

*TRANSPORTATION ADVISORY BOARD  
Of the Metropolitan Council*

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

Wednesday, August 2, 2017

Metropolitan Council

9:00 A.M.

**AGENDA**

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of July 5, 2017 Minutes**
4. **TAB Report**
5. **Committee Reports**
  - **Executive Committee** (Steve Albrecht, Chair)
  - **Planning Committee** (Lisa Freese, Chair)
    - a. **2017-18 2018 Unified Planning Work Program**
    - b. **2017-19 Long Term Comprehensive Plan: Crystal Airport**
  - **Funding and Programming Committee** (Tim Mayasich, Chair)
6. **Special Agenda Items**
  - **TPP Update: Highway Chapter** (Steve Peterson, Tony Fischer, and Steve Elmer, MTS)
  - **ADA Transition Plans** (Heidi Schallberg, MTS)
  - **Regional Solicitation Criteria and Forms** (Joe Barbeau, MTS)
  - **Regional Solicitation Safe Routes to School and Pedestrian Facilities** (Joe Barbeau, 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 Traffic Management System US 169

Metro Transit Heywood Garage Modernization

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*Transportation Advisory Board  
Of the Metropolitan Council*

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**Minutes of a Meeting of the  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 5, 2017  
9:00 A.M.**

**Members Present:** Doug Fischer, Lyndon Robjont, Brian Sorenson, Jim Grube, Tim Mayasich, Lisa Freese, Lyssa Leitner, Andrew Witter, Mark Filipi, Anna Flintoft, Brian Isaacson, Innocent Eyoh, Neil Ralston, Andrew Emanuele, Jen Lehmann, Peter Dahlberg, Danny McCullough, Steve Albrecht, Paul Oehme, Robert Ellis, Jim Kosluchar, Jen Hager (Excused: Jeff Rossate, Karl Keel, Jean Keely, Bill Dermody, Paul Kurtz)

**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 Tim Mayasich and seconded by Brian Isaacson. No discussion. Motion passed.

**3. Approval of Minutes**

A motion to approve the minutes was moved by Paul Oehme and seconded by Doug Fischer. No discussion. Motion passed.

**4. TAB Report**

There was no report provided from the June TAB meeting.

**Committee Reports**

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

The Executive Committee did not meet today. Today we welcome Robert Ellis from Eden Prairie, and Brian Isaacson who is taking over at MnDOT from Pat Bursaw.

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

The committee met in June and its information items are on today's agenda.

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

The committee did not meet in June.

**6. Special Agenda Items**

**TMA Certification Review.** (Andrew Emanuele, FHWA and Katie White, MTS) Andrew Emanuele spoke to the results of the TMA Certification Review and Katie White provided the Council perspective on those results. A brief discussion of the Congestion Management Process followed. Jim Grube commented that the A Minors are mostly managed by the counties, which have different ideas for access and mobility than the cities within the counties. It is difficult to balance these priorities between

the county and city level, and would be especially difficult at a regional level. This would be a big change for the region. Lyndon Robjent commented that the Regional Solicitation no longer awards points for projects that contribute to access management. Mark Filipi said that the Council is establishing a regional oversight committee for local governments to assist with this work, as part of a recommendation from a federal peer exchange that was hosted in May. Doug Fischer said that congestion on the freeways is creating congestion on the A Minors.

**Regional Solicitation Criteria Weighting Working Group Updates.** (Joe Barbeau, MTS) Joe Barbeau provided an update on the Regional Solicitation. Lyndon Robjent commented that the percentage of points awarded to Risk Assessment should be higher for roadway projects since those are inherently more risky than trails projects. Doug Fischer said that many interchange projects are expecting MnDOT to contribute but it has become harder for MnDOT to commit their portion of the funding. This is why interchanges need their own application category. Elaine Koutsoukos said that projects claim to have full funding available at the time of their application, but most of the withdrawals have been due to funding issues, not scope issues. Many projects are looking for bonding, which is unreliable. Lyndon Robjent said that projects should be given an extra bonus for having worked through these issues already.

**TPP Update: Transit.** (Cole Hiniker, MTS) Cole Hiniker provided an overview of the current language in the TPP on transit investments, and talked about what changes might be seen in the next TPP. Jim Grube highlighted the importance in Transit Market Areas in promoting the linkages between land use and transportation investments. Lisa Freese asked how often the Transit Market Areas map is updated. Cole Hiniker said that the data is very fine grained, so it comes out after the Census is completed. However the map is a guide, not a rule, and transit providers are flexible in working with local communities on service improvements. Jim Grube asked if the park and rides are experiencing vacancies in all service provider territories. Cole Hiniker said that all of them are; Metro Transit has about 2/3 of all park and ride spaces under its ownership.

Doug Fischer said that Dial A Ride service could be improved to serve the less dense neighborhoods. Jen Lehmann clarified that the suburban transit providers have updated their Service Improvement Plans. Jim Grube asked if ABRT is influencing land use. Cole Hiniker responded that it addresses existing demand. BRT can expand the influence zone at certain transit nodes. Jim Grube said that ABRT has a significant impact on the A Minor system since it stops in traffic and creates congestion. Cole Hiniker responded that some of these buses carry 40% of the people traveling along these corridors. Lyssa Leitner said that the University of Minnesota is doing a research study of the impact of ABRT on roadway travel. Robert Ellis asked about the potential for connected/autonomous vehicles to become a replacement to transit investments. Cole Hiniker responded that CAVs can be used to explore new demand options and supplement transit. Mark Filipi said that MTS is modeling the CAV impact on roadway infrastructure for the next TPP.

## **7. Agency Reports**

Innocent Eyoh said that the MPCA continues to evaluate how best to spend the VW settlement money. The next one is July 12 from 1pm-3pm at MPCA offices. They would appreciate increased involvement.

Mark Filipi said that Adam Duininck is resigning as Chair of the Metropolitan Council. Alene Tchourumoff has been named as his replacement.

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

There being no other business, the meeting adjourned at 10:47am.

**Prepared by:**

Katie White

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

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



July 2017

Metropolitan Council

390 Robert Street, St. Paul, Minnesota 55101

## Metropolitan Council Members

Adam Duininck	Chair
Katie Rodriguez	District 1
Lona Schreiber	District 2
Jennifer Munt	District 3
Deb Barber	District 4
Steve Elkins	District 5
Gail Dorfman	District 6
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## ACRONYMS

3-C - Continuing, Comprehensive, Cooperative  
AA – Alternatives Analysis  
ADA – Americans with Disabilities Act  
AMPO – Association of Metropolitan Planning Organizations  
APP – Aviation Policy Plan  
ATM – Active Traffic Management  
ATP – Area Transportation Partnership  
BRT – Bus Rapid Transit  
CAA – Clean Air Act  
CAD – Clean Air Dialog  
CAM – Clean Air Minnesota  
CIMS – Corridor Investment Management Strategy  
CIP – Capital Improvement Plan  
CMP – Congestion Management Process  
CPG – Consolidated Planning Grant  
CSAH – County State Aid Highway  
CTIB – Counties Transit Improvement Board  
CTS – Center for Transportation Studies  
DBE – Disadvantaged Business Enterprise  
EA – Environmental Assessment  
EAW – Environmental Assessment Worksheet  
EIS – Environmental Impact Statement  
EPA – Environmental Protection Agency  
FAA – Federal Aviation Administration  
FHWA – Federal Highway Administration  
FTA – Federal Transit Administration  
HOT – High Occupancy Toll  
HOV – High Occupancy Vehicle  
ISTEA – Intermodal Surface Transportation Efficiency Act  
ITS – Intelligent Transportation System  
JARC – Job Access Reverse Commute  
LRT – Light Rail Transit  
LTCP – Long-term Comprehensive Plan  
MAC – Metropolitan Airports Commission  
MAP-21 - Moving Ahead for Progress in the 21<sup>st</sup> 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) 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](#).

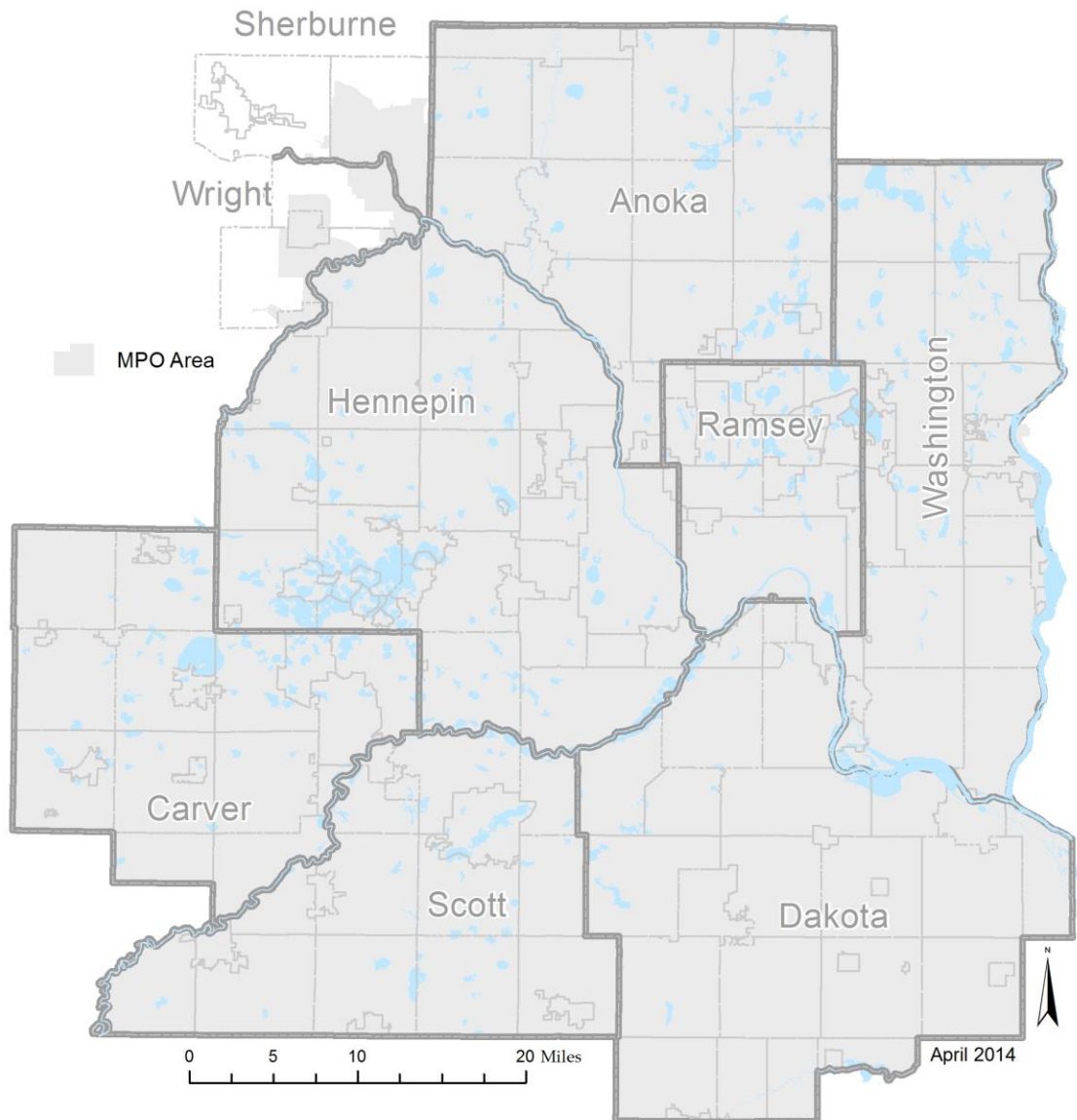
The participants in the UPWP include four agencies: the Metropolitan Council, the Minnesota Department of Transportation (MnDOT), Minnesota Pollution Control Agency (MPCA), and the Metropolitan Airports Commission (MAC). (See Appendix B for roles and responsibilities of the participants.) Since the 2018 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 MAP-21, and many corridor/AA/DEIS studies.

The Metropolitan Council is committed to a proactive, effective public participation process, and will use a variety of internal and external strategies including newsletters, telephone comment lines, e-mail, website, on-line forum, media relations, social media, community meetings, public hearings, and public information campaigns, in carrying out all of the work program activities. An updated public participation process will be adopted in 2017 after 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 the departments of MnDOT's Central Office, MnDOT's Metro District, and MnDOT's District 3 through the Region 7W ATP process. There are no other MPOs within the Twin Cities urbanized area.

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 MOU with MnDOT 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 OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations." U.S. DOT requires that the following statements be included in the UPWP:

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

### 3. Metropolitan Council Cost Allocation Plan

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

### 4. Local Support

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

## *F. Carryover Policy*

In a November 19, 2014, memo ("Carryover policy for Unprogrammed PL and 5303 Funds – Amended"), MnDOT transmitted the adopted policy for all MPOs to document their expectations for funds that are not budgeted in the UPWP year. As of mid-2017 MnDOT is beginning to explore a revised carryover policy.

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 2016 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*

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 developed 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.

## 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 3<sup>rd</sup> 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](http://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, MPCA, and MAC. Other products prepared by the Metropolitan Council and MnDOT under this activity include state or federally mandated reports such as Title VI, project approvals and quarterly UPWP progress reports. Staff will attend the quarterly statewide MPO Directors meetings and the annual Minnesota MPO conference.

**RELATIONSHIP TO PREVIOUS WORK:** In 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**

Committee Agendas, Minutes, Reports  
 Submittal of Functional Classification Changes  
 Audited 2016 (Consolidated Planning Grant) Fund Statements  
 Annual Update of Title VI and DBE Goals  
 2019 Unified Planning Work Program  
 UPWP Progress Reports to MnDOT  
 UPWP Midyear Meeting  
 TMA Certification Quarterly Reports

**COMPLETION DATES**

Ongoing  
 Ongoing  
 April  
 July  
 September  
 Quarterly  
 Q2  
 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. Following removing federal funds from a project, staff will monitor the project to assure that it is developed per the work scope in the Regional Solicitation application.

In 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, Minnesota Department of Transportation, Minnesota Pollution Control Agency, 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**

Prepare Draft 2019-2022 TIP

**COMPLETION DATES**

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 and Congestion Mitigation and Air Quality Improvement.

**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

2018 Regional Solicitation Project Selection  
 Regional Solicitation Project Showcase  
 Regional Solicitation Project Summaries  
 Regional Solicitation Project Evaluation

#### COMPLETION DATES

2018/2019  
 2018  
 2018  
 2018

### TASK A-4 RESPOND TO REVISIONS IN FEDERAL TRANSPORTATION LAW

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

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

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

#### PRODUCTS

Revise Policies/Procedures

#### COMPLETION DATES

As needed



## TASK A-5 TRANSPORTATION FINANCE

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

**ACTIVITIES:** Funding constraints placed on the TPP and the TIP are more demanding on the planning process than ever. Council transportation staff will undertake programming and budgeting activities. Staff will work with MnDOT and policy makers to identify funding needs and potential funding scenarios to implement the increased revenue scenario of the *2040 TPP*.

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

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

### COMPLETION DATES

Ongoing  
December  
December  
December

<b>Activity A</b>	<b>2018 Budget</b>
ACTIVITY STAFF WEEKS:	314
CONSULTANT:	\$10,000
TOTAL ESTIMATED EXPENDITURES:	\$1,309,703
<b>SOURCES OF FUNDS:</b>	
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 GENERAL TRANSPORTATION PLANNING

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

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

- Participate in interdepartmental implementation teams for *Thrive MSP 2040*. Conduct additional work in equity analysis, such as examining safety outcomes and studying transportation expenditures, including preservation and maintenance spending, for potential disparities by race and income. More information can be found in Task B-9. Work being done by the two Thrive implementation teams is covered under Task B-5 for freight economic competitiveness, such as preparing an inventory of available rail and river accessible land for economic development, and under Task B-10 for climate and sustainability. Transportation planning staff works with other Council staff to ensure transportation policy is considered in ongoing planning and grant activities of other departments, such as parks, natural resources, and the Livable Communities grant program.
- Staff will continue to work with other Council staff in the preparation of guidance such as *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.
- 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.
- Release a draft 2018 update to the *2040 TPP* for public comment in early 2018 and adopt the final plan by autumn 2018.

The Council will provide opportunities to the public for participation in the planning process through the Council website, open houses, public hearings, resident advisory committees, and other means listed in the citizen participation process in the 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 date for adopting the next TPP. Transportation staff reviews updates and amendments to local comprehensive plans, which must be prepared by local units of government under state law, to ensure consistency of local comprehensive plans with regional land use and transportation plans.

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

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

**PRODUCTS**

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

**COMPLETION DATES**

As Needed  
 As Appropriate  
 Semi-annually  
 Ongoing  
 Ongoing  
 2018  
 2019  
 2019

**TASK B-2 PERFORMANCE-BASED PLANNING AND MEASUREMENT**

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

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

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

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

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

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

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

**PRODUCTS**

Refine Performance Measures for Future TPP Updates

**COMPLETION DATES**

Ongoing

### **TASK B-3 CONGESTION MANAGEMENT PROCESS**

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

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

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

**PRODUCTS**

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

**COMPLETION DATES**

Ongoing  
Ongoing  
2017

### **TASK B-4 CORRIDOR STUDIES**

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

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

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

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

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

**PRODUCTS**

**COMPLETION DATES**

Rush Line Pre-Project Development Study and Environmental Work	2019
Gateway (I-94 East) Corridor DEIS	2017
Riverview Pre-Project Development Study	2017
Nicollet/Central Avenue Corridor Post-EA	Ongoing
Red Rock Monitoring	Ongoing
I-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.

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

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

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

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

### PRODUCTS

Various Managed Lane Implementation Studies  
Review Highway Interchange Additions  
Review Controlled Access Highway Revisions  
TH 36 Corridor Study  
Strategic Capacity Expansion Study  
Spending on the Regional Highway System

### COMPLETION DATES

Ongoing  
As Needed  
As Needed  
2018  
2019  
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**

Metro Freight Initiative Implementation

**COMPLETION DATES**

Ongoing

## TASK B-7 TRANSIT PLANNING

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

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

- Council staff coordinate with Metro Transit staff, other transit operators, and local communities on specific studies of transit policy issues and assist with the implementation of completed studies, when applicable.
- Council staff will continue to participate with MnDOT and transit operators in the multi-agency Team Transit, which has been identifying and expediting bus-related road improvements to improve the multimodal capability of the region's highways for almost 30 years.

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

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

**RELATIONSHIP TO OTHER AGENCY WORK:** The Council works closely with the county regional railroad authority 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**

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

**COMPLETION DATES**

As Needed  
 Ongoing  
 2018  
 Ongoing  
 Ongoing  
 2018



## 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 datafinder.

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

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

Compile Regional Bicycle System Inventory/Public via Metro GIS  
Regional Bicycle Transportation Network implementation  
Bicycle and Pedestrian Count Program  
Pedestrian Safety and Crash Analysis

### COMPLETION DATES

Ongoing  
Ongoing  
Ongoing  
2017

## TASK B-9 ENVIRONMENTAL JUSTICE AND EQUITY

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

During 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 and DBE activities are referenced under Task A-1 and transportation services for people with disabilities can be found under Task D-2. This section is intended to highlight work that goes beyond minimum federal requirements for environmental justice.

