

TRANSPORTATION ADVISORY BOARD

MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | February 5, 2020
Metropolitan Council Chambers | 9:00 AM
390 Robert Street North, Saint Paul, MN 55101

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

January 8, 2020, meeting of the TAB Technical Advisory Committee

IV. TAB REPORT

V. COMMITTEE REPORTS

1. Executive Committee (Lisa Freese, Chair)
2. Funding & Programming Committee (Paul Oehme, Chair)
 - a. 2020-06: Program Year Extension – St. Louis Park
 - b. 2020-07: Program Year Extension – Richfield
 - c. 2020-08: Program Year Extension – Dakota County
 - d. 2020-05: Streamlined TIP Amendment Policy
3. Planning Committee (Jan Lucke, Chair)
 - a. 2040 TPP Update Work
Chapter 14: Work Program

VI. SPECIAL AGENDA ITEMS

1. Pathways to Decarbonizing Transportation (Amanda Smith, MPCA)

VII. AGENCY REPORTS

VIII. OTHER BUSINESS

IX. ADJOURNMENT

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

*Transportation Advisory Board
of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 8, 2020
9:30 A.M.**

Members Present: Lisa Freese, Lyndon Robjent, Gina Mitteco, Carla Stueve, Brian Isaacson, Jan Lucke, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Jon Solberg, Innocent Eyoh, Bridget Rief, Andrew Emanuele, Matt Fyten, Peter Dahlberg, Danny McCullough, Ken Ashfeld, Paul Oehme, Robert Ellis, Jim Kosluchar, Jenifer Hager, Paul Mogush, Paul Kurtz

1. Call to Order

The meeting was called to order by Chair Freese at 9:31 a.m.

2. Approval of Agenda

A motion to approve the agenda was made by Mr. Ashfeld and seconded by Mr. Ellis. Motion carried.

3. Approval of Minutes

A motion to approve the December 6, 2019 TAC minutes was made by Mr. Isaacson and seconded by Mr. Solberg. Motion carried.

4. TAB Report

TAB Coordinator Elaine Koutsoukos reported on the December 18, 2019 TAB meeting.

5. Committee Reports

1. Executive Committee (Lisa Freese, Chair)

Chair Freese provided an update on the Executive Committee. She noted that Executive Committee met this morning to discuss items on the agenda. She continued by asking committee members whether they preferred the current starting time of 9:30 or wish to go back to the previous meeting time of 9:00. Mr. Harrington expressed his desire to have the meeting time set to start at 9:00 a.m. and end at 11:00 a.m.

Mr. Harrington made a motion to move the start time of the Technical Advisory Committee to 9:00 and seconded by Mr. Kurtz. Motion carried. The new start time will take effect starting with the February 2020 meeting.

2. Planning Committee (Jan Lucke, Chair)

a) 2020-02: Safety Performance Targets

Ms. Lucke introduced this item, noting that federal law requires the adoption of safety performance targets for the region on an annual basis. There are five different performance measures that require specific targets. Traditionally, the Council has used the MnDOT methodology and applied it to the totals in the metro area. Doing so this year would result in an increase in the targets for fatalities and serious injuries, as it would be based on 2018 figures as opposed to 2017.

Mr. Burns continued by explaining that the TAC Planning Committee was given two options for 2020 targets: one was to adopt the same targets that were adopted in 2019 and the other was to apply a 1.5% reduction to fatalities and a 5% reduction to serious injuries to the 2019 targets. The latter methodology was recommended by TAC Planning as it reflected the Council's commitment to a safe transportation system. Mr. Burns also noted that TAC Planning discussed and recommended the establishment of a safety work group, which would help set future targets. Mr. Solberg noted that MnDOT may look towards setting more aspirational goals in the future.

The committee discussed the formation of the safety working group, how it would be comprised, and potential membership options. Mr. Solberg noted that there is no regional, metro-wide Towards Zero Death group, and that this working group could be used as a catalyst to explore region-wide safety issues.

