

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

SUBJECT: 2018-2021 TIP Amendment: MnDOT US 169 Termini and Cost Changes

REQUESTED ACTION: The Minnesota Department of Transportation (MnDOT) requests an amendment to the 2018-2021 Transportation Improvement Program (TIP) to change the termini and costs for two concrete overlay projects on US 169 (SP # 7007-34 and SP# 7008-111).

RECOMMENDED MOTION: That TAC recommend to the Transportation Advisory Board approval of an amendment to the 2018-2021 Transportation Improvement Program (TIP) to change the termini and costs for two concrete overlay projects on US 169 (SP # 7007-34 and SP# 7008-111).

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to update two concrete overlay projects on US 169 in Scott County.

The first project, SP# 7007-34, includes a total cost decrease of \$2,914,000 and an update to the project description. The update is administrative in that the terminus is not changing, but is simply changing from its local road designation to its state highway designation.

The second project, SP# 7008-111, includes a change to each terminus, resulting in a project length reduction from 6.4 miles to 5.5 miles. It also includes a cost increase of \$1,951,000. The cost changes for both projects are the result of MnDOT refining design plans.

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

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

COMMITTEE COMMENTS AND ACTION: At its November 16, 2017, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the TIP amendment.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	11-16-2017
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concur	
Metropolitan Council	Concur	

Please amend the 2018-2021 Transportation Improvement Program (TIP) to modify the following project in program year 2018. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A	D	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	M I L E S
1515	2018	M	M	US 169	7007-34	MNDOT	**SPP** US 169, FROM 0.3 MI NORTH OF MN 19 TO 0.1 MI NORTH OF ASH ST <u>0.5 MI SOUTH OF MN 25</u> IN BELLE PLAINE - CONCRETE OVERLAY, CONCRETE PAVEMENT REHABILITATION, BITUMINOUS MILL AND OVERLAY AND DRAINAGE REPAIRS (TIE TO 7008-111)	7.2
1517	2018	M	M	US 169	7008-111	MNDOT	**SPP** US 169, FROM <u>0.6 MI E OF MN 25</u> TO <u>0.1 W OF MN 282</u> - CONCRETE OVERLAY, BITUMINOUS MILL AND OVERLAY, MILL BITUMINOUS PAVEMENT, MEDIAN CLOSURES, ADD U-TURNS, REDUCED CONFLICT INTERSECTION, DRAINAGE, LIGHTING AND TENSION CABLE GUARDRAIL (TIE TO 7007-34)	6.4 5.5

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
RC	UNBONDED CONCR OVL	NHPP	18,665,000	14,932,000	-	-	3,733,000	-
			15,751,000	12,600,800			3,150,200	
RC	CONCRETE OVERLAY	NHPP	15,720,000	12,576,000	-	-	3,144,000	-
			17,671,000	14,136,800			3,534,200	

PROJECT BACKGROUND:

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

This amendment is needed to update two related concrete pavement projects in state fiscal year 2018 on US 169 in Scott County for cost, description, and project length. SP 7007-34 is a pavement project from the Scott County line (MN 19) to Belle Plaine, and SP 7008-111 is a pavement project from Belle Plaine to Jordan. The description SP 7007-34 needs to be updated to reflect a project terminus that is referenced to a trunk highway and not a local street. This project's total is also being reduced based on refined design plans. The savings will be used to find fiscal constraint for SP 7008-111 whose project estimate is increasing based on refined design plans. The project length for SP 7008-111 is also being

updated to reflect a shorter project length, from 6.4 miles to 5.5 miles. This is due to a more detailed description of the western termini of the project that is 3,400 ft. east of MN 25, not at the exact intersection of US 169 and MN 25 as currently stated in the TIP.

Of all the described changes, the change in termini for SP 7008-111 is the trigger for an amendment. According to MnDOT TIP/STIP Amendment Guidance, the changes to SP 7007-34's description and the change in project estimate could be completed via an administrative modification. For transparency and clarification, all the changes are bundled in this amendment.

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

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

SP 7007-34 is in the 2018-2021 TIP for \$18,665,000 (\$14,932,000 federal/\$3,733,000 state funds). Due to refining design plans, the project estimate is decreasing to \$15,751,000 (\$12,600,800 federal/\$3,150,200 state funds) leaving a remainder of \$2,904,000. SP 7008-111 is in the 2018-2021 TIP for \$15,720,000 (\$12,576,000 federal/\$3,144,000 state funds). Due to refining of design plans, the project estimate is increasing by \$1,951,000 from to \$17,671,000 (\$14,136,800 federal/\$3,534,200 state funds). The cost savings from SP 7007-34 will be used for fiscal constraint for SP 7008-111 and will fully fund the project, maintaining fiscal constraint of the TIP. The remainder of \$953,000 will be used elsewhere.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

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

*Exempt Project Category S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules.