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

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

### PRODUCTS

Equity Analysis Study  
Access to Jobs Implementation

### COMPLETION DATES

2017  
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 2018-2019.
- 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 groundwork for future collaboration to improve air quality in Minnesota, and prepare for potential nonattainment designations. In 2013 a work group named “Minnesota Clean Air Dialogue” (CAD) was formed and tasked with identifying the most efficient and effective ways to meet or exceed potential new federal standards through a process of collective problem solving and consensus decision-making. The Work group members included among others, the MPCA, MnDOT, Council, and assisted by additional technical experts, developed and came to consensus on a set of complementary initiatives to voluntarily reduce emissions associated with ozone and fine particle pollution. The MPCA and its contractor Environmental Initiative are now working to coordinate the next phase of this effort, called Clean Air Minnesota, which aims to bring together partners across multiple sectors to proactively develop, fund, and implement some of the projects that were recommended by CAD. Over the past several years, the Environmental Quality Board has been leading a Work Group with Partner Agencies including: the MPCA, the Council, MnDOT, Commerce, DNR, Agriculture and Health called “The Climate Solutions and Economic Opportunity.” The work group is evaluating policy options from across Minnesota’s major economic sectors for their potential to grow our economy and to reduce greenhouse gases

that contribute to climate change. The Council also has an on-going Climate Change and Environmental Sustainability work group that focuses on internal activities at the Council to reduce the carbon footprint of the agency as a whole. Many of the initiatives coordinated by this group also impact and benefit the cities and other agencies of the region through activities such as urban forestry, solar gardens, and energy management.

**RELATIONSHIP TO PREVIOUS WORK:** The Council annually prepares a conformity determination of the TIP, and as needed for regionally significant amendments and prepared the most recent conformity determination of the *2040 Transportation Policy Plan* and 2018-2020 TIP in 2016. The Council signed the Transportation Conformity SIP, which lays out interagency roles and responsibilities in conformity determination in 2014- this was approved by USEPA in 2015

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

**PRODUCTS**

SIP Revision for Minnesota  
 Implement SIP Limited Maintenance Plan  
 PM2.5/Ozone Emissions Reduction Strategies Effort  
 Environmental Initiatives Clean Air Minnesota Work Group  
 Conformity Analysis of 2018-2021 TIP  
 Conformity Analysis of regionally significant TIP and TPP amendments

**COMPLETION DATES**

As needed  
 Ongoing  
 Ongoing  
 Ongoing  
 April  
 As needed

<b>Activity B</b>	<b>2018 Budget</b>
ACTIVITY STAFF WEEKS:	612
CONSULTANT:	\$420,000
TOTAL ESTIMATED EXPENDITURES:	\$2,325,937
<b>SOURCES OF FUNDS:</b>	
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**

GIS Database  
Demographic Forecasts  
Land use/Transportation Model

**COMPLETION DATES**

Ongoing  
Ongoing  
December

## **TASK C-2 URBAN TRAVEL RESEARCH AND FORECASTING**

**PURPOSE:** To maintain and apply the travel forecast models to support planning for the orderly development and operation of transportation facilities. To maintain socio-economic, travel and traffic data, and to monitor, revise and update travel forecasts to 2040 and beyond. To provide the projections of traffic demand, greenhouse gas and air pollutant emissions and allied data needed to evaluate regional transportation investment alternatives. To continue a program of travel and employment data research such as the Travel Behavior Inventory. 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**

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

**COMPLETION DATES**

- As Needed
- As Needed
- As Needed
- Ongoing
- Ongoing
- As Needed
- April and as needed
- As Needed

**TASK C-3 TRAFFIC MONITORING AND EVALUATION**

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

**ACTIVITIES:** MnDOT, working through the Office of Transportation Data Analysis, the State Aid for Local Transportation Division, Traffic Management Center and District Traffic Engineer in the Metro District, has established a cooperative counting program with the counties and municipalities. This cooperative program was undertaken for efficiency, convenience and to prevent duplication of vehicle counts, and is part of the overall statewide traffic monitoring program. Special counts will be taken as the need is identified. This work provides a database for identifying trends, and evaluating system performance.

**RELATIONSHIP TO PREVIOUS WORK:** Traffic counting is conducted in the seven-county metropolitan area on a 2 year cycle for all Trunk Highways, County Roads, County State Aid

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

[http://www.dot.state.mn.us/traffic/data/html/volume\\_program.html](http://www.dot.state.mn.us/traffic/data/html/volume_program.html)

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

**PRODUCTS**

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

**COMPLETION DATES**

July  
 September

<b>Activity C</b>	<b>2018 Budget</b>
ACTIVITY STAFF WEEKS:	155
CONSULTANT:	\$305,000
TOTAL ESTIMATED EXPENDITURES:	\$944,831
<b>SOURCES OF FUNDS:</b>	
FEDERAL: (CPG)	\$755,865
LOCAL: Metropolitan Council	\$188,966
TOTAL	\$944,831
<b>TRAVEL BEHAVIOR INVENTORY:</b>	
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

Monitor provider performance and financial status  
Transit Implementation assistance and activities

#### COMPLETION DATES

Ongoing  
Ongoing

### TASK D-2 TRANSPORTATION PLANNING FOR PEOPLE WITH DISABILITIES

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

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

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

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

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



**PRODUCTS**

Coordination of Regional Specialized Transportation Services  
Coordinate TAAC Meetings  
Human Services Coordination Plan

**COMPLETION DATES**

Ongoing  
Monthly  
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.

<b>Activity D (excluding RALF)</b>	<b>2018 Budget</b>
ACTIVITY STAFF WEEKS:	156
CONSULTANT:	\$0
TOTAL ESTIMATED EXPENDITURES:	\$683,834
<b>SOURCES OF FUNDS:</b>	
FEDERAL: (CPG)	\$547,067
LOCAL:	\$136,767
TOTAL ESTIMATED EXPENDITURES:	\$683,834
<b>RALF ONLY</b>	
ACTIVITY STAFF WEEKS:	9
CONSULTANT:	\$0
<b>SOURCES OF FUNDS:</b>	
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.

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

#### PRODUCTS

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

#### COMPLETION DATES

Ongoing  
 As needed/2018  
 January  
 As needed  
 Ongoing  
 2018

Activity E	2018 Budget
ACTIVITY STAFF WEEKS:	56
CONSULTANT:	\$0
TOTAL ESTIMATED EXPENDITURES:	\$221,763
<b>SOURCES OF FUNDS:</b>	
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 PI	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%
<b>Federal Funding</b>		<b>1,237</b>	<b>\$2,643,366</b>	<b>\$735,000</b>	<b>\$2,411,173</b>	<b>\$5,789,539</b>	<b>\$4,631,632</b>	<b>\$1,157,908</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,789,539</b>	<b>20%</b>
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%
<b>Non-federal Funding</b>		<b>65</b>	<b>\$130,053</b>	<b>\$0</b>	<b>\$126,699</b>	<b>\$256,751</b>	<b>\$0</b>	<b>\$150,351</b>	<b>\$106,400</b>	<b>\$550,000</b>	<b>\$256,751</b>	<b>100%</b>
<b>Total UPWP</b>		<b>1,302</b>	<b>\$2,773,419</b>	<b>\$735,000</b>	<b>\$2,537,872</b>	<b>\$6,046,291</b>	<b>\$4,631,632</b>	<b>\$1,308,259</b>	<b>\$106,400</b>	<b>\$550,000</b>	<b>\$6,046,291</b>	<b>100%</b>

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%
<b>Council Funding</b>		<b>-</b>	<b>-</b>	<b>\$1,120,000</b>	<b>-</b>	<b>\$1,120,000</b>	<b>\$0</b>	<b>\$220,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$1,120,000</b>	<b>100%</b>
<b>Total Transportation Planning/Administration</b>		<b>1,302</b>	<b>\$2,773,419</b>	<b>\$1,855,000</b>	<b>\$2,537,872</b>	<b>\$7,166,291</b>	<b>\$4,631,632</b>	<b>\$1,528,259</b>	<b>\$106,400</b>	<b>\$1,450,000</b>	<b>\$7,166,291</b>	<b>100%</b>

**2018 UPWP Program Budget -- Salary Portion**

UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount	Total Funding Amount
<b>A</b>	<b>Planning and Programming Process</b>			<b>\$687,650.51</b>
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>B</b>				<b>\$1,238,255.58</b>
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
<b>C</b>	<b>Research and Travel Forecasting</b>			<b>\$337,703.25</b>
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
<b>D</b>	<b>Operations and Management</b>			<b>\$379,756.73</b>
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
<b>E</b>	<b>Aviation Transportation Planning</b>			<b>\$112,607.30</b>
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, (<http://www.metrocouncil.org/Transportation/Publications-And-Resources/TransportationPlanningGuide-pdf.aspx>) for a flow-chart that delineates transportation committees of the TAB and TAC involved in the 3-C (continuing, comprehensive, cooperative) transportation planning process.

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

### C. FEDERAL FACTORS CONSIDERED BY PROGRAM ELEMENT

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

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



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# 2018 Unified Planning Work Program

TAC

August 2, 2017





# Unified Planning Work Program

- Includes Activities Required by Federal Regulation
- Address Planning Priorities of the Metropolitan Area
- Identifies Budget for Federally-Funded MTS Activities
- Serves As Application for Federal Funding (80% federal, 20% local)

# Unified Planning Work Program

- Participants
  - Metropolitan Council
  - MnDOT
  - MN Pollution Control Agency
  - Metropolitan Airports Commission

# Unified Planning Work Program

- Planning Activities Organized in Five Categories
  - A Planning and Programming Process
  - B Comprehensive and Surface Transportation Planning
  - C Research and Travel Forecasting
  - D Operations and Management
  - E Aviation Transportation Planning

# Unified Planning Work Program

## Planning and Programming Process

- Coordinate TAB and TAC committees
- Budgeting/Funding
- Regional Solicitation Management
- 2019-2022 TIP

# Unified Planning Work Program

## Comprehensive and Surface Transportation Planning

- Thrive MSP 2040 Implementation
- Comprehensive Plan Reviews
- Corridor Studies
- Freight Planning
- Transit System Policy Planning
- Highway System Planning

- Air Quality and Climate Change
- Bike/Pedestrian Planning
- Congestion Management Process
- Performance Management
- Environmental Justice/Equity



# Unified Planning Work Program

## Research and Travel Forecasting

- Perform Forecasts for TIP and TPP
- Update Regional Travel Demand Model

## Operations and Management

- Transit Implementation & Evaluation
- Planning for People with Disabilities
- RALF

## Aviation Planning

- Included to Show Complete Work Program
- Funded Locally (MAC and Region)

# Changes to 2018 UPWP

- No structural changes to the document
- Removed projects concluding in 2017
- Not many projects carrying from 2017 into 2018 due to the TPP update (Regional Highway Spending)
- New projects include:
  - Congestion Management Process work
  - Transit Service Allocation
  - Travel Behavior Inventory (underway late 2017)



# Unified Planning Work Program

## Metropolitan Transportation Services 2017 Budget

- Total Budget – \$6.2 M
- Consolidated Planning Grant – approx. \$4 M
- Council Match - \$1.1 M
- MAC - \$112,400
- Budget looks larger due to a change in how we illustrate spending on special projects.
- 2018 includes active spending on the Travel Behavior Inventory

**ACTION TRANSMITTAL – 2017-19**

**DATE:** July 25, 2017

**TO:** Technical Advisory Committee

**PREPARED BY:** Russ Owen, Senior Planner, MTS/Aviation, 602-1724  
Amy Vennewitz, Dep. Director of Finance and Planning, 602-1058

**SUBJECT:** Final Draft Crystal Airport 2035 Long Term Comprehensive Plan (LTCP) Review

**REQUESTED ACTION:** State statute requires the MAC to submit a determination of conformance of the Final Draft Crystal Airport 2035 Long Term Comprehensive Plan with Council systems and consistency with Council policy.

**RECOMMENDED MOTION:** That TAC recommend to TAB that the Final Draft Crystal Airport 2035 LTCP has a multi-city impact as well as conforms to the Council systems and is consistent with Council policies.

**BACKGROUND AND PURPOSE OF ACTION:** Under MS 473.165 and MS 473.611 the Council reviews the individual Long Term Comprehensive Plan (LTCP) for each airport owned and operated by the Metropolitan Airports Commission (MAC). The Crystal Airport 2035 LTCP replaces the 2008 plan and moves the planning horizon to 2035. The MAC has adopted a preferred development alternative for the Crystal Airport that retains its system role as a Minor general aviation facility, which is consistent with the Transportation Policy Plan.

**RELATIONSHIP TO REGIONAL POLICY:** Under the aviation planning process and TPP policy, airport LTCP's are to be periodically updated. MAC plans are to be consistent with all components of the metropolitan development guide. LTCP's are used as a basic input to the Council's update of the regional aviation system plan and in reviewing community comprehensive plans.

**STAFF ANALYSIS:** The Crystal Airport is located in Hennepin County, approximately seven miles northwest of downtown Minneapolis. The Crystal Airport is located primarily in the city of Crystal, with small portions of airport property overlapping into the City of Brooklyn Park and the city of Brooklyn Center (Attachment 1). Crystal Airport is the closest MAC airport to downtown Minneapolis.

The Crystal Airport is classified as a Minor Airport in the regional aviation system. The airport's primary role in the airport system is to attract general aviation traffic

away from Minneapolis-St. Paul International Airport (MSP) to relieve congestion, which helps reduce operating costs and promotes sustainability. Crystal airport accommodates personal, recreational and some business aviation users within Hennepin County and the northwestern portion of the metropolitan area. The plan states that the airport will continue its current role in the system, and the aircraft type that the plan is designed for is not changing. There are currently four runways at Crystal Airport, three paved runways, and one turf runway. The previous LTCP recommended that MAC “right size” the airport, which included decommissioning two of the four runways. This LTCP focuses on refining the preferred alternative from the previous LTCP. The primary runway (14L/32R) is 3,267 feet long. Based on FAA guidance, along with airplane operational manuals, the recommend primary runway length should be 3,300-3,900 feet. The crosswind runway is 2,499 feet, and can accommodate the lower crosswind capable light single-engine aircraft used for personal, recreational and flight training activities. In developing the alternatives for the 2035 LTCP, MAC carried over some of the improvements recommended in the 2025 LTCP which have yet to be completed.

#### The Original Preferred Alternative (Attachment 2)

- Carry-over items from the 2025 LTCP
  - Decommission existing Runways 14R/32L and 06R/24L (Turf) to reduce airfield complexity and increase safety.
  - Convert existing Runway 14R/32L into a full length parallel taxiway and add taxiway lights
  - Preserve areas for future hangar development
- Refinements included in the draft 2035 LTCP Preferred Alternative
  - Convert existing paved blast pads on Runway 14L/32R to stopways, including edge lighting and additional runway safety area.
  - Expand fixed base operator (FBO) apron
  - Reconfigure the taxiways
  - Pursue the establishment of a new non-precision instrument approach to the Runway 32 end.

After multiple community meetings and comments from stakeholders, MAC evaluated adjustments to the original preferred alternative and developed a refined concept as follows:

- Primary Runway length: Convert portions of the paved blast pads on primary Runway 14L/32R to useable runway for a published length of 3,750 feet, with declared distances in effect.
  - Move the end of the primary runway approximately 115 feet to the northwest along its centerline to locate all of the Runway Protection Zone (RPZ) at the southeast end of Runway 32R on the MAC property.
- Turf Runway: Retain a portion of the existing turf runway and operate it in a manner that will reduce runway crossing points, and airfield complexity.

- Taxiway configuration changes: The Air Traffic Control Tower and operations staff made recommendations to make the airfield more efficient and to further simplify geometry.

### 2035 LTCP Final Preferred Alternative Summary (Attachment 3):

The 2035 LTCP Final Preferred Alternative for improvements at Crystal Airport includes the following items:

- Items from the 2025 LTCP Preferred Alternative
  - Decommission existing Runway 14R-32L to reduce airfield complexity and increase safety;
  - Convert existing Runway 14R-32L into a full-length parallel taxiway and add taxiway lights;
  - Preserve areas for future hangar development should demand arise;
  - Identify parcels for possible conversion to non-aeronautical revenue generating land uses.
- Refinements included in the 2035 LTCP Preferred Alternative
  - Update the runway designation to Utility and use small aircraft design standards to reduce RPZ dimensions;
  - Convert portions of the paved blast pads on primary Runway 14L-32R to extend useable runway for a published length of 3,750 feet with declared distances in effect, and extend taxiways to new runway ends;
  - Shift the primary runway approximately 115 feet to the northwest along its centerline to locate all of the RPZ for Runway 32R on MAC property, improving land use compatibility over the existing condition;
  - Retain a portion of the existing turf runway and operate it in a manner that will reduce runway crossing points, airfield complexity, and incursion potential while preserving turf operational capabilities at a metropolitan area airport;
  - Taxiway configuration changes;
  - Expand the FBO apron;
  - Pursue the establishment of a new non-precision instrument approach to the Runway 32 end, if feasible.

Advantages of this preferred alternative include:

- Primary Runway 14L/32R is extended to 3,750' consistent with FAA runway length guidelines
- All Runway RPZ's will be on airport property and comply with FAA compatibility criteria
- Runway 6/24 alignment retains optimal wind coverage
- Turf Runway will still be usable,
- Taxiway and runway incursion spots are all but eliminated.

- Existing airport operational footprint is maintained with no additional property acquisition
- Current Minor Airport classification does not change

Disadvantages of this preferred alternative include:

- Taxiway extension add pavement to maintain
- Operational impacts during construction
- May require obstacle (tree) removals
- Runway extensions move departing aircraft closer to the airport boundary, possibly increasing ground noise for neighborhoods closest to the airport boundary

The refined preferred alternative is responsive to the most prominent stakeholder concerns while still meeting the stated planning goals to: 1) better align airfield infrastructure to match existing and forecasted activity levels; 2) preserve and, if possible, improve operational capabilities for the current family of aircraft using the facility; and 3) enhance safety by simplifying the airfield movement area configuration.

This plan will also give the surrounding communities assurance of the airport's future footprint for comprehensive community planning. MAC staff will continue discussions with the city of Crystal about non-aeronautical revenue-generating opportunities on airport property, and will work with the surrounding communities to ensure proper zoning exists.

COMMITTEE COMMENTS AND ACTION: TAC Planning concurred with staff recommendation and moved to recommend.