A motion to adopt the targets that reflect a reduction in fatalities and serious injuries was made by Ms. Lucke and seconded by Mr. Isaacson. Motion carried. It was decided that while the Committee supports the concept of a safety working group, but staff should provide TAC more details within the coming months on its scope and composition.

b) 2020-03: 2020 Unified Planning Work Program Amendment

Ms. Lucke introduced this item, noting that it was an action to amend the 2020 Unified Planning Work Program (UPWP), adopted by the Council on September 25, 2019. She noted that there were three main components that necessitated an amendment: an interim update to the Transportation Policy Plan, adjustments to consultant studies included in the UPWP, and a change in the budget to reflect additional federal planning funds which became available.

Amy Vennewitz of MTS presented the item, covering the timeframe of the TPP update and the necessity to update it in 2020. Ms. Vennewitz explained that an interim update was necessary because the TPP must be updated every five years and the current plan was last updated in 2018. As the regional development guide will be updated in 2024 and necessitates an update of the TPP, an interim update would allow the TPP to reflect the goals of the new regional development guide and have a horizon year of 2050. She noted that the 2020 update of the TPP would include minimal changes, with minor updates to the text and figures the main focus.

Mr. Peterson presented a change to the UPWP amendment that had not been reflected: the inclusion of the Mobility Hub Planning Guide. This will be an approximately \$150,000 study focusing on mobility hubs, with work mainly occurring in 2021. Ms. Lucke made a motion to approve the amended UPWP with the incorporation of the Mobility Hubs Planning Guide study with changes tracked. Seconded by Mr. Solberg. Motion carried.

3. Funding and Programming Committee (Paul Oehme, Chair)

As the December 2019 meeting of the Funding and Programming Committee was cancelled, there were no items.

6. Special Agenda Items

1. Transportation Policy Plan (TPP) Update Schedule

Ms. Vennewitz of MTS provided an overview of the proposed TPP update schedule, which will conclude with an updated Transportation Policy Plan during the course of 2020. She noted that, per state law,

the TPP must be updated after development of the regional development guide, which will be adopted in 2024. Due to timing, the best course of action is an interim update, to be completed in 2020, followed by a 2025 update that reflects the regional development guide. Ms. Vennewitz noted that she will bring additional information on the TPP work plan to the committee over the course of the next few months.

2. Air Quality Conformity

Jonathan Ehrlich of MTS presented this item, noting that the Twin Cities was now in full attainment for carbon monoxide. However, a small area of the region was recently designated as a maintenance area for particulate matter-10 (PM₁₀). The designation of the maintenance area is anticipated to expire in September of 2022.

Mr. Ehrlich outlined the consequences of the expiration of carbon monoxide maintenance and upcoming work for the Council in regard to air quality.

7. Agency Reports

Ms. Rief noted that the Minneapolis/St. Paul International Airport recently was named the second-best airport in the world for on-time departures.

Mr. Solberg provided an update on behalf of MnDOT. He noted that the governor recently named a new commissioner for the agency. He continued by informing the group that a webinar on the metro-area functional classification update would take place during the afternoon.

8. Other Business and Adjournment

A motion to adjourn was moved by Ms. Hager and seconded by Mr. Peterson. The meeting was adjourned at 10:58 am.

Prepared by:

David Burns

ACTION TRANSMITTAL – 2020-06

DATE: January 17, 2020

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Program Year Extension Request: St. Louis Park CSAH 25 /
Beltline Pedestrian Improvements

REQUESTED ACTION: St. Louis Park requests a program year extension for its CSAH 25 /
Beltline Pedestrian Improvements project (SP# 163-291-008) from
fiscal year 2020 to fiscal year 2021.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB
approval of St. Louis Park's program year extension request to
move its CSAH 25 / Beltline Pedestrian Improvements project (SP#
163-291-008) from fiscal year 2020 to fiscal year 2021.