Information Item

DATE: December 1, 2017
TO: Technical Advisory Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2018 Regional Solicitation - Signal Re-Timing

The Funding & Programming Committee and TAC both recommended not to include a qualifying criterion requiring that a signal re-timing be completed within the previous five years for roadway thru-lane expansions and interchange construction in the 2018 Regional Solicitation. Following these recommendations, TAB asked that the technical committees consider including a scoring element related to signal re-timing. TAB members believed that rewarding projects that have re-timed their signals per state statute would be good stewardship of the regional funds.

Funding & Programming Committee members remained concerned that a qualifying criterion or scoring measure would be difficult for some applicants, as they cannot force MnDOT or other roadway operators to conduct a re-timing.

It was suggested that using the Synchro model with a setting to optimize signal cycles could be a better strategy in that this puts all projects on equal footing. TAC's input is sought before sharing this potential solution with TAB at its December 20 meeting.

The following page shows potential placement of this strategy within the congestion reduction measure in the Roadway Expansion application.

The 2018 Regional Solicitation is currently out for public review. Changes can be considered following that review period and, if applicable, will be brought to TAC's January 6, 2018, meeting.

MEASURE: Conduct a capacity analysis at one or more of the intersections (or rail crossings) being improved by the roadway project using existing turning movement counts (collected within the last three years) in the weekday a.m. or p.m. peak hour and Synchro or HCM software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay at these intersections (or rail crossings) in seconds, due to the project. If more than one intersection is examined, then the delay reduced by each intersection (or rail crossing) can be added together to determine the total delay reduced by the project.

- For new roadways, identify the key intersection(s) on any parallel roadway(s) that will experience reduced delay as a result of traffic diverting to the new roadway. If more than one intersection is examined, then the delay reduced by each intersection can be added together.
- For roadway projects that include a railroad crossing, the applicant should conduct fieldwork during either the a.m. or p.m. peak hour to determine the total peak hour delay reduced by the project. Applicants can also add together intersection delay reduced and railroad delay reduced, if they both will be improved by the project.

The applicant should include the appropriate Synchro or HCM reports (including the Timing Page Report) that support the improvement in total peak hour delay and should conduct the analysis using the following:

- Under the network settings, all defaults should be used for lanes, volumes, phases and simulation
- Use Synchro’s automatic optimization to determine cycle, offset and splits (for traffic signals). Use this setting when assessing delay both with and without the project. This methodology will ensure that all applicants start with their signal systems optimized when determining existing delay.
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing
- Roadway lengths for intersection approaches must be the same length for before and after scenarios
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year

Total Peak Hour Delay Reduced (Seconds) = Total Peak Hour Delay Per Vehicle x Vehicles Per Hour

RESPONSE (Calculation):

- Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle): _____
- Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle): _____
- Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle): _____
- Volume (Vehicles Per Hour): _____
- Total Peak Hour Delay Reduced by the Project (Seconds): _____
- *EXPLANATION of methodology used to calculate railroad crossing delay, if applicable, or date of last signal retiming for signalized corridors (Limit 1,400 characters; approximately 200 words):*

SCORING GUIDANCE (100 Points)

The applicant with the most peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive $(5,000/25,000)*100$ points, or 20 points.



Highway and Freight Investment Direction and Plan Revenue and Investment Summary

TAC

December 6, 2017

Today's Topics-Highway and Freight Plan

- Quick recap of current plan
- Updated Revenue Forecast
- Changes to Highway Investments

What Feedback are We Looking for Today?

- Questions or clarifications about proposed changes to investments or forecasted revenues
- Outstanding issues that are not proposed to change
- Future work program items (things we need to study)



TRANSPORTATION
POLICY PLAN

The Current Plan

Refresher

Highway Investment Philosophy

1. Priority is to operate, maintain and preserve the existing highway system
2. Preservation projects can be a catalyst for including other investments (i.e., safety and mobility improvements)
3. Prioritize today's problems over forecasted problems
4. Existing infrastructure and right-of-way should be utilized to the maximum extent possible

Highway Investment Philosophy

5. Focus on lower cost/higher benefit solutions (e.g., 80% of the benefit at 50% of the cost)
6. Coordinate the timing of projects with local governments to achieve cost effective results with minimum disruption
7. Where mobility needs are identified, **explore in order:**
 - Traffic management technologies
 - Lower cost/high benefit spot mobility improvements
 - MnPASS lanes/managed lanes
 - Strategic capacity investments