---

**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Planning	Review & Recommend	7-13-17
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Determine	



Figure ES-1: Existing Airport Layout

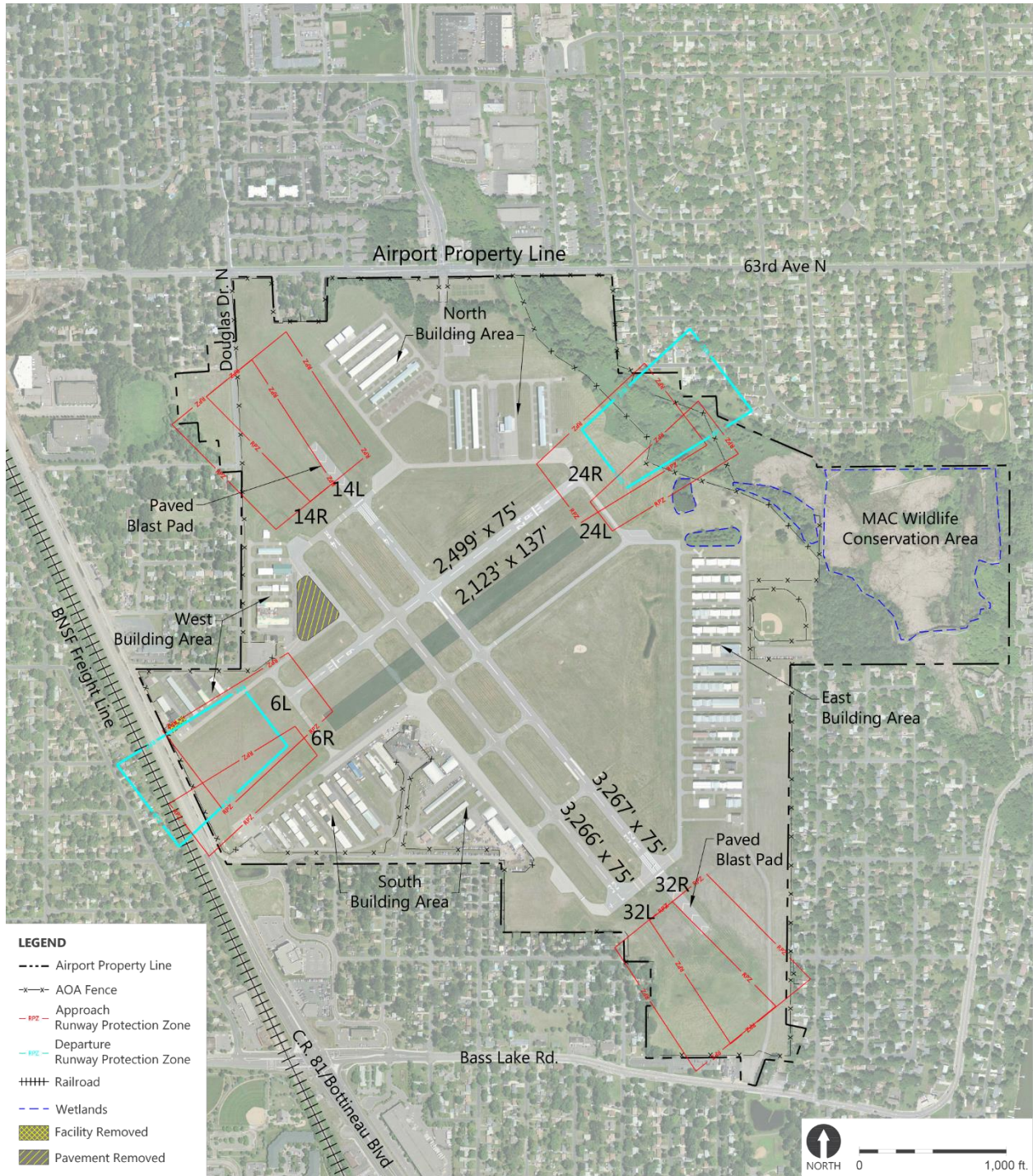
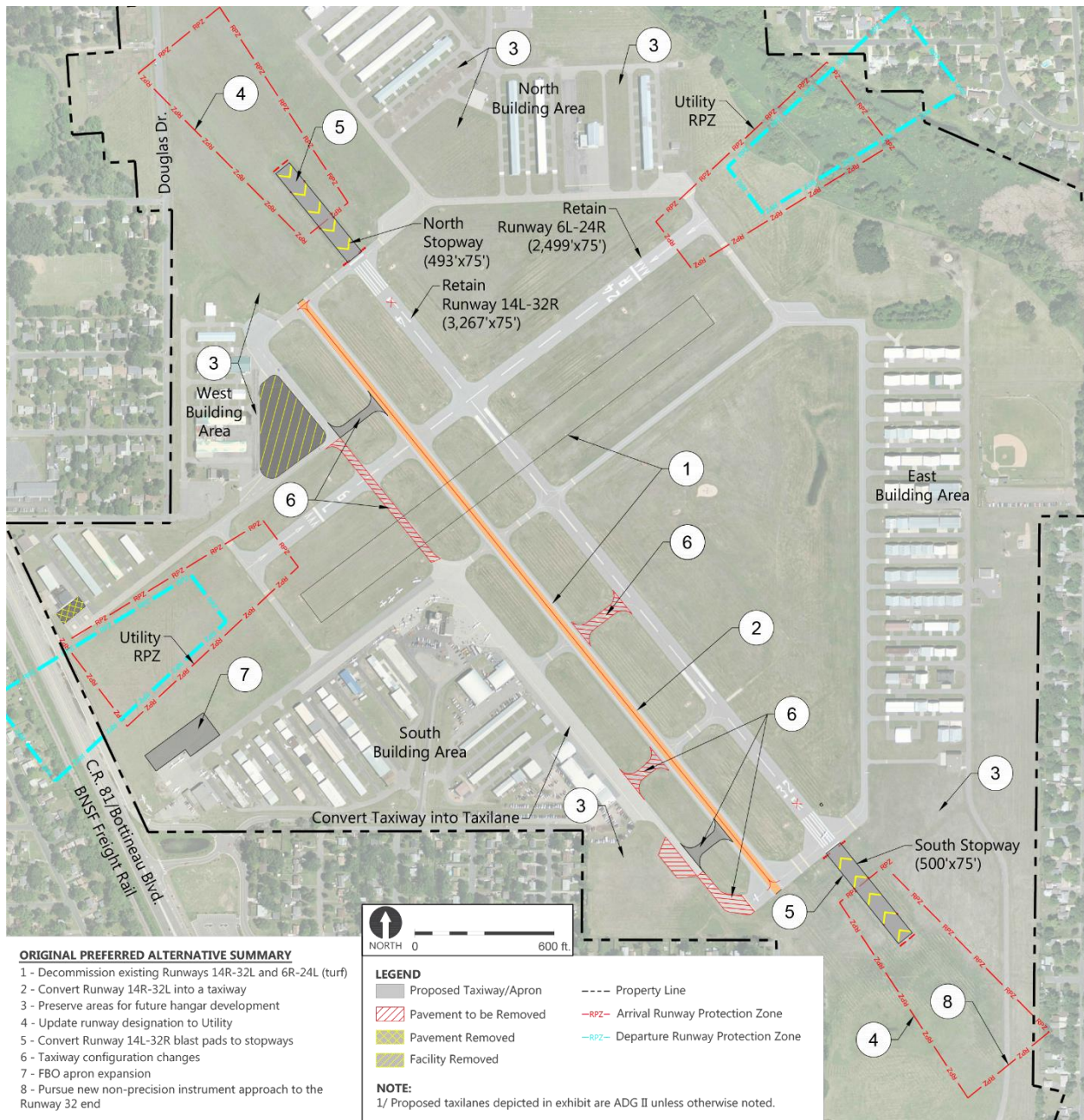


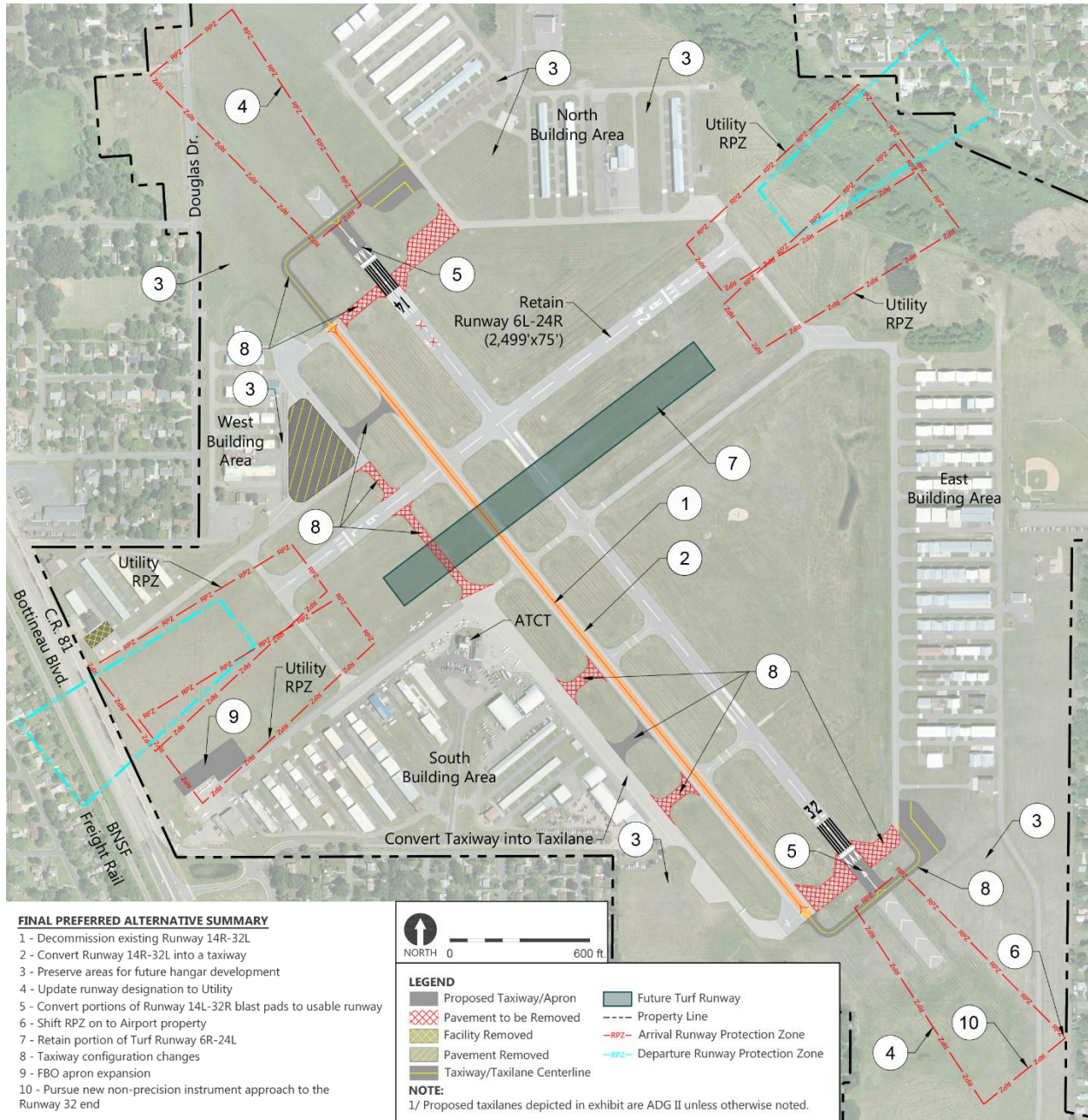


Figure ES-3: 2035 LTCP Original Preferred Alternative





**Figure ES-4: 2035 LTCP Final Preferred Alternative**





# **TRANSPORTATION** **POLICY PLAN**

## Highway and Freight Current Investment Direction and Plan

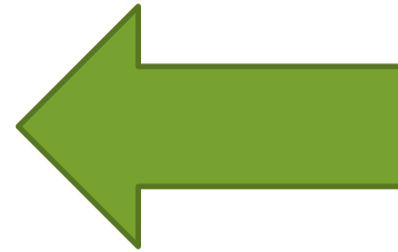
TAC

August 2, 2017

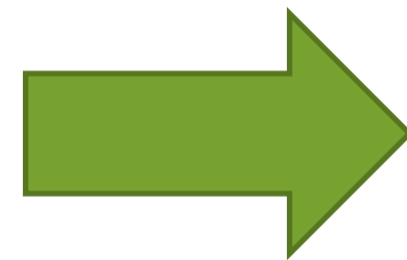


# Today's Topics – Highway & Freight

- Where are we now?
  - The Highway Story
  - What are the issues?
  - How is the system performing?
- Where are we headed?
- How will we get there?



**TODAY**



- 
- What are the changes expected in this update?



# What Feedback are We Looking for Today?

- Reactions to high-level concepts
- Ideas for clarifying the “story”
- Ideas on things that should change
- Items to bring back for future discussion



# TRANSPORTATION POLICY PLAN

## Where are we now?

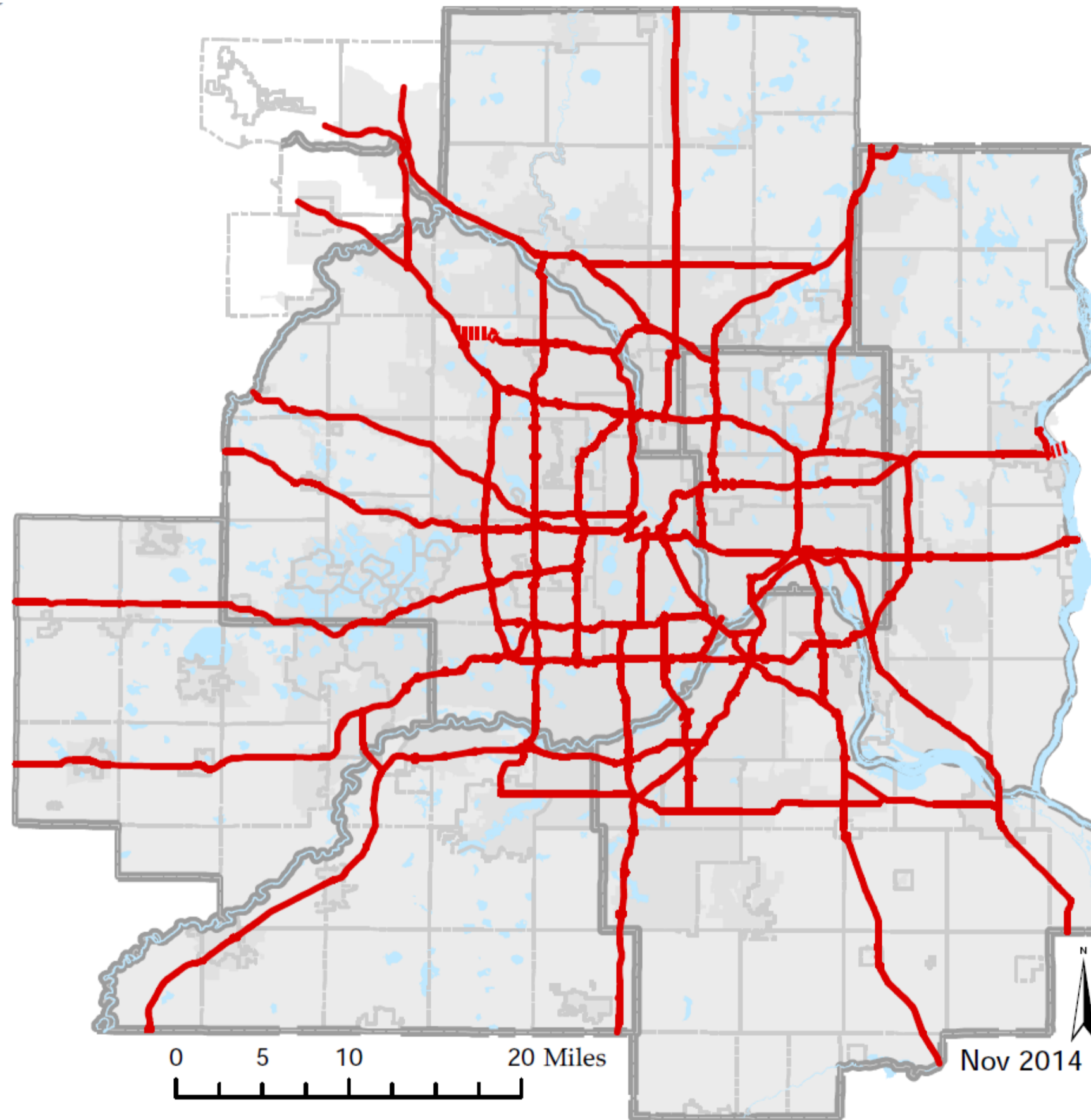
## The Highway Story

# Focus of TPP

- Policy and investment direction focused on principal arterial system
  - Data mostly reflects MnDOT owned system
  - Locally owned Principal Arterials often not taken into account
- A-minors supplement principal arterial system
  - A-minors are owned by counties (70%), MnDOT (20%), and cities (10%)
- Regional Solicitation primarily invests in non-freeway principal arterials and A-minor system



# Principal Arterial System





# A Large, Aging Highway System

- The region has a mature principal arterial system
  - All planned roadways have been completed (Highway 610 last major link)
  - Extensive and valuable asset (700 miles)
- High level of investment need on the principal arterials
  - Investments to operate, maintain and rebuild the aging system are mandatory (stewards of the system)
  - Increase in use will continue with regional population growth and economic activity
  - Principal arterial system expansion will be limited

# Investment Direction History

## 1989 TPP

- Recognition that traditional expansion to address congestion is unaffordable
- Region's highest priority should be to maintain the existing system
- Aggressively manage the system to ensure it functions as the carrier of the longest trips
- Focus on people-carrying capacity improvements - important that MnDOT build HOV lanes instead of general purpose lanes

# Investment Direction History cont.

## 1995/96 TPP

- Prepared early to meet new federal law (ISTEA) required plan elements
- \$2B in planned highway investments removed to meet fiscal constraint requirement
- Demand is growing faster than available funds
- The region cannot build its way out of congestion
- Principal arterial system investment priorities are:
  - Preservation
  - Management
  - Improvement and replacement
  - Expansion