BACKGROUND AND PURPOSE OF ACTION: St. Louis Park received \$560,000 from the 2016 Regional Solicitation to fund Beltline Boulevard pedestrian improvements in program year 2020. The City is requesting an extension of the program year to 2021 following schedule delays related to delays in the Southwest Light Rail Transit extension, to which the project will connect.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013, and updated it in August 2014, to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

STAFF ANALYSIS: Based on the score on the attached worksheet, staff recommends approval of the program year extension to 2021. It is important to note that an extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2024 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. The program year change will be administered in the annual Transportation Improvement Program (TIP) update and does not require a separate TIP amendment.

COMMITTEE COMMENTS AND ACTION: At its January 16, 2020, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the program year extension request to move St. Louis Park's CSAH 25 / Beltline Pedestrian Improvements from fiscal year 2020 to fiscal year 2021.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/16/2020
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Accept	

November 8, 2019

Mr. Paul Oehme
Chair, TAC Funding and Programming
Committee Metropolitan Council
390 Robert Street
North St. Paul, MN
55101-1805

RE: PROGRAM YEAR EXTENSION REQUEST FOR SP 163-291-008
CSAH25/Beltline Pedestrian Improvements

Dear Mr. Oehme,

City of St. Louis Park respectfully requests that the Funding and Programming Committee consider a program year extension for the above referenced project. The project's current program year is 2020 and includes construction and upgrading pedestrian facilities that will help transform the CSAH25 corridor to an urban corridor with pedestrian friendly features, while accommodating improvements identified in the Beltline Transitional Station Area Action Plan.

The City applied for and was awarded 2016 STBGP funds for program year 2020. The City has worked with Metro Transit for the past few years to locate a station for the Southwest Light Rail Transit (SWLRT) project at Beltline Boulevard and CSAH 25. The SWLRT was delayed on being approved, which included commencement of construction, therefore the City delayed starting the design of this project in order to avoid major design changes. We are now ready to go forward with the public engagement and final design of the project. The schedule for this work will take us beyond the June 2020 deadline and therefore a program year extension is necessary.

The City can demonstrate that we will be on schedule to accomplish the predesign and final design of the project for a program year of 2021. A one-year time extension would allow the City of St. Louis Park to retain the funding to keep this needed safety improvement.

We therefore request the Funding and Programming Committee's support for extending the City of St. Louis Park's program year to 2021. If additional information is needed, please contact me at 952.924.2691 or by email at jsullivan@stlouispark.org.

Sincerely,



Jack Sullivan, PE
City of St. Louis Park

cc: Colleen Brown, MnDOT
Federal Aid Joe Barbeau,
Metropolitan Council

REQUEST FOR PROGRAM YEAR EXTENSION

For

SP 163-291-008

PEDESTRIAN IMPROVEMENTS AT CSAH 25 AND BELTLINE BOULEVARD

CITY OF ST. LOUIS PARK, HENNEPIN COUNTY

REQUESTED BY:

JACK SULLIVAN

CITY OF ST. LOUIS PARK PROJECT MANAGER

Phone: 952.924.2691

Email: jsullivan@stlouispark.org

1. PROJECT BACKGROUND

a. Project Name:

County State Aid Highway (CSAH) 25 & Beltline pedestrian improvements in the City of St. Louis Park.

b. Location Map:

See **Figure 1 – Location Map and Project Area Map** for the project location and adjacent roadways.

c. Sponsoring Agency:

City of St. Louis Park, Minnesota

d. Other Participating Agencies:

Hennepin County, and FHWA

e. Project Description:

The proposed project will complete the gaps in the pedestrian system along Beltline Boulevard, CSAH 25, Ottawa Avenue, and Lynn Avenue, which will also improve the pedestrian access across busy CSAH 25 corridor and connect to the planned Beltline LRT station. The project consists of constructing pedestrian facilities on the following roadways: along Beltline Boulevard from West 36th Street to Minnetonka Boulevard; replacing and completing gaps in the sidewalks along both sides of Ottawa Avenue and Lynn Avenue from CSAH 25 to Minnetonka Boulevard; and constructing a walkway along CSAH 25 from Beltline Boulevard to Lynn Avenue. In addition, streetscaping elements will be installed along CSAH 25 and Beltline Boulevard.

f. Funding Category:

The project is funded with 2016 Surface Transportation Block Grant Program (STBGP) funds.

g. Federal Funds Allocated:

Federal funds in the amount of \$560,000.00 have been secured for Fiscal Year 2020.