Current Plan Outlook

- Large bridge bubble for Metro 10+ years out
- Continuing to meet pavement and bridge targets will require an increased percentage of MnDOT Metro District's resources
- \$0 available for mobility after 2023
- 2017 session provided short-term ability for limited investments





TRANSPORTATION
POLICY PLAN

Highway Revenue Update

Highway Revenue Assumptions

- Uses MPO boundary, 2015-2040 timeframe
- MnSHIP is basis for MnDOT revenues
 - Includes FAST Act Freight program funding (\$23m/yr)
 - Pavement & Bridge preservation targets drive investment
 - Mobility dollars available until 2023
- Includes new 2017 funding increase from Legislature including Corridors of Commerce
- Specific New Corridors of Commerce and Transportation and Economic Development Program (TED) projects not known at this time, but will be included in TPP

Highway Revenue Assumptions

- Local road revenue basis is State Auditor data
- Includes new/increased/shifted county sales tax and registration tax revenues for roads (Anoka, Carver, Dakota, Ramsey, Scott, Washington) since 2015
- Estimates for Sherburne & Wright counties urbanized area

2017 Legislation, New MnDOT \$

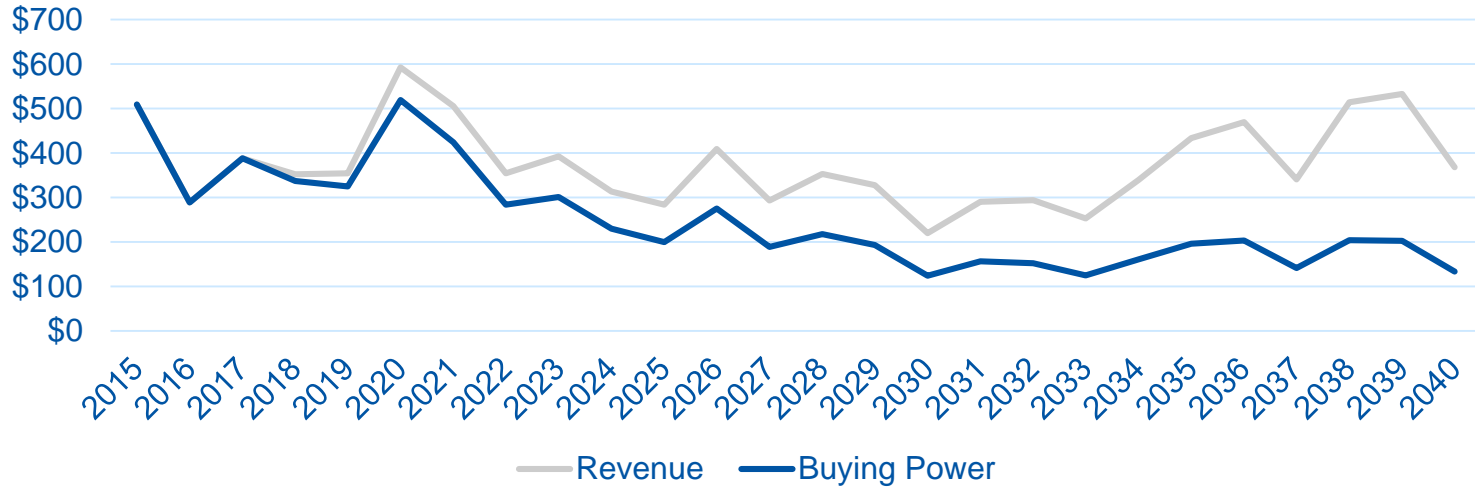
- Spending occurs 2018-2022
- Corridors of Commerce: Proposed 50% metro = \$200 M
- Base funding increase: metro receives 42% of \$1.0 B or \$423 M
 - 2/3 of funding will go to preservation needs such as pavement, bridges, storm water, construction mitigation, signs, fencing, lighting, and noise walls
 - 1/3 of funding will go mobility such as MnDOT's contribution to interchanges, main street projects, & CMSP

Highway Revenue Changes

- Current Plan \$53 B: Increases to \$55 B in TPP Update
- Changes from current TPP:
 - FAST Act
 - Include urbanized area of Wright & Sherburne, + \$1.2 B (all agencies)
 - 2017 Legislature new \$ and Corridors for Commerce to MnDOT, + \$623 M
 - 2015-2017 MnDOT revenue includes beyond planned investment “August Redistributions”, one-time investments from MN Legislature
 - MnDOT Operations and Project Deliver Costs now fully accounted for, +\$1.6 B
 - Local revenues inflation at 2%, was 2.5%, - \$3.2 B
 - County sales and registration tax increases, + \$880 M

Inflation Impact

Example: MnDOT Capital



	Inflation Assumptions		2040 Results
	Revenue	Costs	Loss to Inflation
Operations	2%	3.2%	52%
Capital	2%	4.5%	64%



TRANSPORTATION
POLICY PLAN

Highway Investment Changes

How Will We Get There?