# Investment Direction History cont.

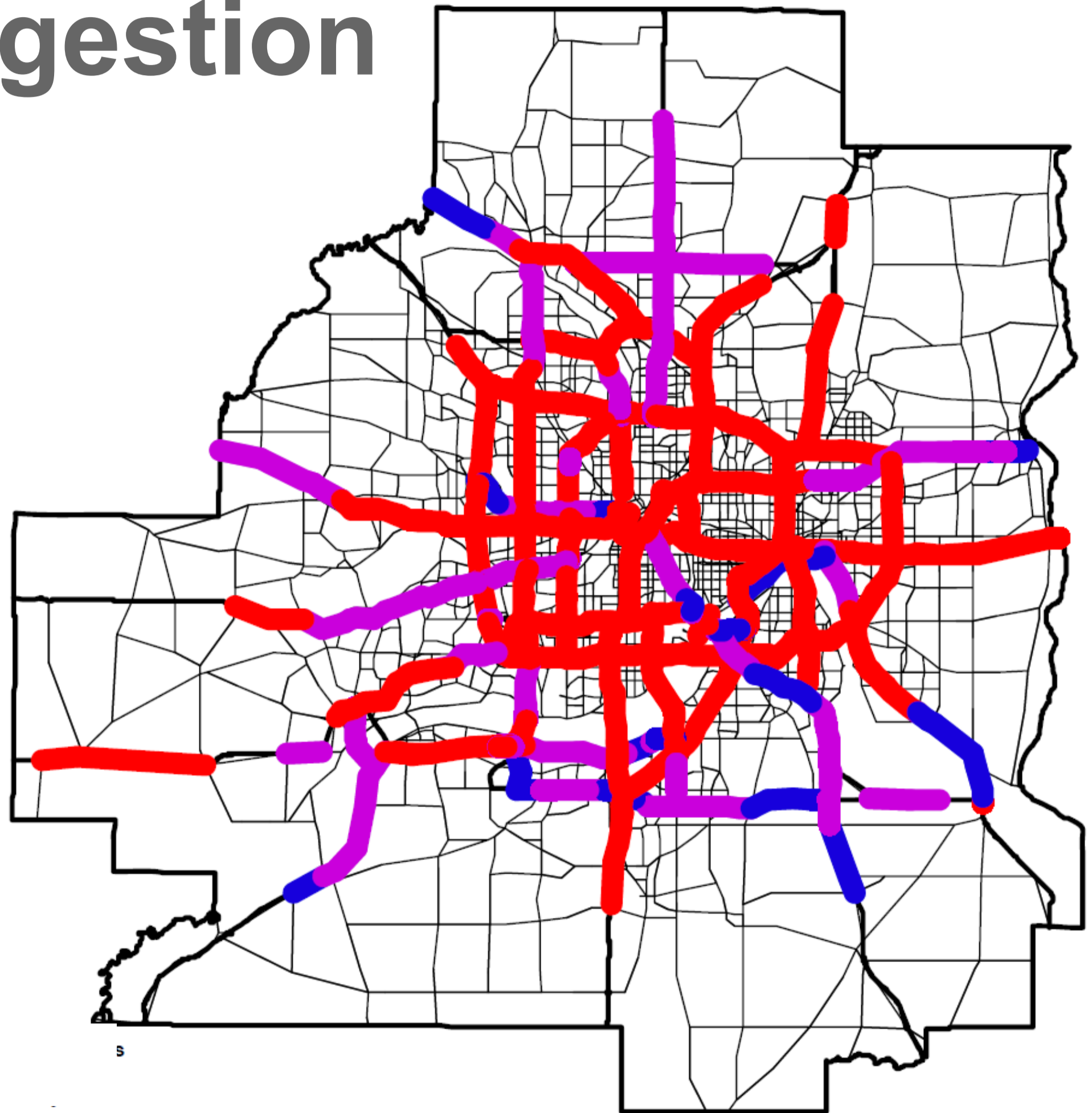
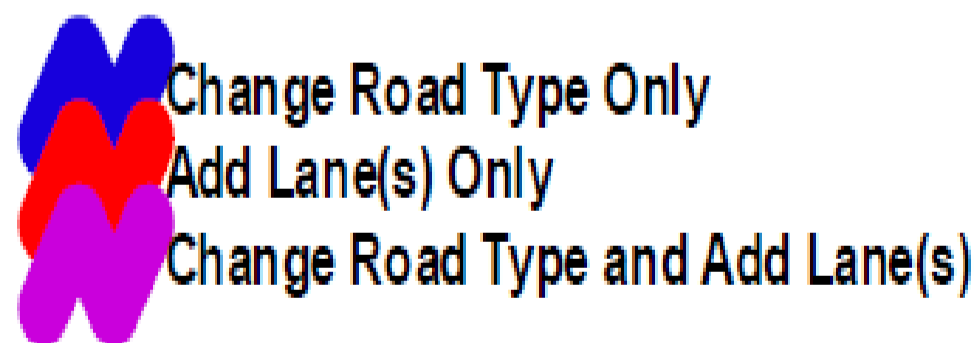
## 2008 Principal Arterial Study/2009 Metropolitan Highway Investment Study

- To largely eliminate congestion would cost > \$40 billion while revenues estimated at \$6 B
- Equivalent to \$2.30 per gallon gas tax increase
- Virtually every principal arterials converted to a freeway and/or widened by 2, 4, or 6 lanes.
- Conclusions:
  - Public is unwilling to fund this strategy
  - Impacts to communities and the natural environment would be unacceptable
  - Would encourage more travel and low-density development



# Principal Arterial Improvements to “Fix” Congestion

- Convert to freeway
- Add 2, 4 or 6 lanes



# Investment Direction History cont.

## 2009 TPP

- 12 major expansion projects called for in 2004 plan could not be funded with existing revenues
- Investment options:
  - 1: Build one major expansion project every five years and leave the rest of the system's congestion problems unaddressed
  - 2: Address a large number of problem areas region-wide by relying on system management, innovation, lower-cost/high-benefit solutions, and strategic capacity expansions where needed
- 2010 TPP Update removed \$2.9 B in unaffordable major expansion projects (to be reassessed)

# 2009 TPP Projects to Reassess

12 Projects to Reassess (\$2.9 B)	Accomplished Since 2009
I-494 / US 169 Interchange Reconstruction	2012 Largely Accomplished, 2 Movements Delayed
I-35E, I-94 to TH 36 – Add 4 <sup>th</sup> Lane	2015 Fully Accomplished, MnPASS
I-494, TH 55 to I-94 – Add 3 <sup>rd</sup> Lane	2016 Fully Accomplished
TH 100, 36 <sup>th</sup> St to Cedar Lake Rd – Add 3 <sup>rd</sup> Lane	2016 Largely Accomplished, Reduced Scope
TH 610, CR 130 to I-94 – 4-Lane Freeway & I-94 Interchange	2017 Largely Accomplished, Reduced Scope
I-694, I-35W to W Jct I-35E – Add 3 <sup>rd</sup> Lane	Largely Accomplished, 2013 US 10 Interchange, 2017 3 <sup>rd</sup> Lane Project, Reduced Scope
I-35W, 46 <sup>th</sup> St to I-94 – Add HOV Lane & Lake St Interchange	Largely Accomplished, 2009 UPA & Currently Under Construction, Reduced Scope
I-494, TH 77 to TH 100 – 1997 EIS	2013 Auxiliary Lane I-35W through France Av
TH 252, 73 <sup>rd</sup> Ave to TH 610 – 4-Lane Freeway	66 <sup>th</sup> St Interchange Funding, Hennepin County Corridor Study Underway
TH 36, I-35W to I-35E – Add 3 <sup>rd</sup> Lane	Eastbound Tier II MnPASS, Corridor Under Study
I-694 E Jct I-35E to TH 36 – Add 3 <sup>rd</sup> Lane	
I-35E, TH 110 to TH 5 – Add 3 <sup>rd</sup> Lane	

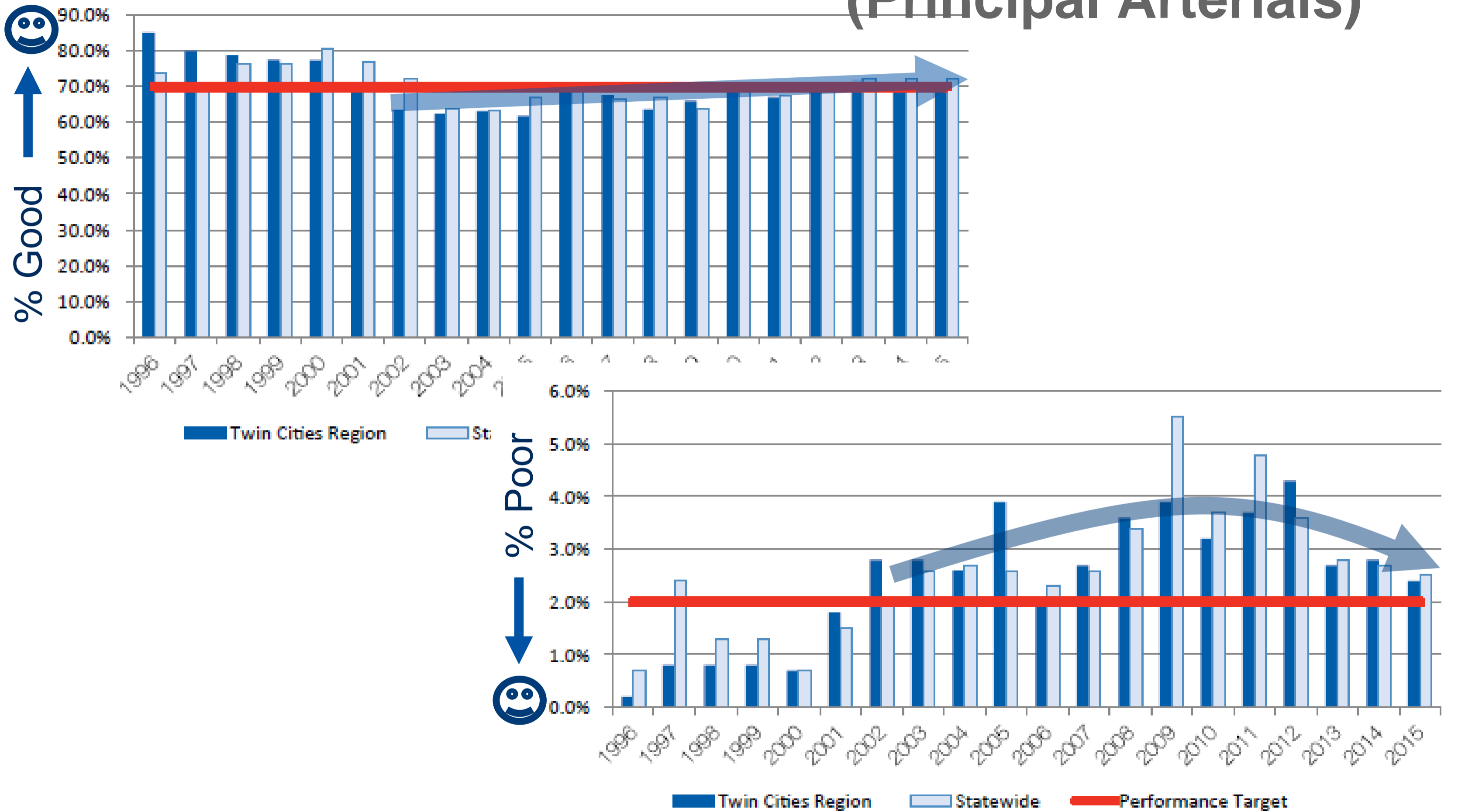




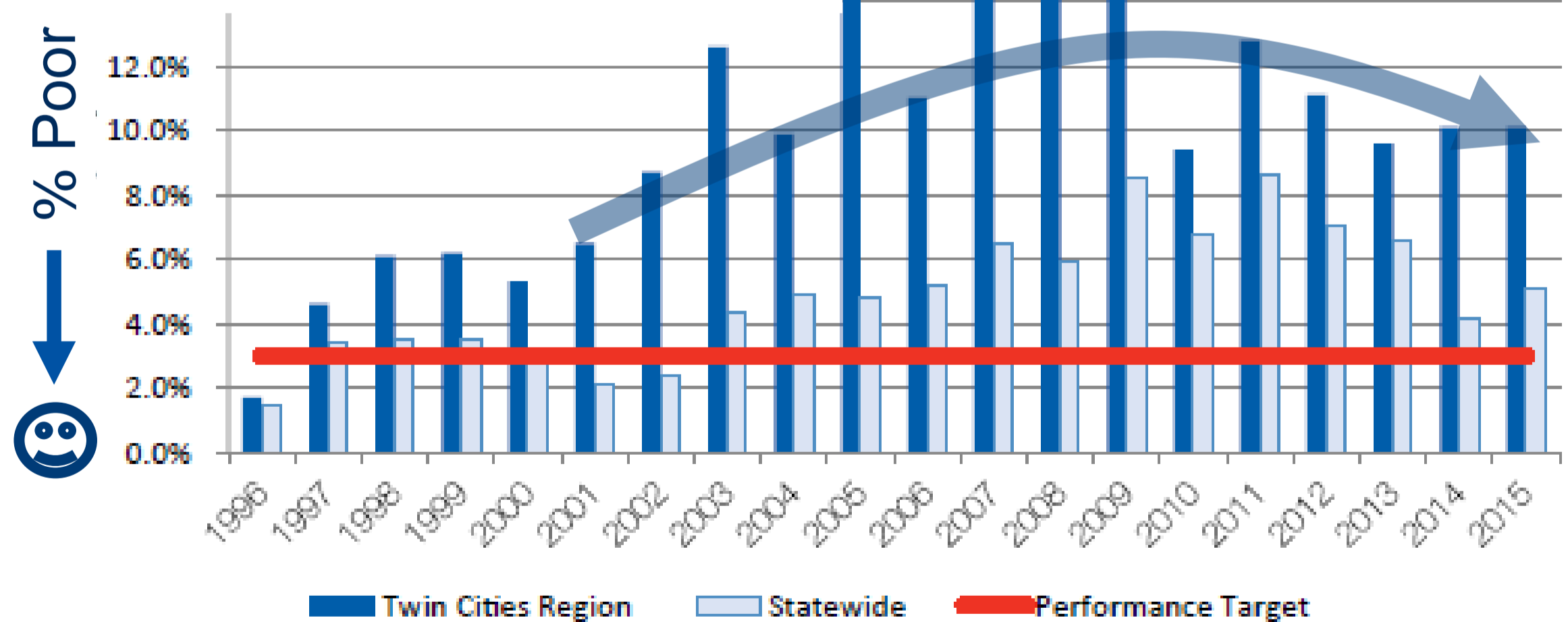
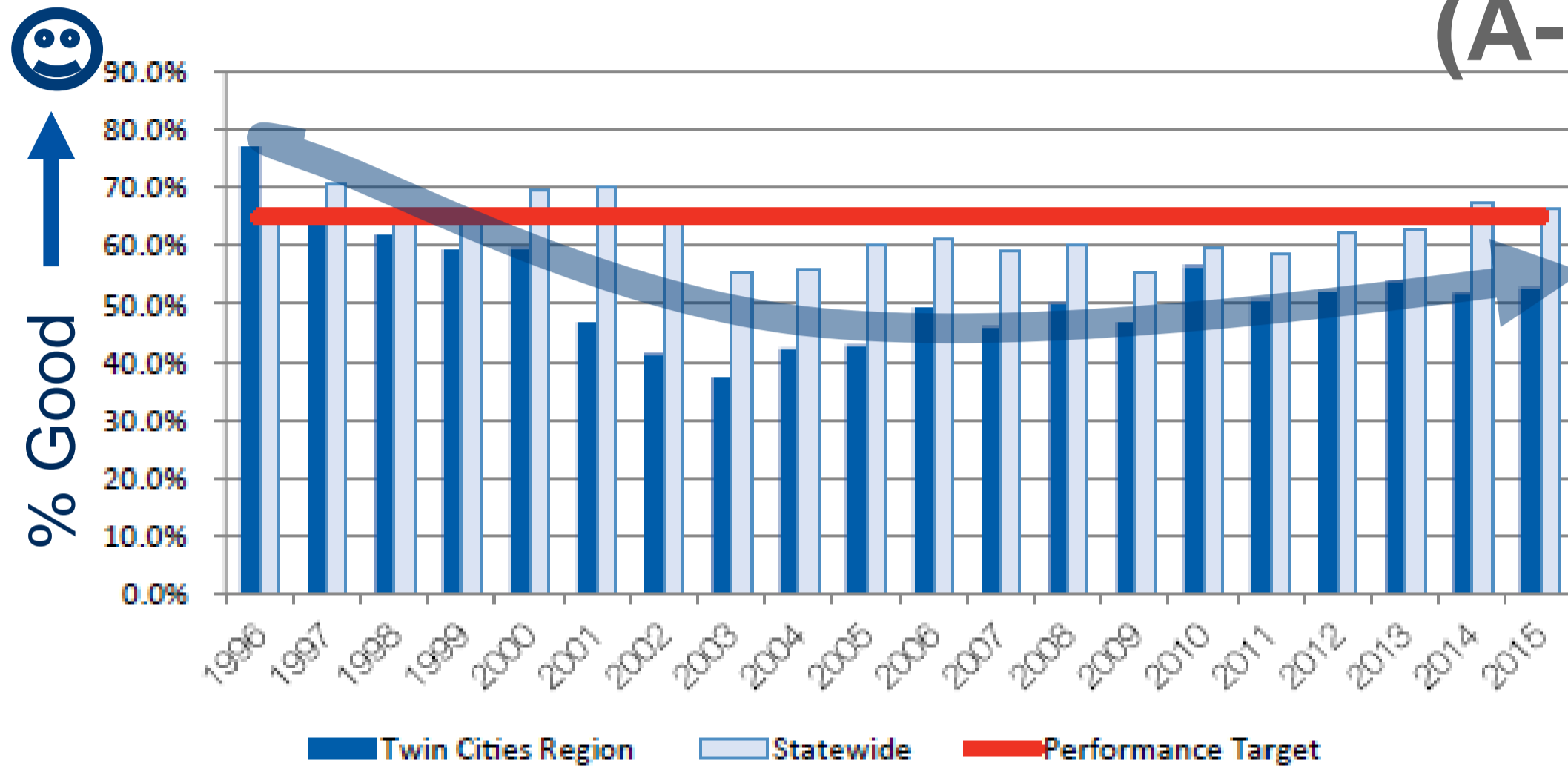
# TRANSPORTATION POLICY PLAN