2. PROJECT PROGRESS

a. Project Schedule:

The schedule below outlines the progress of the project to date as well as the schedule moving forward without the program year extension.

Activity / Milestone	Date Completed
Design - Layout Options	January / February 2020
Draft Project Memorandum	December 2019
Project Memorandum Submittal	July 2020
Submit 30% Construction Plans for review	August 2020
Right of Way Acquisition	July to December 2020
Plan Approval and Authorization	Spring 2021
Project Bid Opening	Spring 2021
Project Construction	Summer 2021

b. Right of Way Acquisition:

Permanent and temporary easement needs will be identified and ROW (if needed) will be acquired by end of December 2020.

c. Plans:

The preliminary layout will be developed through a public engagement process.

d. Permits:

Table 1 – Permits Required

Permits Required		
Agency	REQ'D	Status/ Date Received
USACE Section 404	N	Not applicable (N/A) (no wetlands within the project area)
Coast Guard	N	N/A
DNR - Water	N	N/A
DNR - Public Waters	N	N/A (no DNR public waters within the project area)
MPCA - NPDES	Y	Permit will be obtained prior to construction
MPCA - Section 401	N	N/A
Watershed District	Y	Permit will be obtained prior to construction

Permits Required		
Agency	REQ'D	Status/ Date Received
Wetland Conservation Act/ BWSR	N	N/A (no wetlands within the project area)
Railroad	N	N/A sidewalks along Beltline Blvd will start and stop prior to light rail right-of-way; LRT project to complete sidewalks within ROW
Other	N	N/A

e. Approvals:

The following is a list of agencies with approval authority and the status of each approval:

Agency	Approval Required	Status
MnDOT State Aid	Project Memorandum	Draft submitted November 2019
	Final Plan Approval	Not yet submitted, December 2020
Hennepin County	Preliminary Layout	Not yet completed
	Final Plan Approval	Not yet submitted, November 2020
City of St. Louis Park	Preliminary Layout	Not yet completed
	Final Plan Approval	Not yet submitted, November 2020

f. Identified Funds Spent to Date on Project:

To date, the City of St. Louis Park has contracted approximately \$19,000 on preliminary design and anticipates approving an overall contract for \$140,000 for the design of project.

3. JUSTIFICATION FOR EXTENSION

a. What is unique about this project that requires an extension of the program year?

This project completes the missing pedestrian gaps along Beltline Blvd, CSAH 25, Ottawa Ave and Lynn Ave for pedestrians getting to and from the new Beltline LRT station.

b. What are the financial impacts if the project does not meet its current program year?

If federal funds are surrendered, the proposed project will likely be postponed until an alternate source of funding can be secured. The City of St. Louis Park has spent funds in excess of \$30,000 and anticipate continued design work costs of an additional \$140,000 to prepare the plan. The City of St. Louis Park feels strongly that this project is a high priority segment and delaying the improvements on this segment will likely cause increased traffic delays/ congestion and crashes.

c. What are the implications if the project does not obtain the requested extension?

A delay in this project will affect the pedestrians that will be accessing the new Beltline LRT Station to use unsafe or undesignated pedestrian facilities. Therefore, potentially causing harm to the pedestrians.

d. What actions will the agency take to resolve the problem facing the project in the next three to six months?

The City will continue to gather public input through the design process with the intent to have final plans in the late fall of 2020. The City is in the process of contracting the remaining preliminary and final design services for this project which include a robust public engagement process.