MnDOT Metro Area Highway Investment Summary 2018 TPP Update

	Operations and Maint.	Program Delivery	Rebuild and Replace	Safety / Bicycle Ped.	Mobility	Total
Current Revenue Scenario 2015-2040	\$2.0 <u>\$2.9</u> billion	\$900 million <u>\$1.6</u> billion	\$6.9 <u>\$8.2</u> billion	\$700 million	\$700 <u>\$900</u> million	\$11.2 <u>\$14.3</u> billion
Increased Revenue Scenario 2015-2040	+ \$1.0 billion	+ \$700 million	+ \$2/\$2.5 billion	+ \$600 million	+ \$4/\$5 billion	+ \$8/\$10 billion

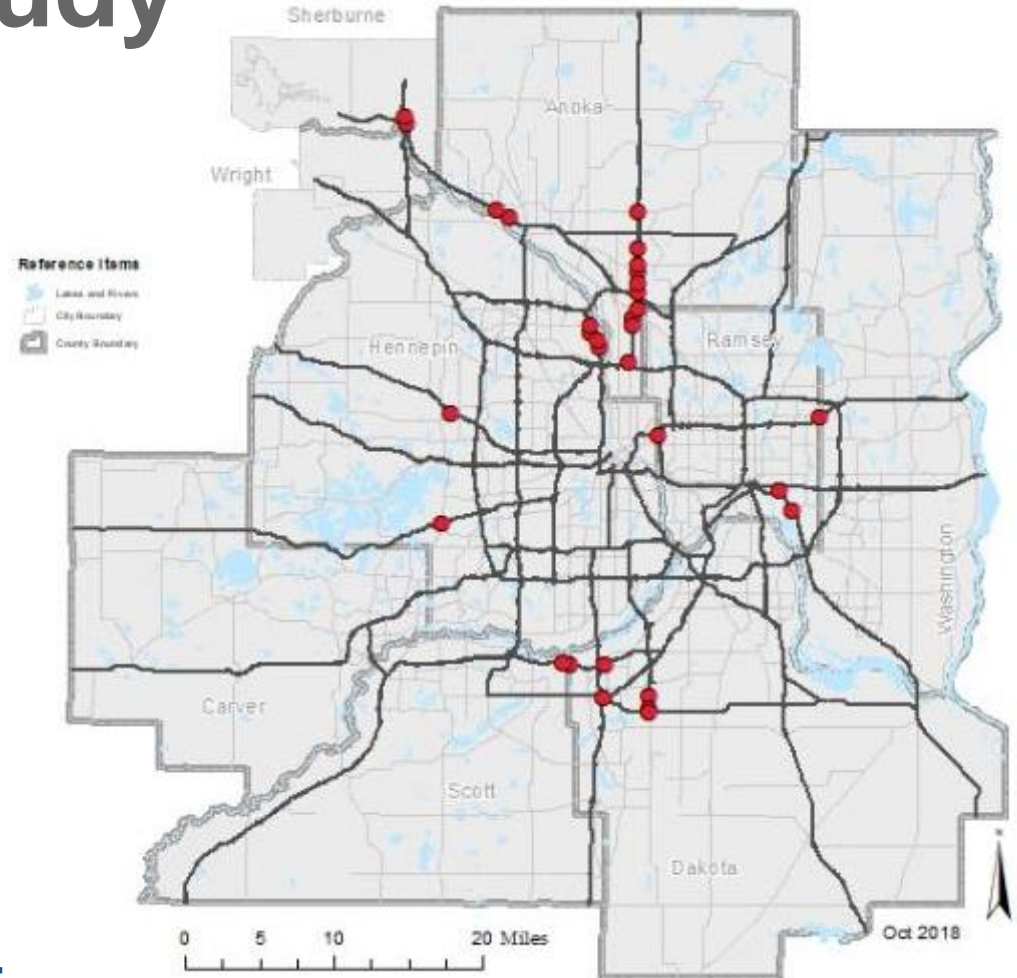
Expected Changes

Update Informed by Studies

- Principal Arterial Intersection Conversion Study
- Congestion Management Safety Plan 4
- MnPASS III
- Highway Truck Corridors Study
- County Arterial Preservation Study