## Where are Highways Now? Existing System Performance and Issues

# Highways: Pavement Condition (Principal Arterials)

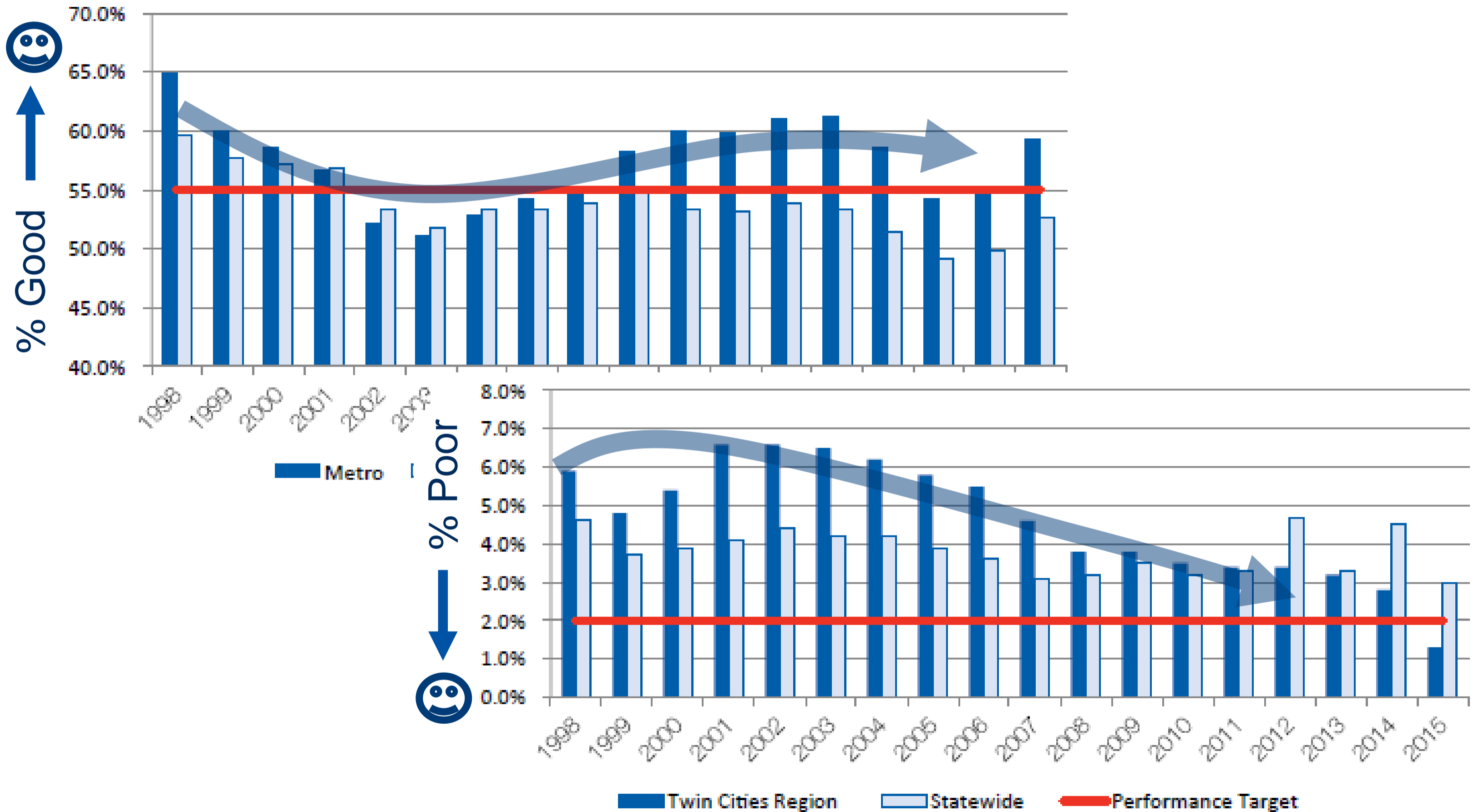


# Highways: Pavement Condition (A-minor Arterials)



# Highway System: Bridges

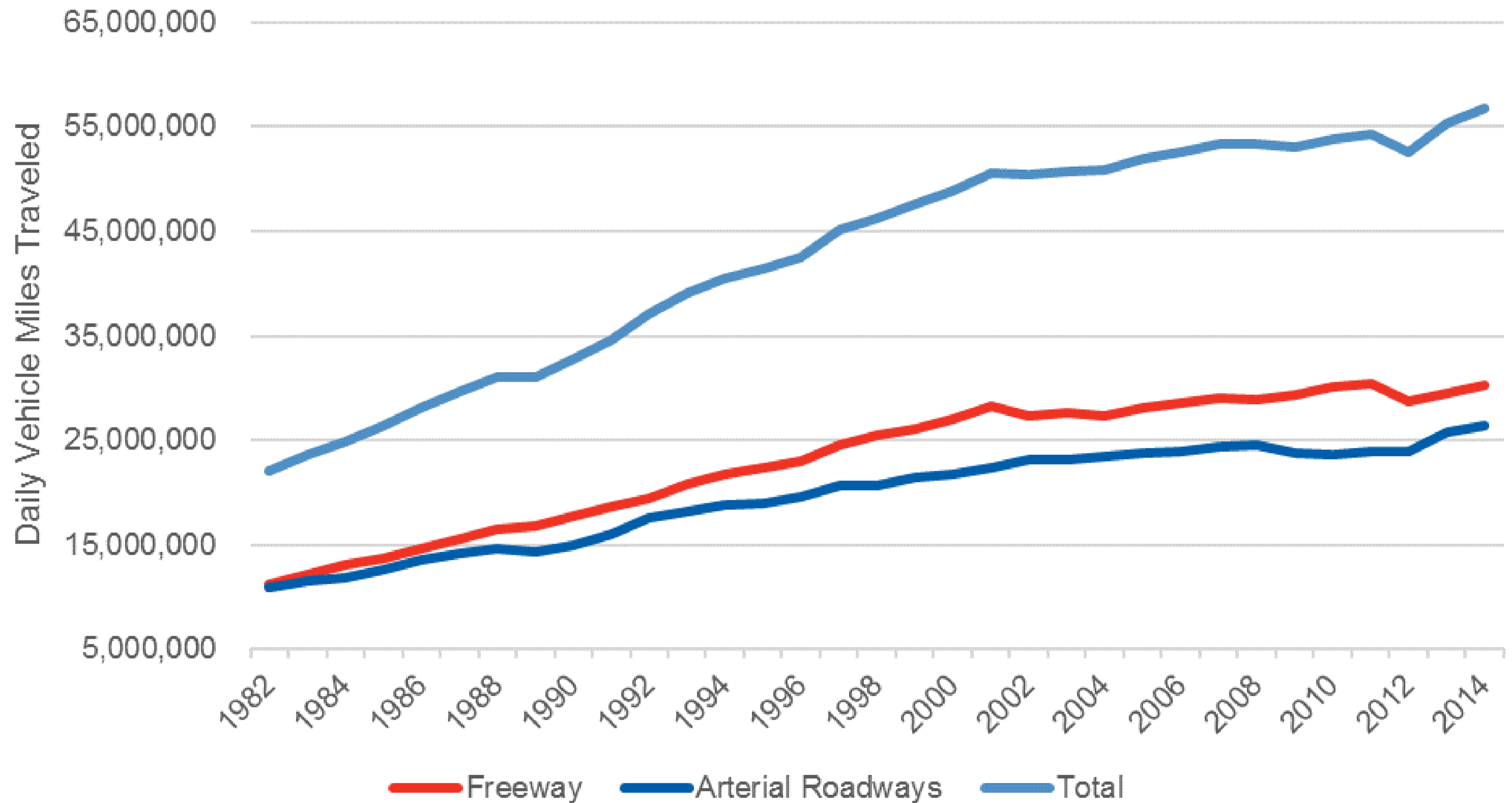
## (Principal Arterials)



# Road Miles and Vehicle Miles Traveled by Functional Class

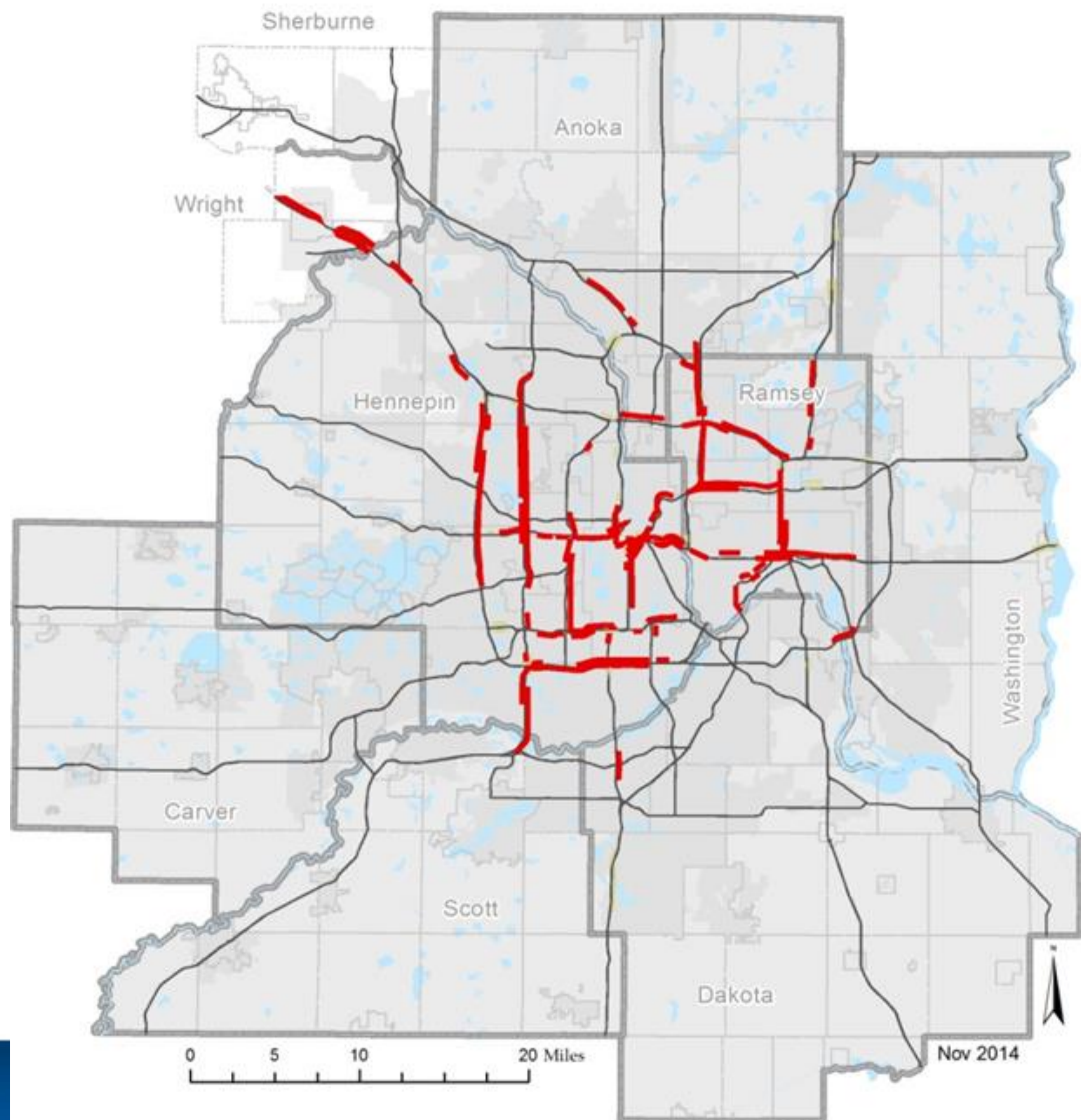
	Total miles	% of total road miles	% of vehicle miles traveled (all)	% of vehicle miles traveled (buses)
Principal Arterial Highways	700	4%	50%	20%
"A" Minor Arterial Highways	1,900	11%	25%	33%
Other highways and roads	14,900	85%	25%	47%
<b>Total roads</b>	<b>17,500</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

# Daily Vehicle Miles Traveled



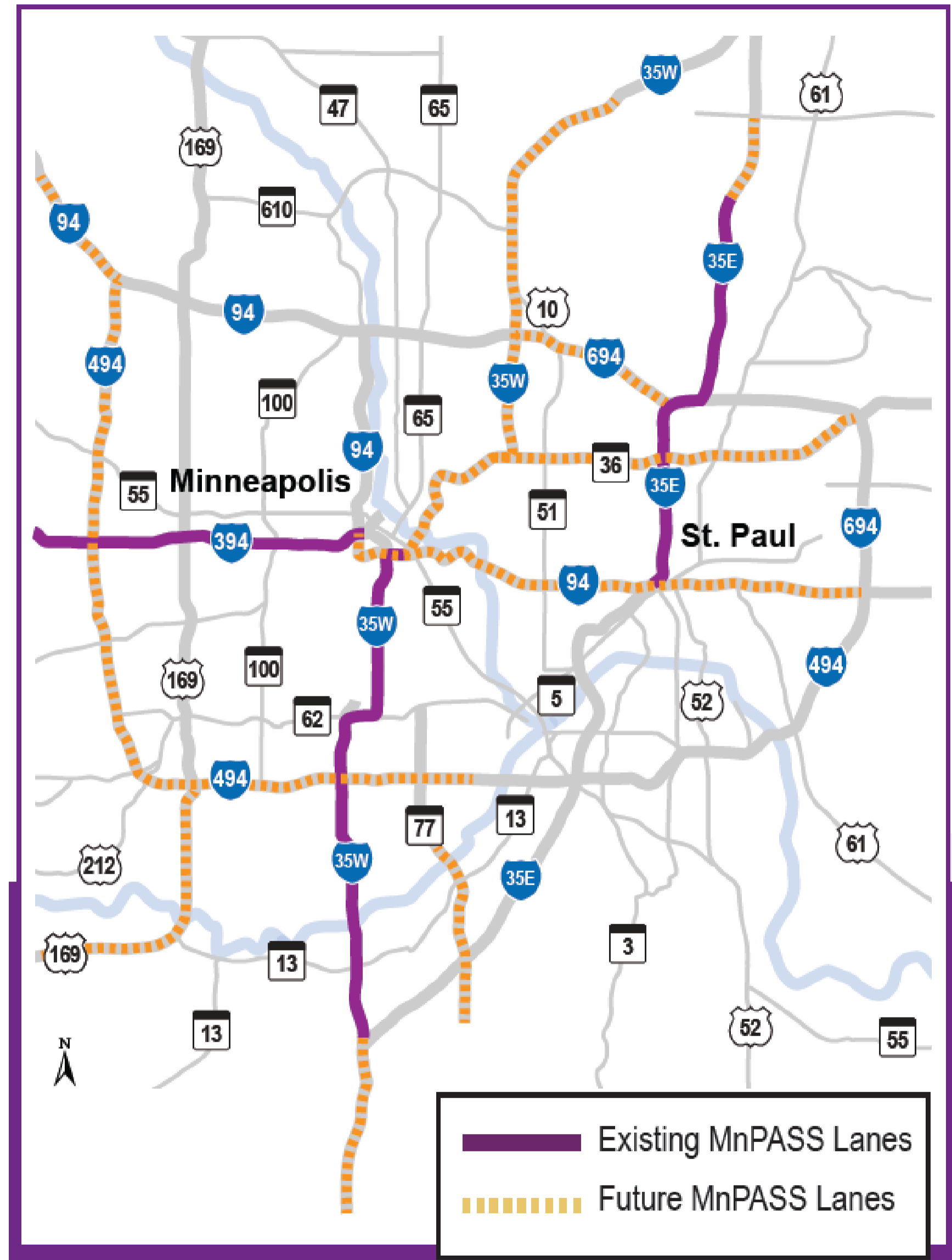


# Principal Arterial Congestion (2013)



# Existing MnPASS

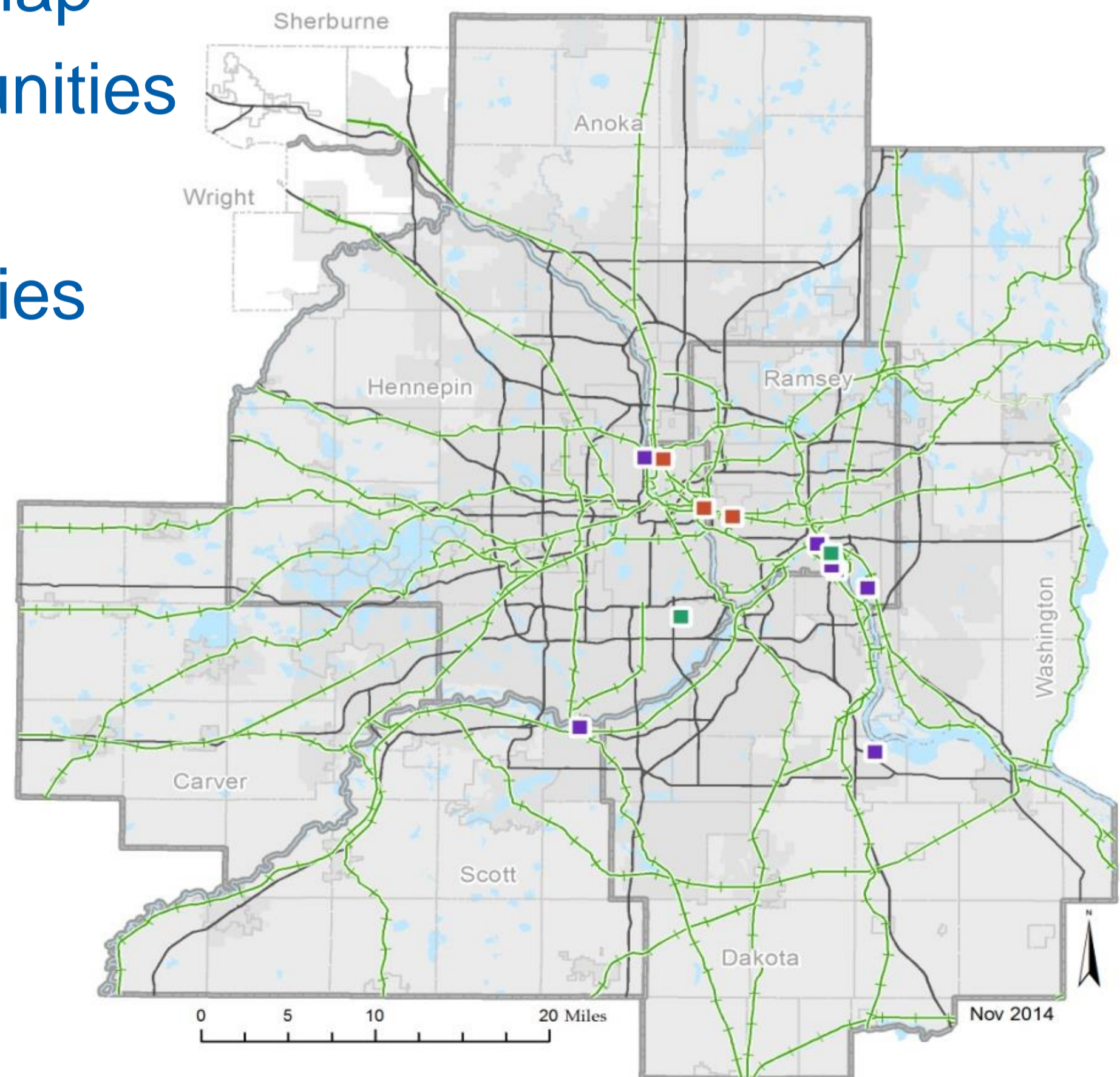
- I-394 (2005)
- I-35W South (2009/2010)
- I-35E
  - To Little Canada Road (2015)
  - To CR J/CR 96 (2016)





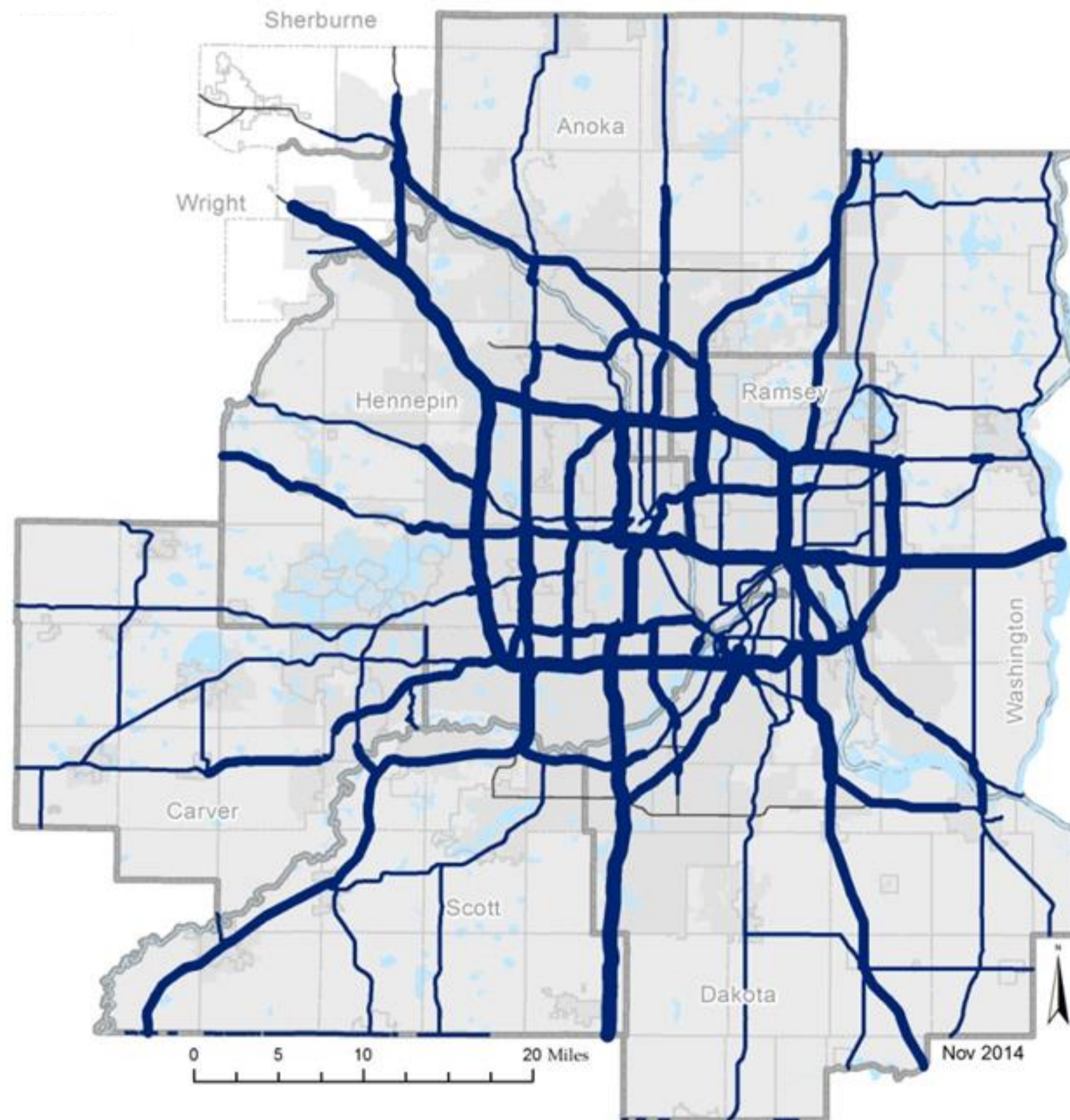
# Current Freight System

- Freight modal systems/trends
- Metro Freight System map
- Challenges and opportunities
- Future direction
- Other freight plans/studies