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

Completed/FONSI Approved If checked enter 2. _____
Date of approval _____

Not Complete
Anticipated Date of Completion _____
If prior to March 31 of the program year, enter 1. _____

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. _____
Date of Approval _____

Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____

Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____

Not Complete
Anticipated Date of Completion November 2020
If prior to June 30 of the program year, enter 1. _____

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2.
Date _____

Not Complete
Anticipated Date of Completion December 2020
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

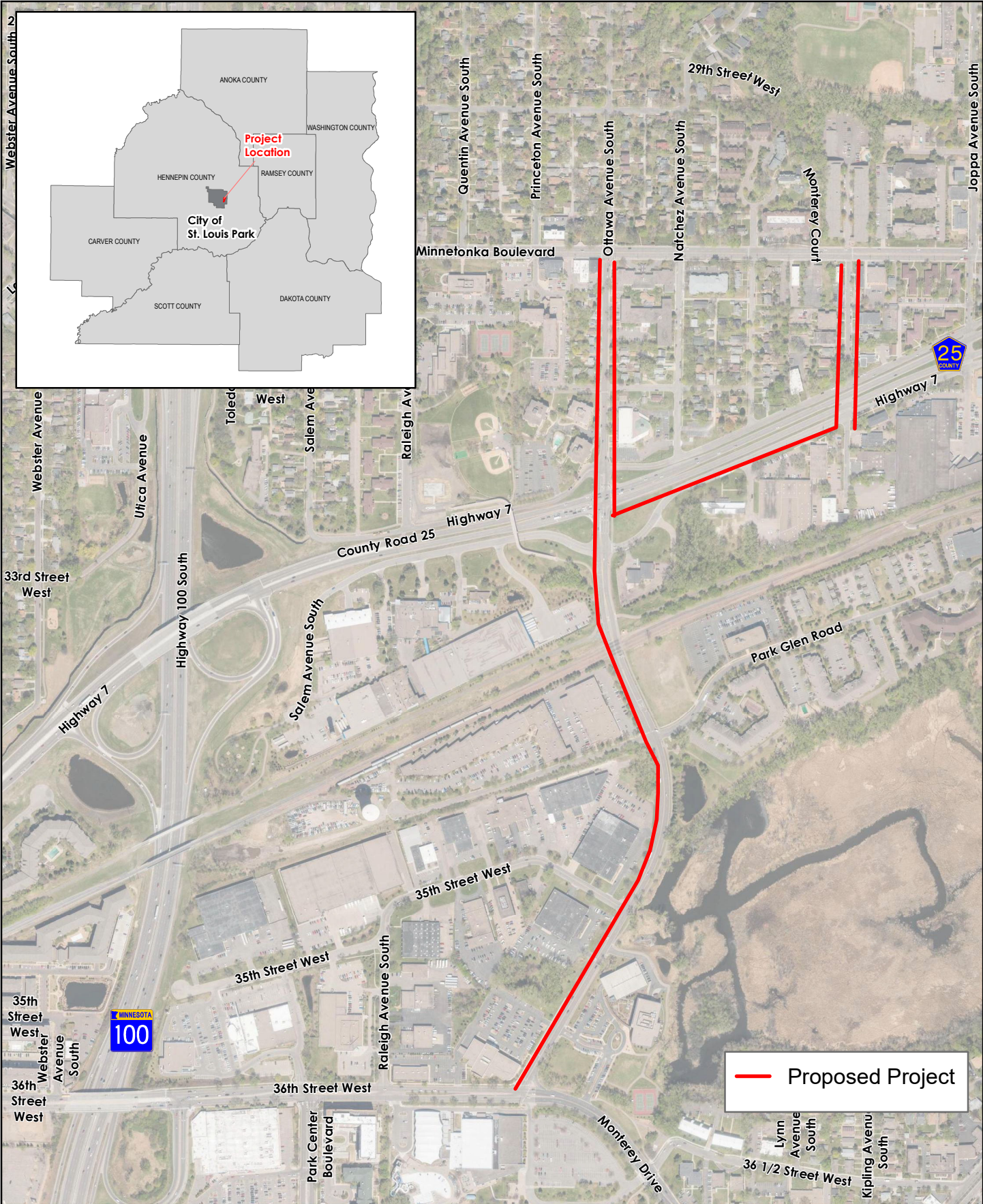
Completed If checked enter 2. 2
Date _____