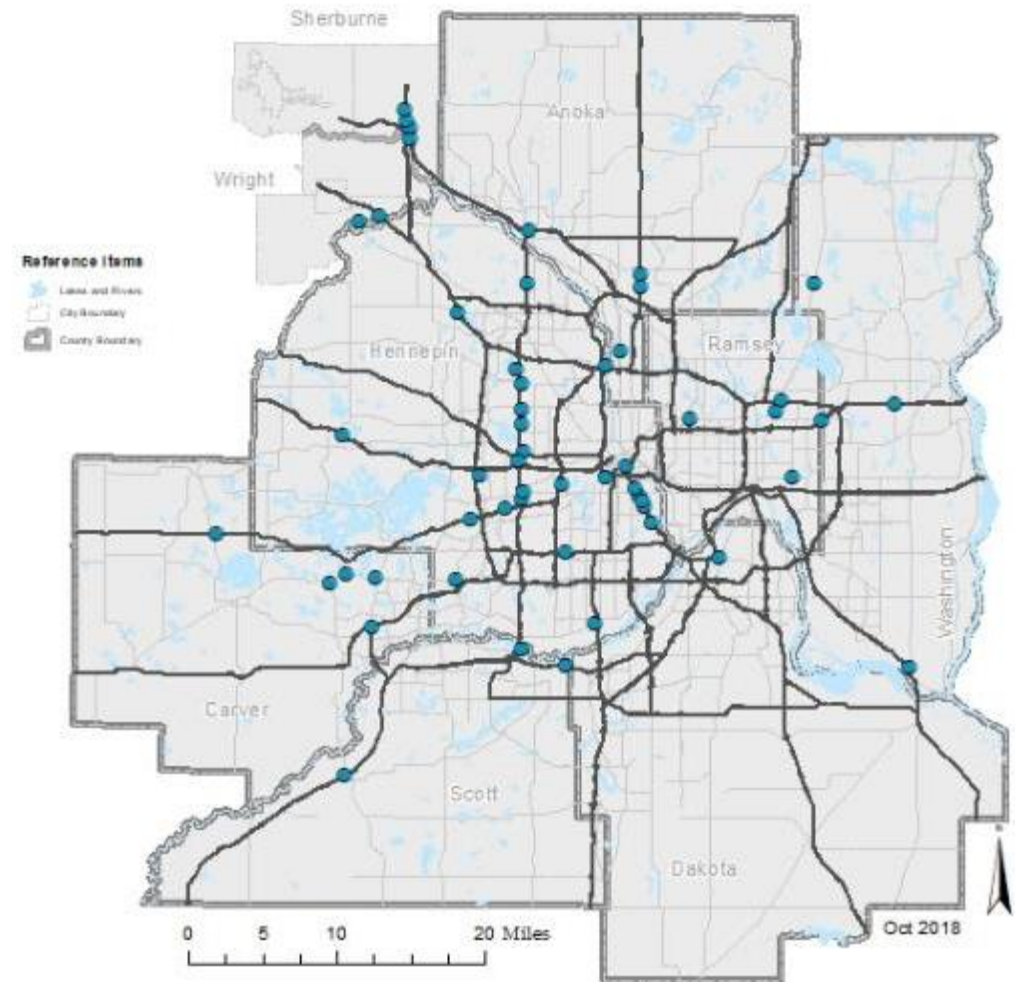
Principal Arterial Intersection Conversion Study

- 34 high priority intersections for grade separation
- Current Revenue
 - TH10/Fairoak Av
 - TH252/66th & 70th Av
 - TH169/Scott CR 14
 - TH36/Manning Av
- Increased Revenue
 - Remaining high priorities



Congestion Management Safety Plan 4 Study

- 2015 TIP projects
- Current Revenue: \$40 M
- Increased Revenue: 10 year payback or better, \$101 M



MnPASS III Study

Changes since 2015 TPP:

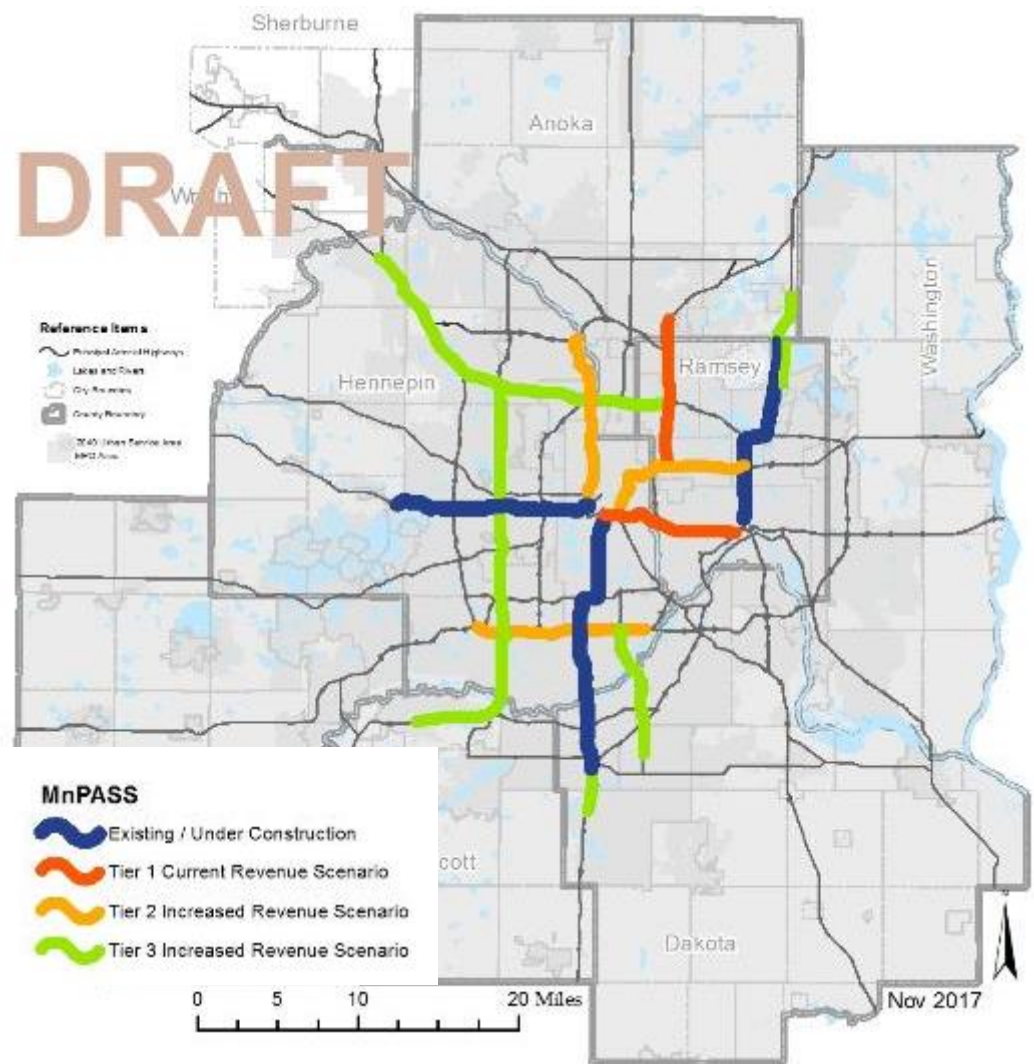
- I-35E North constructed
- I-35W South under construction

Current Revenue Scenario:

- \$100 M I-35W North
- \$100 M I-94 Central

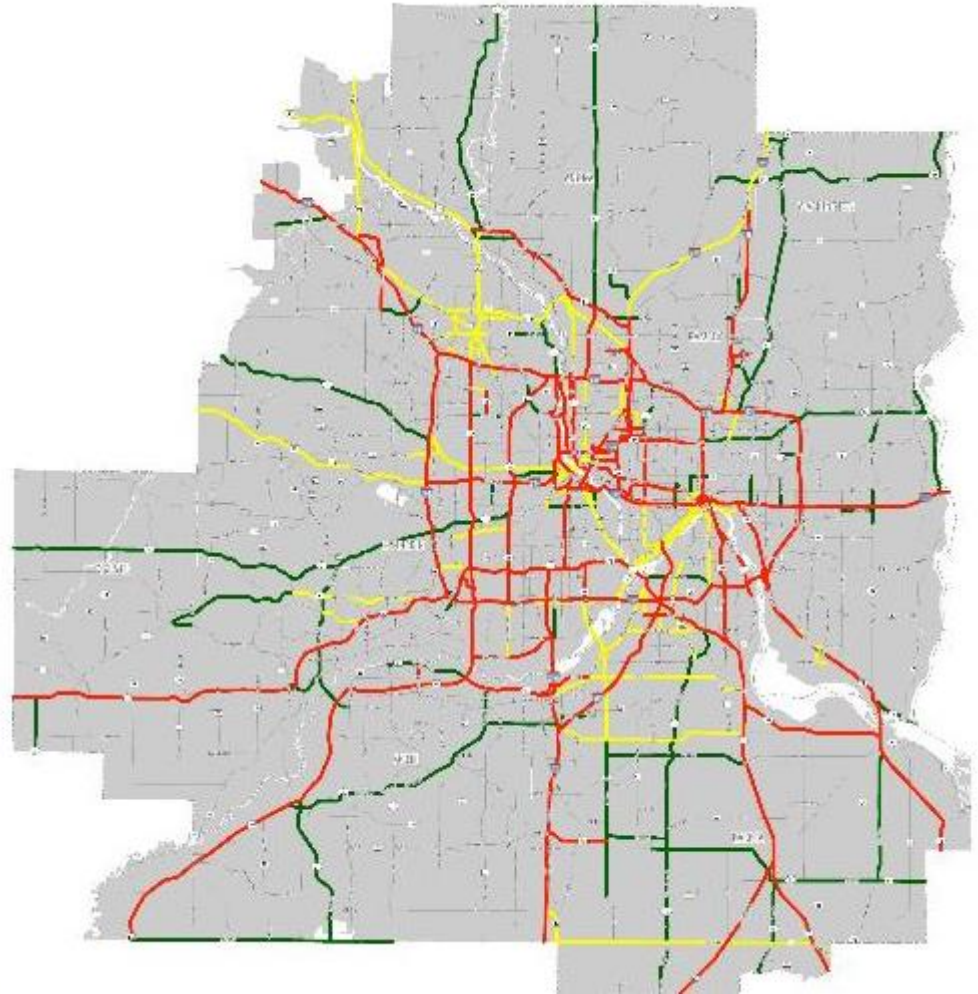
Increased Revenue Scenario:

- Tier II (TH36, I35W, TH252, I494)
- Tier III corridors



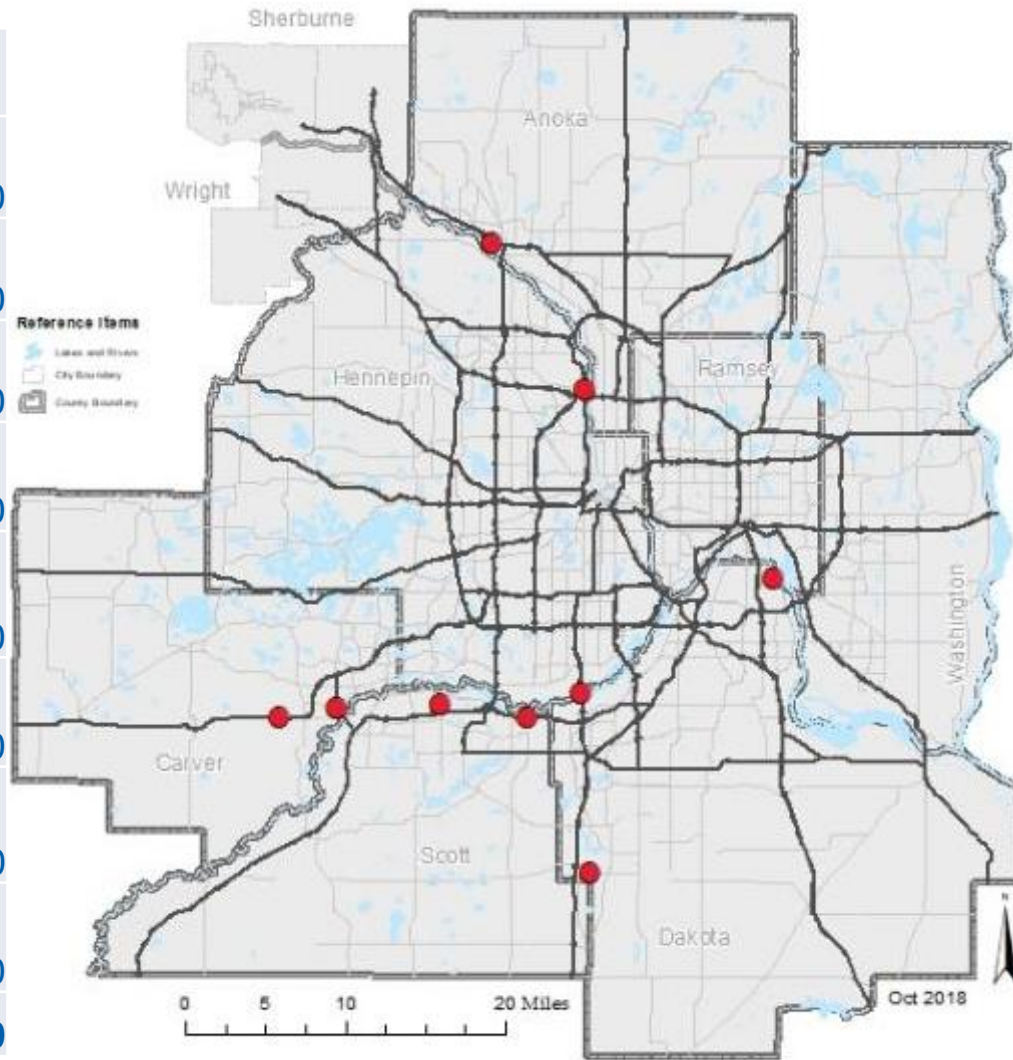
Highway Truck Corridors Study

- Regional Investment
 - Highway project selection criteria for Regional Solicitation
 - Guidance to local investments
 - Guidance to federal and state funding programs