# Heavy Commercial Vehicles







**TRANSPORTATION**  
**POLICY PLAN**

# Where are Highways Headed?



# Investment Focus

- Existing pavement and bridge targets are largely being met
- Large bridge bubble for Metro in near future
- Continuing to meet targets will require increased percentage of MnDOT Metro District's resources
- MnSHIP projects that after 2023, \$0 available for mobility
- 2017 session provided short-term ability for limited investments

# Vehicle Trips & Miles Traveled

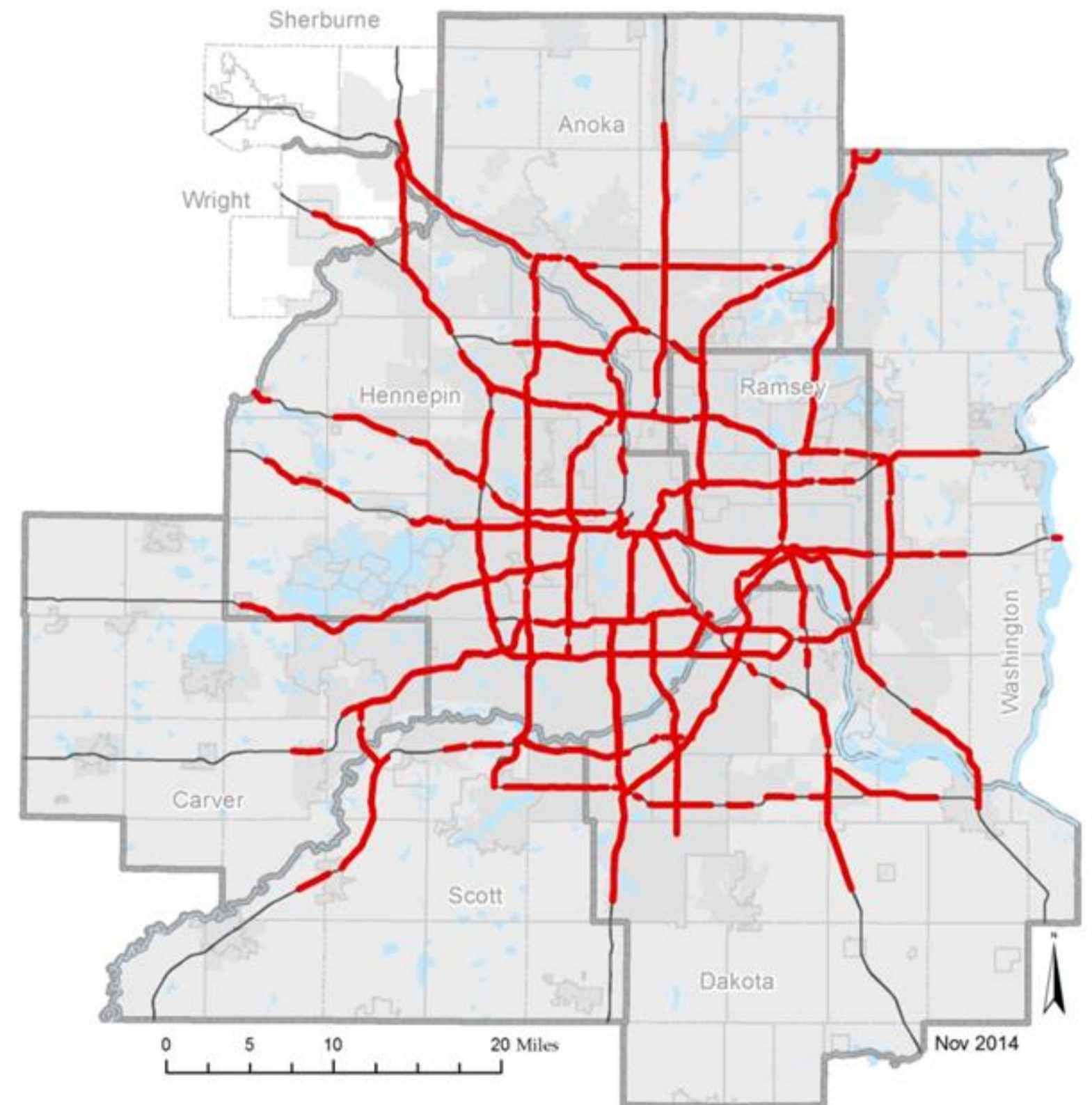
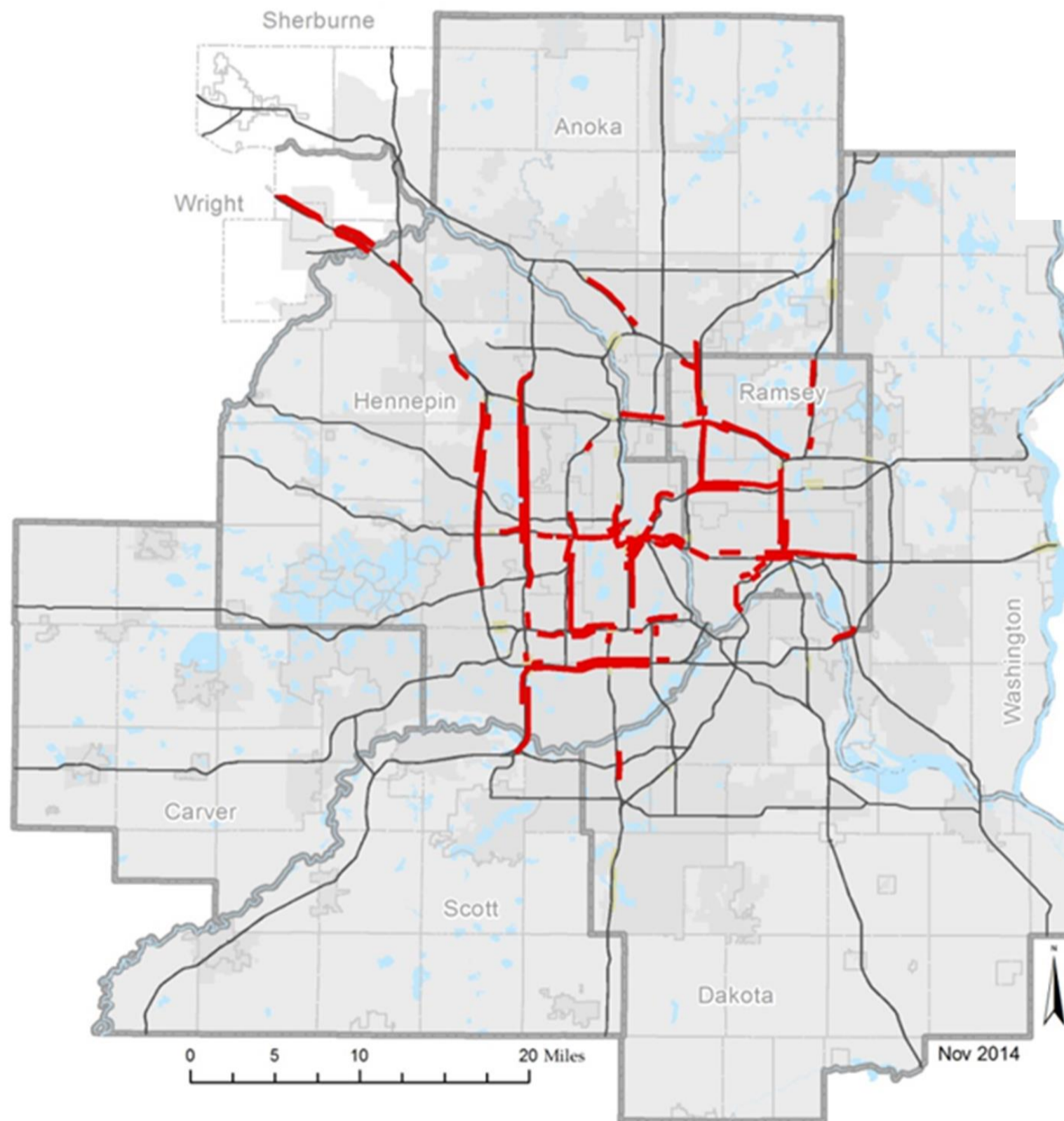
	2010	2040 Current Revenue Scenario	Change	Percent
<b>Population</b>	2,850,000	3,673,860	+823,860	+29%
<b>Daily Vehicle Trips</b>	6,600,000	9,776,000	+2,152,000	+28%
<b>Daily Vehicle Miles Traveled</b>	72,900,000	89,420,000	+16,520,000	+23%
<b>Daily Vehicle Miles Traveled per Resident</b>	25.6 miles per resident within the 7-county region	24.3 miles per resident within the 7-county region	-1.3 miles per resident within the 7-county region	-5%



# Principal Arterial Congestion

## 2013

## 2040



# Pavement and Bridge Outcomes

	System	Targets	2015	2037
<b>Pavement Condition</b>	Interstate	2% poor	2.1% poor	4% poor
	Remaining NHS	4% poor	2.7% poor	8% poor
	Non-NHS	10% poor	5.1% poor	18% poor
<b>Bridge Condition</b>	NHS	2% poor	3.0% poor	6% poor
	Non-NHS	8% poor	3.1% poor	7-8% poor



# Highway Investment Direction

- Highway System Investment Prioritization Factors in TPP
- Requirements
  - Safety and security
  - Operate, maintain, and rebuild
- Prioritization Factors
  - Economic vitality
  - Critical system connectivity
  - Travel time reliability
  - Support job and population growth forecasts and local comprehensive plans
  - Regional balance of investments



# 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, spot mobility and lower cost/high benefit 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 (i.e. 80% of the benefit at 30% of the cost)
6. Coordinate 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
  - Strategic capacity investments

# Highway Investment Categories

1. Operate and maintain highway assets
2. Program support
3. Rebuild and replace highway assets
4. Safety improvements
5. Bicycle and accessible pedestrian improvements
6. Mobility Improvements:
  - Traffic management technologies
  - Spot mobility improvements
  - MnPASS
  - Strategic capacity enhancements

# Highway Investment Summary

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





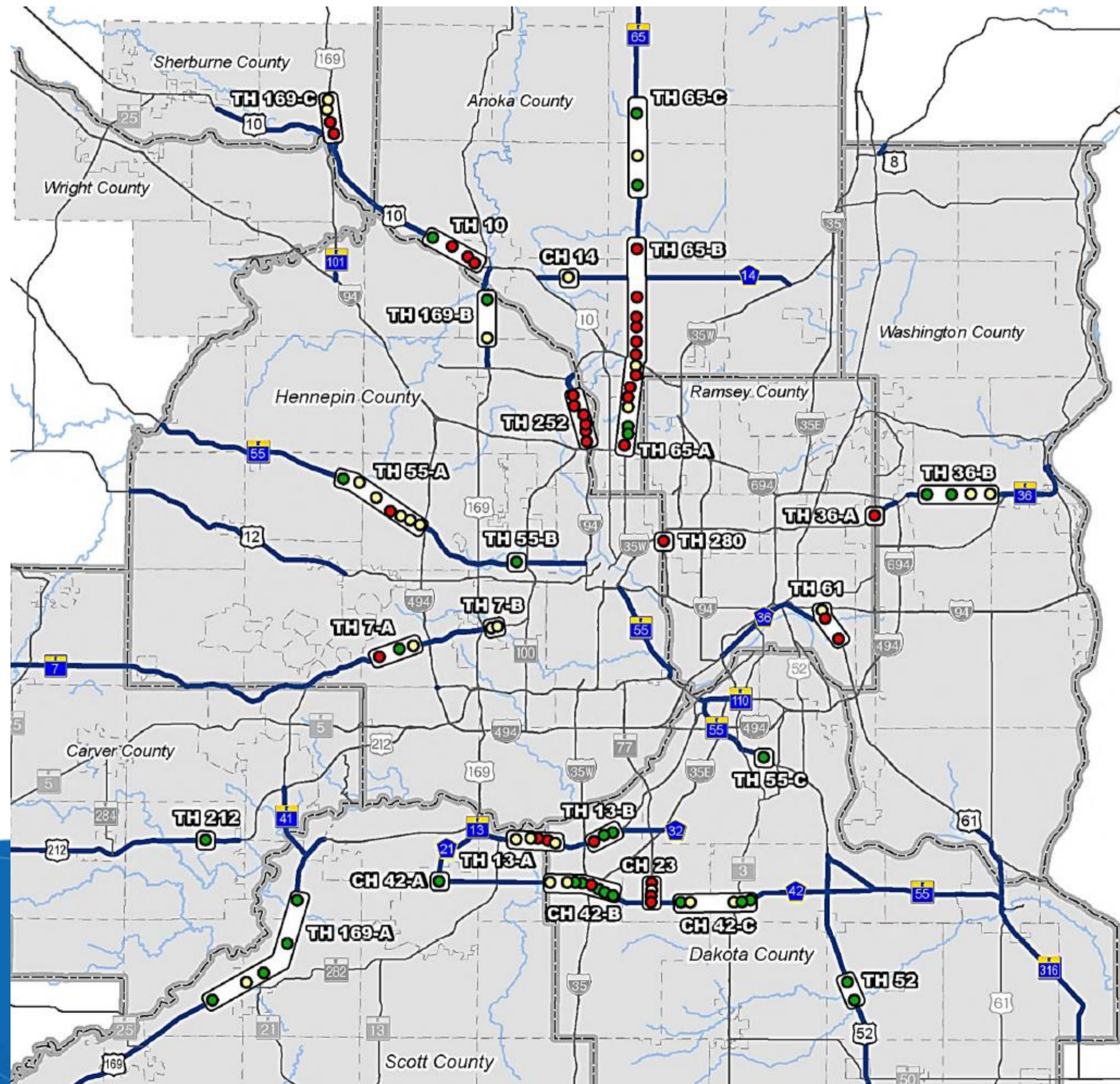
# **TRANSPORTATION** **POLICY PLAN**

# What Changes are Expected in the Plan?



# Update Informed by Studies

- Principle Arterial Intersection Conversion Study (Feb)





# Update Informed by Studies

- Congestion Management and Safety Plan IV  
(September)
- MnPASS III (October)
- Highway Truck Corridors Study (June)
- Regional Highway Spending & Investment Needs  
(October)
- Statewide Freight System Plan (February)

# Increases to Current Revenue Since 2014 TPP

- 2015 FAST Act
  - Freight Projects (\$23M/year statewide)
  - STP/CMAQ (\$90M/year)
- 2017 State Legislative Action
- 2017 Changes to County Sales Tax
  - Potential inclusion of projects in TPP

# Increased Revenue Scenario

- Context:
  - 2014 Increased Revenue Scenario
    - TFAC Recommended + \$8-10 B
  - Revenue equivalent of + \$0.40/gallon Gas Tax
  - + \$0.25 Required to Match Inflation
- Issue: Should the Increased Funding Scenario be higher or lower than + \$8-10 B?

# Appendix F: Interchange Review Committee

- Appendix F of the Transportation Policy Plan
- First Developed in 1979
- Early Review of Interchange Proposals by Council and MnDOT (FHWA included for Interstates)
  - Include County and/or 7W Representatives
- Qualifying Criteria for Competitive Funding
- Focus on new ramps or new interchanges



# Interchange Review Criteria

- Consistency with Local and Regional Plans
- Project Need
- Functional Classification of Cross-Street
- Local Roadway Network and Access Management
- Interchange Spacing

# Additional Changes to TPP

- Inclusion of major preservation projects out to 2040 (Fall)
- Performance Based Planning/Performance Measures (Fall)
- Congestion Management Process (CMP) (November)
- Regional Highway Spending and Investment Needs Study (October)
- Future with Connected and Autonomous Vehicles (Fall)

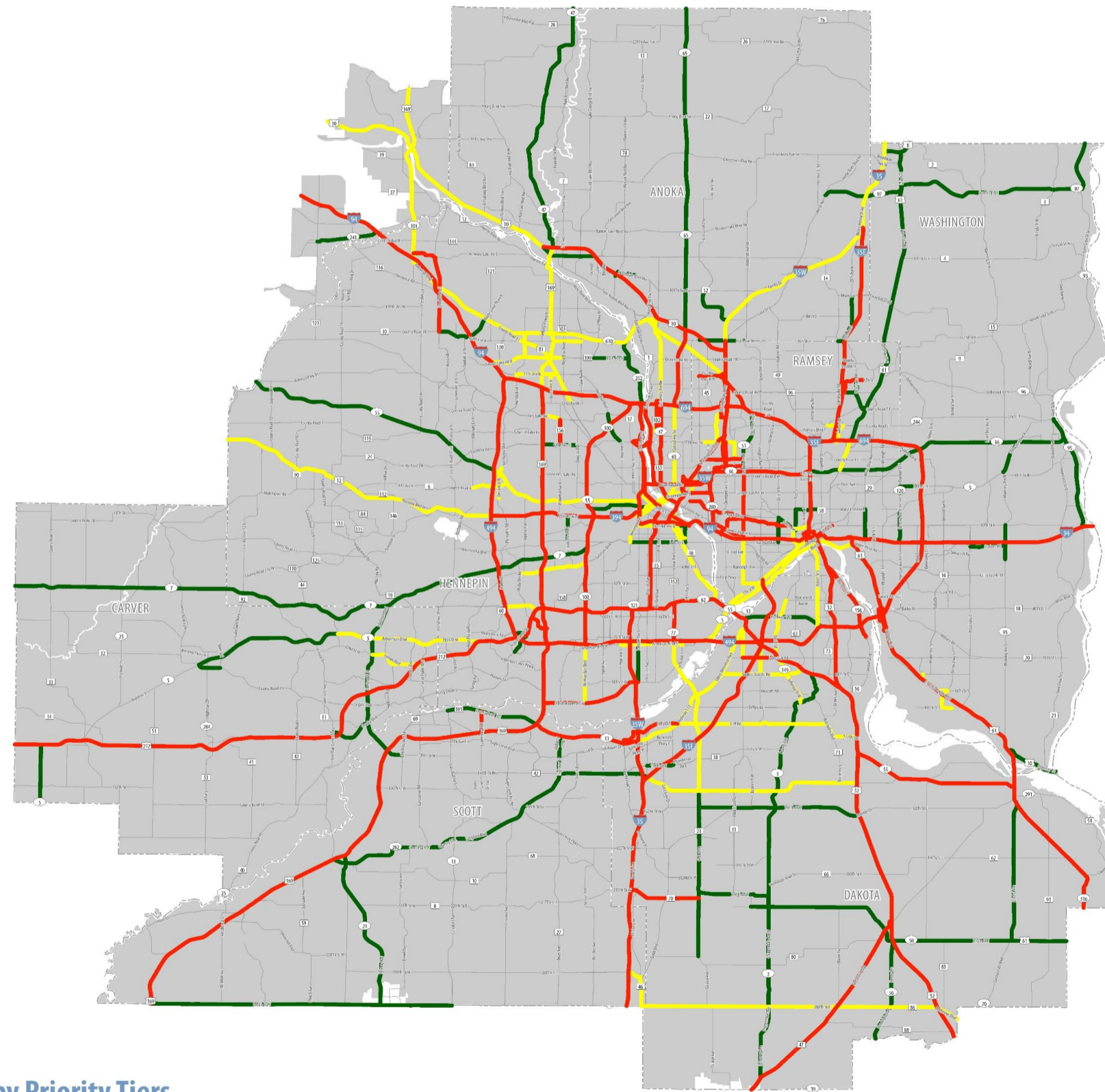
# Freight Changes to TPP

- Freight modal trends updates
  - e.g., Trucking delivery systems
- Metro Freight System map update
- Railroad Bottlenecks map update
- Industrial lands inventory results relative to river barge and rail spur access
- Incorporate results from Regional Truck Corridors Study



# Freight Changes to TPP

## Key Regional Truck Corridors



Regional Truck Corridors by Priority Tiers



# Freight Changes to TPP

Proposed Key Regional Truck Corridors will provide guidance on:

- Regional planning
  - Coordinated data collection at state and local levels
  - System performance measures
- Regional Investment
  - Highway project selection criteria for Regional Solicitation
  - Guidance to local investments
  - Guidance to federal and state funding programs

# Work Program Items Freight

- Periodic updates to key regional truck corridors
- Develop process for coordinating truck counts on key truck corridors
- Investigate application of new & emerging technologies
- Others?