Not Complete
Anticipated Date of Completion November 2020 – see attached preliminary construction cost estimate
If prior to December 31 of the year following the original program year, enter 1. _____

AUTHORIZED

Anticipated Letting Date Spring 2021.
Anticipated letting date must be prior to June 30 in the year following the original program year, so that authorization can be completed prior to June 30 of the extended program year.

TOTAL POINTS 7



Path: P:\PT\GIS\Stlou153156\GIS-fmap-dsgm\51-drawings\90-GIS\Maps\Beltline_CSAH25.mxd

— Proposed Project

		<p>Project: STLOU 153156 Print Date: 10/29/2019</p>	<p>PROJECT LOCATION Beltline/CSAH 25 Pedestrian Improvements (S.P. 163-291-008) 2016 Regional Solicitation St. Louis Park, Minnesota</p>	<p>Figure 1</p>
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This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

ACTION TRANSMITTAL – 2020-07

DATE: January 17, 2020

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Program Year Extension Request: Richfield 77th Street
Extension/MN 77 Bridge

REQUESTED ACTION: Richfield requests a program year extension for its 77th Street extension / MN 77 bridge project (SP# 157-108-035) from fiscal year 2020 to fiscal year 2021.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB approval of Richfield's program year extension request to move its 77th Street extension / MN 77 bridge project (SP# 157-108-035) from fiscal year 2020 to fiscal year 2021.

BACKGROUND AND PURPOSE OF ACTION: Richfield received \$7,000,000 from the 2016 Regional Solicitation to fund a new roadway connection on 77th Street, four new bridges on MN 77, and two ramps between MN 77 and I-494 for program year 2020. The City is requesting an extension of the program year to 2021 to close a funding gap.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013, and updated it in August 2014, to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

STAFF ANALYSIS: Based on the score on the attached worksheet, staff recommends approval of the program year extension to 2021. An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2024 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. The program year change will be administered in the annual Transportation Improvement Program (TIP) update and does not require a separate TIP amendment.

COMMITTEE COMMENTS AND ACTION: At its January 16, 2020, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the program year extension request to move Richfield's 77th Street extension / MN 77 bridge project from fiscal year 2020 to fiscal year 2021.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/16/2020
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Accept	



Public Works Department

December 18, 2019

MAYOR

MARIA REGAN
GONZALEZ

CITY COUNCIL

EDWINA GARCIA
MARY SUPPLE
SIMON TRAUTMANN
BEN WHALEN

CITY MANAGER

KATIE RODRIGUEZ

Mr. Paul Oehme
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: PROGRAM YEAR EXTENSION REQUEST FOR SP 2758-82, SP 157-108-035
Construction of a new roadway connection on 77th Street and 4 new bridges on TH 77 and on two TH 77 ramps to and from I-494.

Dear Mr. Oehme,

The City of Richfield respectfully requests that the Funding and Programming Committee consider a program year extension for the above referenced project. The project's current program year is 2020 and includes construction of 0.36 miles of a new 4-lane road connecting 77th Street from Bloomington Avenue to Longfellow Avenue and construction of 4 new bridges carrying TH 77 and ramps for the TH 77 and I494 interchange.

The City applied for and was awarded \$7,000,000 STP funds for program year 2020. Due to a gap in the project funding the City is requesting this extension. The City is pursuing funds that will close the funding gap in the 2020 state legislature. Therefore, the City may not know whether those funds are allocated for this project until the end of the session, and thus after the deadline to request an extension has passed.