2019-2022 MnDOT Freight Awards

Project	Grant
CSAH 70 Expansion	\$7,000,000
Concord Street Improvements	\$7,560,000
CSAH 83 Reconstruction	\$594,000
US 212 Freight Bottleneck Improvements	\$15,000,000
Hwy 10/169 Safety and Mobility Improvements	\$20,000,000
TH 13 Port Access and Mobility Project	\$15,000,000
TH 252 Interchange at 66th Ave	\$10,00,000
Downtown Chaska Hwy 41 Improvements	\$4,000,000
Total	\$79,154,000

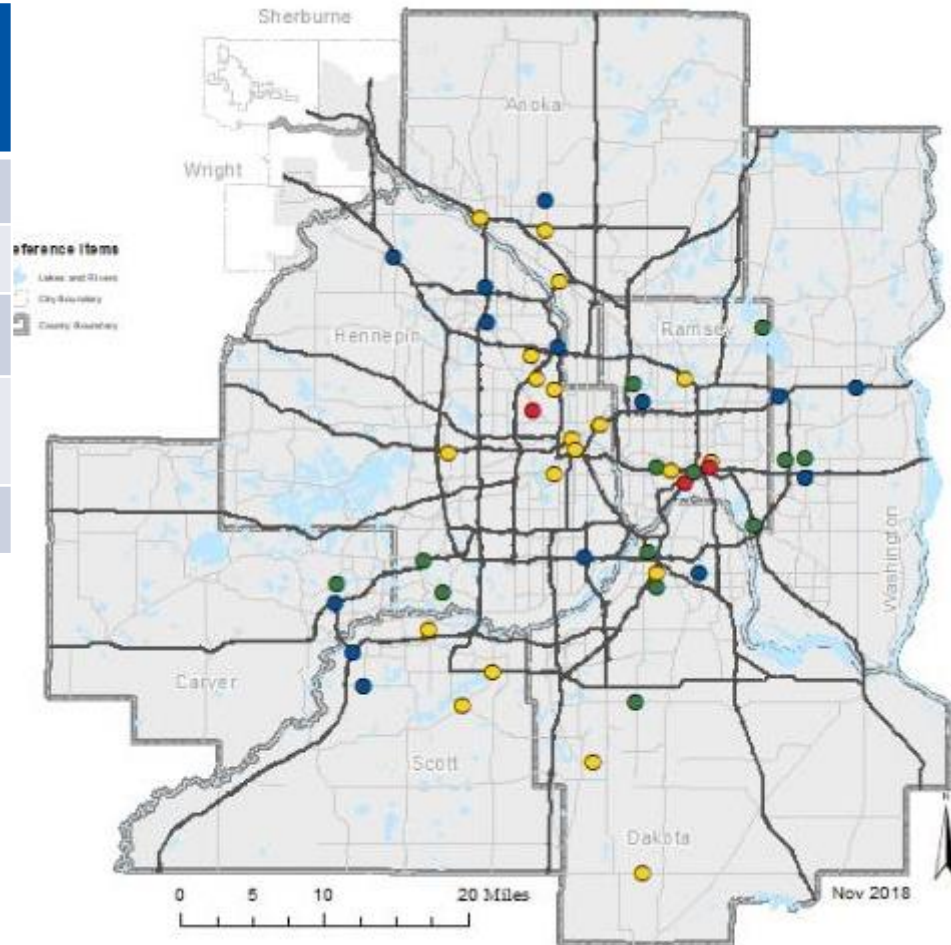


Regional Solicitation Funding

2018-2021 Roadway Awards

Current Revenue Scenario	2020	2015-2040 Total
Bridges	\$5 M	\$150 M
Roadway Expansion	\$22 M	\$670 M
Roadway Modernization	\$22 M	\$670 M
Roadway System Management	\$3 M	\$90 M
Total	\$52 M	\$1.6 B

- Bridges
- Roadway Expansion
- Roadway Modernization
- Roadway System Management



Congestion Management Process (CMP)

- Executive Summary in TPP
- Stand-alone document will be created in 2018
- Congestion Management Process Advisory Group will provide input

Work Program Items: Highways and Freight

- System-to-System Interchanges
- Congestion Management Process (CMP)
- Connected and Autonomous Vehicles
- Truck counts on key truck corridors
- New and emerging freight technologies
- Others?

Thank you

Questions?

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