# Work Program Items Highways

- System-to-System Interchanges
  - High volume/high cost investments
  - Recent investments illustrate demand
  - Comparative analysis to help establish priorities under Strategic Capacity Investments
  
- Others?

# What's Next?

## *Future Meeting Schedule*

Month	Topic(s)
September	Bike/Ped and Other
October	Aviation and Other



Thank you

# Questions?

Steve Peterson, AICP

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Tony Fischer

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Steven Elmer, AICP

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651-602-1756



## Information Item

**DATE:** July 25, 2017  
**TO:** Technical Advisory Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Regional Solicitation Update: Qualifying Requirements and Forms

With the recent programming of FY 2020-2021 funds, Metropolitan Council staff is now turning its attention to the 2018 Regional Solicitation, which will program funds for fiscal years 2022-2023.

Attached are the Qualifying Criteria and Forms with potential changes tracked for consideration.

Key changes reflected in the attached are:

- Qualifying Requirements
  - Additional requirement that an ADA Transition Plan must be in process or completed in order for a project to be included in the TIP and approved by FHWA.
  - As decided upon in preparation for the 2016 Regional Solicitation, requirement that interchange projects must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal.
  - (Roadway Expansion Only) If expanding thru lanes or building a new interchange on an existing signalized corridor, signal retiming must be completed within five years of project submittal.
- Forms
  - Limitations on attachment page size and number of pages.
  - Optional one-page project summaries to provide succinct information to TAB members and the scoring committees.
  - Removal of some risk assessment elements in order to provide more weight to key elements.

# Qualifying Requirements

---

June 22, 2017

The applicant must show that the project meets all of the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application. Applicants whose projects are disqualified may appeal and participate in the review and determination of eligibility at the Technical Advisory Committee (TAC) Funding & Programming Committee meeting.

By selecting each checkbox, the applicant confirms compliance with the following project requirements:

## All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan [\(2015\)](#), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement.

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan [goals, objectives, and strategies](#) that relate to the project. List the goals, objectives, strategies, and associated pages):

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages):

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement.

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement.

6. Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement.

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1.

*[Details of minimum and maximum awards to be discussed this fall](#)*

**Table 1: ~~2016~~ Regional Solicitation Funding Award Minimums and Maximums**

Modal Categories	<del>2016</del> Regional Solicitation		
	Application Categories	Minimum Federal Award	Maximum Federal Award
<b>Roadways Including Multimodal Elements</b>	Roadway Expansion	\$1,000,000	\$7,000,000
	Roadway Reconstruction/Modernization <u>and Spot Mobility</u>	\$1,000,000	\$7,000,000
	<del>Roadway System</del> <u>Traffic Management Technologies</u>	\$250,000	\$7,000,000
	Bridges Rehabilitation/Replacement	\$1,000,000	\$7,000,000
<b>Bicycle and Pedestrian Facilities</b>	Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
	Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	\$250,000	\$1,000,000
	Safe Routes to School	\$150,000	\$1,000,000
<b>Transit and TDM Projects</b>	Transit Expansion	\$500,000	\$7,000,000
	Transit <del>System</del> Modernization	\$100,000	\$7,000,000
	Travel Demand Management (TDM)	\$75,000	\$300,000

Check the box to indicate that the project meets this requirement



8. The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement.

9. If the agency sponsoring the project has greater than 50 employees, then the agency must have an adopted Americans with Disabilities Act (ADA) Transition Plan or be substantially working towards completing its Transition Plan in order for the selected project to be included in the Transportation Improvement Program (TIP) and approved by FHWA. If the agency has less than 50 employees, then they need to have completed or be substantially working towards completing an ADA self-evaluation.

Check the box to indicate that the project meets this requirement.

10. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement.

11. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement.

12. The project must represent a permanent improvement with independent utility. The term “independent utility” means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement.

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement.

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement.

## Roadways Including Multimodal Elements

1. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-1756) to determine whether your project needs to go through this process.

Check the box to indicate that the project meets this requirement.

~~1.2.~~ All roadway and bridge projects must be identified as a Principal Arterial (Non-Freeway facilities only) or A-Minor Arterial as shown on the latest TAB approved roadway functional classification map.

Check the box to indicate that the project meets this requirement.

~~2.3.~~ **Roadway Expansion and Reconstruction/Modernization and Spot Mobility projects only:** The project must be designed to meet 10-ton load limit standards.

Check the box to indicate that the project meets this requirement.

3. Roadway Expansion projects only: If expanding thru lanes or building a new interchange on an existing signalized corridor, signal retiming must be completed within five years of application submittal (i.e., completed a signal retiming between 2013 and 2018), consistent with regional policy in the 2040 Transportation Policy Plan.

Check the box to indicate that the project meets this requirement.

4. **Bridge Rehabilitation/Replacement projects only:** Projects requiring a grade-separated crossing of a Principal Arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's "Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities" manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

Check the box to indicate that the project meets this requirement.

5. **Bridge Rehabilitation/Replacement projects only:** The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian

traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

Check the box to indicate that the project meets this requirement.

6. **Bridge Rehabilitation/Replacement projects only:** The length of the bridge must equal or exceed 20 feet.

Check the box to indicate that the project meets this requirement.

7. **Bridge Rehabilitation/Replacement projects only:** The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

Check the box to indicate that the project meets this requirement.

~~Please note: In this 2016 solicitation, points will be awarded as part of the Risk Assessment for applicable projects that have completed this interchange approval process. In the next Regional Solicitation, applicable interchange projects will need to go through the approval prior to submitting an application (i.e., it will become a qualifying requirement). 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.~~

## Bicycle and Pedestrian Facilities Projects Only

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement.

2. **Multiuse Trails on Active Railroad Right-of-Way:** All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

3. **Safe Routes to School projects only:** All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

4. **Safe Routes to School projects only:** All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the [student travel tally form](#) and the [parent survey](#)

available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the [MnDOT SRTS website](#).

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

### Transit and Travel Demand Management (TDM) Projects Only

1. **Transit Expansion projects only:** The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service, or dial-a-ride).

Check the box to indicate that the project meets this requirement.

2. **Transit Expansion projects only:** The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

Check the box to indicate that the project meets this requirement.

3. **Transit Expansion and Transit Modernization projects only:** The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

Check the box to indicate that the project meets this requirement.

4. **Transit Expansion and Transit ~~System~~-Modernization projects only:** The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Check the box to indicate that the project meets this requirement.



# Application: Regional Solicitation for Transportation Projects in ~~2020~~2022 and ~~2021~~2023

June 22, 2017

Complete and submit the following online application **by 4:00 PM on July 15, ~~2016~~2018**.

For questions contact (Elaine Koutsoukos) at (elaine.koutsoukos@metc.state.mn)

## I. GENERAL INFORMATION

1. APPLICANT:
2. UNIT OF GOVERNMENT: (Select from drop down list)
3. PRIMARY COUNTY WHERE THE PROJECT IS LOCATED: (Select from drop down list)
4. CITIES OR TOWNSHIPS WHERE THE PROJECT IS LOCATED: _____
45. JURISDICTIONAL AGENCY (IF DIFFERENT THAN THE APPLICANT):
65. APPLICANT MAILING ADDRESS STREET: CITY: STATE: ZIP CODE:
76. PROJECT CONTACT PERSON: TITLE: PHONE NO. ( ) E-MAIL ADDRESS:

## II. PROJECT INFORMATION

78. PROJECT NAME:
89. APPLICATION CATEGORIES – Check only one project category in which you wish your project to be considered. <b>Roadways Including Multimodal Elements</b> <input type="checkbox"/> Roadway Expansion <input type="checkbox"/> <del>Roadway System</del> Traffic Management <u>Technologies</u> <input type="checkbox"/> Roadway Reconstruction/Modernization <u>and Spot Mobility</u> <input type="checkbox"/> Bridge Rehabilitation/Reconstruction
<b>Transit and Travel Demand Management (TDM) Projects</b> <input type="checkbox"/> Transit Expansion <input type="checkbox"/> Transit <del>System</del> Modernization <input type="checkbox"/> TDM
<b>Bicycle and Pedestrian Facilities</b> <input type="checkbox"/> Multiuse Trails and Bicycle Facilities <input type="checkbox"/> Safe Routes to School Infrastructure <input type="checkbox"/> Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
910. BRIEF PROJECT DESCRIPTION (Include location, road name/functional class, type of improvement, etc. – limit to 400 words):
1011. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION – will be used in TIP if the project is selected for funding ( <a href="#">Link</a> ):
1112. PROJECT LENGTH (to the nearest one-tenth of a mile):

### III. PROJECT FUNDING

~~12~~13. Are you applying for competitive funds from another source(s) to implement this project? Yes  No

If yes, please identify the source(s):

~~12~~14. FEDERAL AMOUNT: \$

~~13~~15. MATCH AMOUNT: \$ (Minimum of 20% of the project total)

~~14~~16. PROJECT TOTAL: \$

~~15~~17. MATCH PERCENTAGE (Minimum of 20%):

(Compute the match percentage by dividing the match amount by the project total)

~~16~~18. SOURCE OF MATCH FUNDS (A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources):

~~17~~19. PROGRAM YEARS (Check all years that are feasible):  ~~2018-2020~~ (TDM Only)  ~~2019-2021~~ (TDM Only)  
 ~~2020-2022~~  ~~2021-2023~~

~~18~~20. ADDITIONAL PROGRAM YEARS (Check all years that are feasible if funding in an earlier year becomes available):  ~~2019~~7  ~~2018~~ ~~2020~~  ~~2019~~2021

## IV. REQUIRED ATTACHMENTS

### 1922. MAPS:

- A map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components upon completion of the project.
- A photograph ~~or Google Street View screen capture (or similar)~~ showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant is agreeing to allow the Council to use this photograph. If applicants wish to use a google street view, they should adhere to the copyright guidelines, on the Google website: <https://www.google.com/permissions/geoguidelines.html#streetview>.
- **For Roadway Expansion, Roadway Reconstruction/Modernization, and Roadway System Management projects only:** The Synchro/Highway Capacity Manual emission reduction reports including the Timing Page Report that displays input and output information. *This report must be attached within the web-based application form for Measure 5A (Congestion Reduction/Air Quality).*
- **For Safe Routes to School Projects only:** The completed travel tally and parent survey results from the SRTS planning process. The travel tally form can be found on the Minnesota Department of Transportation (MnDOT) SRTS website: [http://www.saferoutesinfo.org/sites/default/files/resources/SRTS\\_Two\\_Day\\_Tally.pdf](http://www.saferoutesinfo.org/sites/default/files/resources/SRTS_Two_Day_Tally.pdf). *The travel tally and parent survey results must be attached within the web-based application form for Measure 2A (Usage).*
- All project information maps generated through the Metropolitan Council Make-A-Map web-based application completed at the beginning of the application process. Attachment/upload locations are placed throughout all appropriate web-based application forms.
- Each individual attachment must be saved as an 8.5"X11"pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted.
- Applicants are required to submit a one-page project summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.

### 2023. COORDINATION

- The applicant must include a letter of support from the agency that owns/operates ~~with jurisdiction over~~ the facility and/or the agency that will be operating the transit service (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
- If the applicant expects any other agency to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate.
- **For Transit Expansion projects that include service expansion only:** Applicants must provide a letter of support for the project from the transit provider that will commit to providing the service or manage the contract for the service provider.

~~21~~24. OTHER

- **For Transit and TDM Projects that include public/private joint-use parking facilities only:** The applicant must upload a plan for and make a commitment to the long-term management and enforcement of ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded be available exclusively to transit users during the hours of transit service. In the plan, the applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the plan.
- **TDM Projects only:** Upload Project Budget (budget should include applicable costs, such as, salary, fringe benefits, overhead expenses, marketing, materials, etc.). If using a sub-vendor as part of the project, proper procurement procedures must be used after the project is awarded to select the vendor.



# Project Information Form – Bicycle and Pedestrian Facilities

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY \_\_\_\_\_

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED \_\_\_\_\_

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) \_\_\_\_\_

APPROXIMATE END CONSTRUCTION DATE (MO/YR) \_\_\_\_\_

NAME OF TRAIL/PED FACILITY: \_\_\_\_\_ (i.e., CEDAR LAKE TRAIL)

TERMINI: (Termini listed must be within 0.3 miles of any work)

From: \_\_\_\_\_

To: \_\_\_\_\_

(DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR)

OR At: \_\_\_\_\_

PRIMARY TYPES OF WORK \_\_\_\_\_

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

## BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE/CULVERT NO.: \_\_\_\_\_

NEW BRIDGE/CULVERT NO.: \_\_\_\_\_

STRUCTURE IS OVER/UNDER: \_\_\_\_\_

# Project Information Form – Roadways Including Multimodal Elements

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY \_\_\_\_\_

FUNCTIONAL CLASS OF ROAD \_\_\_\_\_

ROAD SYSTEM \_\_\_\_\_ (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

ROAD/ROUTE NO. \_\_\_\_\_ (i.e., 53 FOR CSAH 53)

NAME OF ROAD \_\_\_\_\_ (Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED \_\_\_\_\_

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) \_\_\_\_\_

APPROXIMATE END CONSTRUCTION DATE (MO/YR) \_\_\_\_\_

TERMINI: (Termini listed must be within 0.3 miles of any work)

From: \_\_\_\_\_

To: \_\_\_\_\_  
(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: \_\_\_\_\_

PRIMARY TYPES OF WORK \_\_\_\_\_

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

## BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE/CULVERT NO.: \_\_\_\_\_

NEW BRIDGE/CULVERT NO.: \_\_\_\_\_

STRUCTURE IS OVER/UNDER: \_\_\_\_\_

# Project Information Form – Transit and TDM (for Park-and-Ride and Transit Station Projects Only)

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY \_\_\_\_\_

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED \_\_\_\_\_

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) \_\_\_\_\_

APPROXIMATE END CONSTRUCTION DATE (MO/YR) \_\_\_\_\_

NAME OF PARK AND RIDE OR TRANSIT STATION: \_\_\_\_\_  
(i.e., MAPLE GROVE TRANSIT STATION)

TERMINI: (Termini listed must be within 0.3 miles of any work)

From: \_\_\_\_\_

To: \_\_\_\_\_  
(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: \_\_\_\_\_

PRIMARY TYPES OF WORK \_\_\_\_\_

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

## Estimate of TAB-Eligible Project Costs

Fill out the scoping sheet below and provide the estimate of TAB-eligible costs for the project. Applicants are not required to fill out each row of the cost estimate. The list of project elements is meant to provide a framework to think about the types of costs that may be incurred from the project. The total cost should match the total cost reported for the project on the first page of this application. Costs for specific elements are solely used to help applicants come up with a more accurate total cost; adjustments to these specific costs are expected as the project is more fully developed. Per TAB direction, the project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Please use ~~2016~~-2018 cost estimates for all project elements including transit vehicle and operating costs. ~~The TAB may apply an inflation factor to awarded projects. If TAB includes an inflation factor, then all project elements will be inflated, unlike past years, when only certain project elements were inflated.~~

It is important that applicants accurately break out costs for the project's various multimodal elements. These costs will be used, in part, to help determine the score for the Multimodal Facilities scoring criterion. If no dollar amount is placed in the cost estimate form below, ~~th~~an~~th~~en it will be assumed that no multimodal elements are included with the project.

TAB-ELIGIBLE CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<b>Specific Roadway Elements</b>		
<input type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$
<input type="checkbox"/>	Removals (approx. 5% of total cost)	\$
<input type="checkbox"/>	Roadway (grading, borrow, etc.)	\$
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input type="checkbox"/>	Traffic Control	\$
<input type="checkbox"/>	Striping	\$
<input type="checkbox"/>	Signing	\$
<input type="checkbox"/>	Lighting	\$
<input type="checkbox"/>	Turf - Erosion & Landscaping	\$
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall (do not include in cost effectiveness measure)	\$



<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	Railroad Crossing	\$
<input type="checkbox"/>	Roadway Contingencies	\$
<input type="checkbox"/>	Other Roadway Elements	\$
<b>Specific Bicycle and Pedestrian Elements</b>		
<input type="checkbox"/>	Path/Trail Construction	\$
<input type="checkbox"/>	Sidewalk Construction	\$
<input type="checkbox"/>	On-Street Bicycle Facility Construction	\$
<input type="checkbox"/>	Right-of-Way	\$
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$
<input type="checkbox"/>	Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$
<input type="checkbox"/>	Pedestrian-Scale Lighting	\$
<input type="checkbox"/>	Streetscaping	\$
<input type="checkbox"/>	Wayfinding	\$
<input type="checkbox"/>	Bicycle and Pedestrian Contingencies	\$
<input type="checkbox"/>	Other Bicycle and Pedestrian Elements	\$
<b>Specific Transit and TDM Elements</b>		
<input type="checkbox"/>	Fixed Guideway Elements	\$
<input type="checkbox"/>	Stations, Stops, and Terminals	\$
<input type="checkbox"/>	Support Facilities	\$
<input type="checkbox"/>	Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$
<input type="checkbox"/>	Vehicles	\$
<input type="checkbox"/>	Contingencies	\$
<input type="checkbox"/>	Right-of-Way	\$
<input type="checkbox"/>	Other Transit and TDM Elements	\$
<b>TOTAL TAB-ELIGIBLE CONSTRUCTION COSTS</b>		\$
<b>Transit Operating Costs</b>		
<input type="checkbox"/>	Number of platform hours	
<input type="checkbox"/>	Cost per platform hour (fully loaded costs)	\$
	Subtotal - _____	\$
<input type="checkbox"/>	Other Costs – Administration, Overhead, etc.	\$
	<b>Total Transit Operating Costs</b>	\$
<input type="checkbox"/>	<b>TDM Operating Costs</b>	\$
<b>TOTAL TAB-ELIGIBLE TRANSIT AND TDM OPERATING COSTS</b>		\$
<b>TOTAL TAB-ELIGIBLE COSTS</b>		\$

# 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)
- 40%  ~~Stakeholders have been identified~~
- 0%  ~~The applicant is promising to cover the entire local match, but they will need to seek other sources (e.g., state bonding or various state or federal competitive grants) or funding partners to be able to deliver the project~~ Stakeholders have not been identified or contacted

## 2) ~~Layout or Preliminary Plan (5 Percent of Points)~~

- 100%  ~~Layout or Preliminary Plan completed~~
- 50%  ~~Layout or Preliminary Plan started~~
- 0%  ~~Layout or Preliminary Plan has not been 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/archeological ~~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)3) 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)

80/70%  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. ~~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)4) Right-of-Way (15-20 Percent of Points)**

100%  Right-of-way, permanent or temporary easements not required

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 identified

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

~~Anticipated date or date of acquisition~~ \_\_\_\_\_

**7)5) Railroad Involvement (25-20 Percent of Points)**

100%  No railroad involvement on project

100%  Railroad Right-of-Way Agreement is executed (include signature page)

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

40%  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 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](mailto: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: \_\_\_\_\_

# REGIONAL SOLICITATION CRITERIA and FORMS

TAC  
August 2, 2017





# 2016 Application Categories



## MODAL CATEGORIES

Roadways Including Multimodal Elements  
\*\*48% - 68% of Funds

Transit and Travel Demand Management (TDM) Projects  
\*\*22% - 32% of Funds

Bicycle and Pedestrian Facilities  
\*\*10% - 20% of Funds

## APPLICATION CATEGORIES

Expansion

Reconstruction / Modernization

Roadway System Management

Bridges

Transit Expansion

Transit System Modernization

Travel Demand Management

- Base Level
- Innovative

Multise Trails and Bicycle Facilities

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

Safe Routes to School (Infrastructure Projects)

# TAC F&P Feedback on Top 20 List

- F&P members did not support a separate interchange application category
- Additional sub-committees formed:
  - Travel Demand Management (TDM)
  - Equity Measures
  - Roadway System Management
  - Transit
  - Multiuse Trail

# Potential Qualifying Criteria Changes

- ADA Transition Plans (page 3)
- Interchange approval process (decided before 2016 Solicitation and change written into the previous application) (page 4)
- Signal retiming for expansion projects (page 4)

# Potential Forms Changes

- Changes to roadway categories to reflect TPP language (page 1)
- Include a photograph to establish “before and after” visuals (page 3)
- One-page project summaries (page 3)
  - Could be helpful for online mapping tool, scorers, TAB members

# Potential Forms Changes

- Risk Assessment Form did not make a difference in 2016 scoring (9 sub-measures, so each only worth about 1% of total score)
- Focus on the primary reasons why projects drop out. (pages 10-12)
  - Lack of local match
  - Historic resources
  - 4f/6f
  - ROW
  - RR



# Review of Two Applications Today

- Safe Routes to School
  - Pedestrian Facilities
- 
- Roadways-September
    - Functional class change requests due Sept 1
  - Transit and Multiuse Trails-October

# Questions

Steve Peterson, Manager of Highway Planning and TAB/TAC Process  
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**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**Information Item**

**DATE:** July 25, 2017  
**TO:** Technical Advisory Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Regional Solicitation Update: Safe Routes to School and Pedestrian Facilities

Attached are the Safe Routes to School and Pedestrian Facilities applications with changes tracked for consideration.

# Safe Routes to School Infrastructure – Prioritizing Criteria and Measures

July 11, 2017

**Definition:** An infrastructure project that is within a two-mile radius and directly benefiting a primary, middle, or high school site.

## Examples of Safe Routes to School Infrastructure Projects:

- Sidewalks benefiting people going to the school
- Multiuse trails benefiting people going to the school
- Improved crossings benefiting people going to the school
- Multiple improvements

## Scoring:

Criteria and Measures	Points	% of Total Points
<b>1. Relationship between Safe Routes to School Program Elements</b>	<b>250</b>	<b><del>25</del>23%</b>
Measure A - Describe how project addresses 5 Es* of SRTS program	250	
<b>2. Potential Usage</b>	<b>250</b>	<b><del>25</del>23%</b>
Measure A - Average share of student population that bikes or walks	170	
Measure B - Student population within school's walkshed	80	
<b>3. Equity and Housing Performance</b>	<b>120</b>	<b><del>12</del>11%</b>
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
<b>4. Deficiencies and Safety</b>	<b>250</b>	<b><del>25</del>23%</b>
Measure A - Barriers overcome or gaps filled	100	
Measure B - Deficiencies corrected or safety or security addressed	150	
<b>5. Public Engagement/Risk Assessment</b>	<b>130</b>	<b>12%</b>
Measure A - Public engagement process	45	
Measure B - Risk Assessment Form	85	
<b>Sub-Total</b>	<b>1,000</b>	<b>100%</b>
<b>6. Cost Effectiveness</b>	100	<b>9%</b>
Measure A – Cost effectiveness ( <del>total project cost</del> /total points awarded/ <u>total project cost</u> /)	100	
<b>Total</b>	<b>1,100</b>	

\* The 5 Es of Safe Routes to School include Evaluation, Engineering, Education, Encouragement, and Enforcement.

**1. Relationship between Safe Routes to School Program Elements (250 Points)** - This criterion assesses the program's ability to integrate the Safe Routes to School Program Elements: Engineering, Education, Enforcement, Encouragement, and Evaluation (the 5 E's).

- A. **MEASURE:** Describe how the SRTS program associated with the project addresses or integrates the 5 Es. The response should include examples, collaborations or partnerships, and planned activities in the near-term (within five years) to further illustrate the incorporation of the 5Es into the SRTS program associated with the project.

MnDOT Safe Routes to School guidance defines these elements as follows:

- **Engineering** – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails, and bikeways. (0-50 points)
- **Education** - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools. (0-50 points)
- **Enforcement** - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of the schools (this includes enforcement of speeds, yielding to pedestrians, and proper walking and bicycling behaviors) and initiating community enforcements such as a crossing guard program. (0-50 points)
- **Encouragement** - Using events and activities to promote walking and bicycling. (0-50 points)
- **Evaluation** - Monitoring and documenting outcomes and trends through the collection of data before and after the project(s). (0-50 points)

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



### SCORING GUIDANCE (250 Points)

The applicant will receive up to 50 points for each of the five sub-measures based on the program's ability to demonstrate the incorporation of each of the 5 E's through activities completed or to be implemented in the near-term (within five years). Applicants will receive up to the full points for each element at the scorer's discretion. The project that most meets the intent of each of the sub-measure will receive the maximum points (e.g., 50 points for the project that best meets the engineering element). 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.

- Engineering: 0-50 Points
- Education: 0-50 Points
- Enforcement: 0-50 Points
- Encouragement: 0-50 Points
- Evaluation: 0-50 Points

The highest-scoring application for this measure will be adjusted to receive the full 250 points. Remaining projects will receive a proportionate share of the full points relative to the proportion of the full points assigned to the highest-scoring project. For example, if the application being scored had 100 points and the top project had 200 points, this applicant would receive  $(100/200) * 250$  points or 125 points.

**2. Potential Usage (250 Points)** - This criterion quantifies the project’s potential impact to existing population.

- A. ***MEASURE:*** Average percent of student population that currently bikes, walks, or takes public transit to school, as identified on the Safe Routes to School student travel tally worksheet. Public transit usage does not refer to school buses. Public transit usage should only be considered when the bus route does not have a stop at the school (since these students must walk or bike to get to the school grounds). As part of the required attachments, applicants should attach copies of all original travel tally documentation. (170 Points)

**RESPONSE:**

- Average percent of student population: \_\_\_\_\_

**SCORING GUIDANCE (170 Points)**

The applicant with the highest average share of student population that currently bikes, walks, or takes public transportation to school will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 15 percent of the students and the top project had 30 points, this applicant would receive  $(0.15/0.30) * 170$  points or 85 points.

- B. ***MEASURE:*** Student population within one mile of the elementary school, middle school, or high school served by the project.

**RESPONSE:**

- Student population within one mile of the school: \_\_\_\_\_

**SCORING GUIDANCE (80 Points)**

The applicant with the highest student population within one mile of the school will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 150 students and the top project had 300 points, this applicant would receive  $(150/300) * 80$  points or 40 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, and people with disabilities. 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 “Socio-Economic Conditions” map. Describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; students, 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 above. (50 Points)

Upload the “Socio-Econ” 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):  ~~(0 to 50 Points)~~ (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty:  ~~(0 to 40 Points)~~ (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color:  ~~(0 to 31 Points)~~ (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 students, people with disabilities, or the elderly:  ~~(0 to 19 Points)~~ (up to 40% of maximum score)

Any school identified as part of a proposal will capture the highest-scoring geography located on the route OR within ½-mile of the school (in order to capture the walkshed)

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 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 (2,800 or fewer characters or fewer). 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 50 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 50 points. Remaining projects will receive a proportionate share of the full points equal to the points. For example, if the application being scored

had 20 points and the top project had 40 points, this applicant would receive  $(20/40)*50$  points or 25 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 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 sewer 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 proportionate 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 sewer 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 improve the overall safety of the proposed project area. This includes how the project will overcome physical barriers or system gaps, correct deficiencies, and/or fix a safety problem.

- A. **MEASURE:** Reference the “RBTN Evaluation and Major Barriers” map generated at the beginning of the application process. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connects system segments in the pedestrian/bicycle network serving a K-12 school. The applicant should include a description of barriers and gap improvements for the project in context with the existing bicycle or pedestrian network serving the school(s). If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of bicycle and pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. (100 Points)

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

**SCORING GUIDANCE (100 Points)**

The applicant will receive up to 100 points if the response shows that the project overcomes a physical barrier or system gap. The project that the most meets the intent will receive the maximum points. Remaining projects will receive a portion of the maximum points based on the response. Projects that do not check the box or whose descriptions do not fulfill the intent of the criteria, will receive 0 points.

- B. **MEASURE:** Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility or within the project site. Address how these improvements will make bicycling and walking to the school a safer and appealing transportation alternative. 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. Qualitative data from parent surveys, other internal survey data, or stakeholder engagement supporting the safety/security improvements or deficiencies should also be addressed.

*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 crash data or other qualitative data is cited as part of the response. Improvements that are supported by crash reduction factors, safety studies, survey data, and/or stakeholder engagement should be scored highest. The project with the most extensive improvements will receive the full points for each category below. Remaining projects will receive a share of the full points at the scorer's discretion.

- For applicants that provide actual bicycle and pedestrian crash data to demonstrate the magnitude of the existing safety problem only. Applicant also demonstrates that the project will reduce the crash potential and provide a safer environment and/or correct a deficiency, supported by crash reduction factors, safety studies, survey data, and/or stakeholder engagement. The project that will reduce the most crashes will receive 150 points. The other projects in this category will receive a proportionate 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/car, pedestrian/car, 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. Public Engagement/Risk Assessment (130 Points)** - This criterion measures the planned public engagement, 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.

- A. **MEASURE**: Describe the public engagement process that will be used to include partners and stakeholders (e.g., schools, parents, law enforcement, road authorities, and other impacted community members) and build consensus during the development of the proposed project. The number and types of meetings to be held, notices or other notification distributed, stakeholder contacts, and any additional descriptive information should be included in the discussion of the engagement process. As part of the required attachments, copies of all parent survey results must also be attached to the application. The applicant should note if parent surveys were not collected as part of the SRTS planning process.

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

**SCORING GUIDANCE (45 Points)**

The applicant will be scored on the comprehensiveness and quality of the planned public engagement activities. Additionally, applicants with a project selected through a public engagement process should score higher than projects without this engagement step. Community support, as displayed through parent surveys and stakeholder contacts, should also be considered in the scoring. Note: parent surveys are attached for MnDOT informational purposes only.

The project with the most extensive near-term engagement process (current year through project construction year), including any completed engagement activities for the proposed project, will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

- B. **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 (85 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.

**6. 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 five 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 proportionate share of the full points. For example, if the top project received .0005 points per dollar ~~had 35,000~~ and the application being ~~scored~~ scored received .00025 points per dollar ~~had 70,000~~, this applicant would receive  $(.00025 \times 35,000 / .0005 \times 70,000) \times 100$  points or 50 points.

**TOTAL: 1,100 POINTS**

# Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) – Prioritizing Criteria and Measures

July 12, 2017

Definition: A project that primarily benefits pedestrians as opposed to multiple types of non-motorized users. Most non-motorized projects should apply in the Multiuse Trail and Bicycle Facilities application category. All projects must relate to surface transportation. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose. Multiuse trail bridges or underpasses should apply in the Multiuse Trail and Bicycle Facilities application category instead of this application category given the nature of the users and the higher maximum awards.

## Examples of Pedestrian Facility Projects:

- Sidewalks
- Streetscaping
- Americans with Disabilities Act (ADA) improvements
- Making similar improvements in a concentrated geographic area, such as sidewalk gap closure throughout a defined neighborhood or downtown area

## Scoring:

Criteria and Measures	Points	% of Total Points
<b>1. Role in the Regional Transportation System and Economy</b>	<del>150</del> <b>300</b>	<del>29</del> <b>15</b> %
Measure A - Connection to Jobs and Educational Institutions	150	
<b>2. Potential Usage</b>	<b>150</b>	<b>15</b> %
Measure A-B - Existing population within 1/2 mile ( <u>potential usage</u> )	150	
<b>3.2. Equity and Housing Performance</b>	<b>120</b>	<del>12</del> <b>11</b> %
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	
Measure B - Housing Performance Score	70	
<b>4.3. Deficiencies and Safety</b>	<b>300</b>	<del>30</del> <b>27</b> %
Measure A - Barriers overcome or gaps filled	120	
Measure B - Deficiencies corrected or safety problems addressed	180	
<b>5.4. Multimodal Facilities and Existing Connections</b>	<b>150</b>	<del>15</del> <b>14</b> %
Measure A - Transit or bicycle elements of the project and connections	150	
<b>6.5. Risk Assessment</b>	<b>130</b>	<del>13</del> <b>12</b> %
Measure A - Risk Assessment Form	130	
<b>Sub-Total</b>	<b>1,000</b>	<b>100</b> %
<b>7.6. Cost Effectiveness</b>	<b>100</b>	<b>9</b> %
Measure A – Cost effectiveness ( <del>total project cost</del> /total points awarded/ <u>total project cost</u> )	100	
<b>Total</b>	<b>1,100</b>	

**1. Role in the Regional Transportation System and Economy (150-300 Points)** - This criterion measures the regional significance of the project, including the project’s connections to jobs, and Educational Institutions, as defined in ThriveMSP 2040 and people.

- A. **MEASURE:** Reference the “Regional Economy” map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/2 mile of the project. Existing employment will be measured by summing the employment located in the Census block groups that intersect the 1/2-mile buffer. Enrollment at public and private post-secondary institutions will also be measured.

Upload the “Regional Economy” map used for this measure.

*RESPONSE (Select all that apply, based on the “Regional Economy” map):*

- Existing Employment Within One-Half Mile: \_\_\_\_\_
- Existing Post-Secondary Enrollment Within One-Half Mile: \_\_\_\_\_

**SCORING GUIDANCE (150 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 1/2 mile and the top project had 1,500 workers/students, this applicant would receive  $(1,000/1,500) * 150$  points or 100 points. Using the Metropolitan Council model, all census block groups that are included within or intersect the buffer area around the project.

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.

~~**2. Potential Usage (150 Points)**—This criterion quantifies the project’s potential usage based on the existing population adjacent to the project.~~

- B. **MEASURE:** Reference the “Population Summary” map generated at the beginning of the application process. Report the existing population within 1/2-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 One-Half Mile: \_\_\_\_\_

**SCORING GUIDANCE (150 Points)**

The applicant with the highest population will receive the full 150 points, as will the applicant with the highest number of jobs. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 1,000 people within 1/2 mile and the top project had 1,500 people, this applicant would receive  $(1,000/1,500) * 150$  points or 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.



**2. 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 above.

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):  ~~(0 to 50 Points)~~ (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty:  ~~(0 to 40 Points)~~ (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color:  ~~(0 to 31 Points)~~ (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:  ~~(0 to 19 Points)~~ (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 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 50 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 50 points. Remaining projects will receive a proportional share of the full points. For example, if the application being scored had 20 points and the top project had 40 points, this applicant would receive  $(20/40)*50$  points or 25 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 is located. The score

## Pedestrian Facilities

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.

**3. Deficiencies and Safety (300 Points)** – This criterion addresses the project’s ability to improve the overall safety of an existing or future pedestrian facility. This includes how the project will overcome physical barriers or system gaps, correct deficiencies, and/or fix a safety problem.

Note: Routine maintenance activities on a pedestrian 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:** Reference the “RBTN Evaluation and Major Barriers” map generated at the beginning of the application process. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connects system segments in the pedestrian network. The applicant should include a description of barriers and gap improvements for the project. If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. The description should also include details of any project elements that advance needs prioritized in an ADA Transition Plan. (120 Points)

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

**SCORING GUIDANCE (120 Points)**

The applicant will receive up to 120 points if the response shows that the project overcomes a physical barrier or system gap. The project that most meets the intent will receive the maximum points. Remaining projects will receive a portion of the maximum points based on the response. Projects that do not fulfill the intent of the measure will receive 0 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.

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

### SCORING GUIDANCE (180 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 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 180 points. The other projects in this category will receive a proportional share between 121 and 180 points (i.e., a project that reduces one-half of the crashes of the top project would receive 150 points): ~~121~~ 101 to 180 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 120 points based on the quality of the project and response: 0 to 120 Points

**4. Multimodal Elements and Connections (150 Points 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 bicycle 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 bicycle connections. Furthermore, address how the proposed pedestrian facility project safely integrates all modes of transportation (i.e., pedestrians, transit, bicyclists, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why mode may not be incorporated into the project.

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

**SCORING GUIDANCE (150 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 bicycle 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.



**5. 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  $(40/70)*50$  points or 29 points.

**6. Cost Effectiveness Ratio (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 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  $(.00025/.0005 \times 35,000/70,000) * 100$  points or 50 points.

**TOTAL: 1,100 POINTS**