The project cannot meet the deadline for authorization within its 2020 program year and a program year extension is necessary. Based on the current schedule, authorization could not occur until July 2020 which is past the June 2020 deadline. The City of Richfield can demonstrate to the Funding and Programming Committee that significant public involvement and progress has been made on the project since the award of 2020 funding. A one-year time extension would allow the City to retain the funding to keep this needed safety improvement.

We therefore request the Funding and Programming Committee's support for extending the City of Richfield's program year to 2021. If additional information is needed, please contact me at 612-861-9795 or by email at Kasher@richfieldmn.gov

Sincerely,

Kristin Asher - Public Works Director / City Engineer

cc: Colleen Brown, MnDOT Federal Aid Joe Barbeau, Metropolitan Council

REQUEST FOR PROGRAM YEAR EXTENSION

For

SP 2758-82, SP 157-108-035

Roadway and Bridge Construction on 77th Street and TH 77

City of Richfield, MN

REQUESTED BY:

Kristin Asher

Phone: 612-861-9795

Email:

Kasher@richfieldmn.gov

1. PROJECT BACKGROUND

a. Project Name: 77th Street and TH 77 Underpass

b. Location Map:

See **Figure 1 – Location Map** and **Figure 2 – Project Area Map** for the project location and adjacent roadways.

c. Sponsoring Agency: City of Richfield

d. Other Participating Agencies: Minnesota Department of Transportation

e. Project Description: Construction of 0.36 miles of a new 4-lane road connecting 77th Street from Bloomington Avenue to Longfellow Avenue and construction of 4 new bridges carrying TH 77 and ramps for the TH 77 and I494 interchange.

f. Funding Category:

The project is funded with STP funds.

g. Federal Funds Allocated:

Federal funds in the amount of \$7,000,000 have been secured for Fiscal Year 2020.

2. PROJECT PROGRESS

a. Project Schedule:

The schedule below outlines the progress of the project to date as well as the schedule moving forward without the program year extension.

Activity / Milestone	Date Completed
Design - Layout Options	August 2017
Draft Project EA	May 2018
Project EA Submittal	April 2019
Draft Project Memo (Design Memo)	February 2019
Project Memo (Design Memo) Submittal - Approval	March 2019
Submit Construction Plans for review	March 2019
Right of Way Acquisition	May 2020
Plan Approval and Authorization	March 2020
Project Bid Opening	October 2020
Project Construction	April 2021

b. Right of Way Acquisition:

Permanent and temporary easement needs have been identified for 4 parcels per attached preliminary ROW Plan (**Figure 3 – Right of Way Layout**). The City of Richfield is in the process of acquiring the proposed easements and will have title and possession in early May, 2020.

c. Plans:

The preliminary layout has been developed and the plan preparation is estimated at 99 percent complete. Attached is an exhibit showing the proposed project corridor layout (**Figure 4 – Project Layout**)

d. Permits:

Table 1 – Permits required

Permits Required		
Agency	REQ'D	Status/ Date Received
USACE Section 404	N	Not applicable (N/A) (no wetlands within the project area)
Coast Guard	N	N/A
DNR - Water	N	N/A
DNR - Public Waters	N	N/A (no DNR public waters within the project area)
MPCA - NPDES	Y	Permit will be obtained prior to construction
MPCA - Section 401	N	N/A
Watershed District	Y	Permit will be obtained prior to construction – In Process
Wetland Conservation Act/ BWSR	N	N/A (no wetlands within the project area)
Railroad	N	N/A (no railroads within the project area)
Other	Y	Mn Dept. of Health – watermain. In process.

e. Approvals:

The following is a list of agencies with approval authority and the status of each approval:

Agency	Approval Required	Status
MnDOT State Aid	Project Memorandum	Draft submitted February, 2019
	Final Plan Approval	Not yet submitted, March 2020. 95% plans submitted in March 2019.

Agency	Approval Required	Status
County - NA	Preliminary Layout	NA
	Final Plan Approval	NA
City of Richfield	Preliminary Layout	Completed
	Final Plan Approval	Not yet submitted, March 2020. 95% plans submitted in March 2019.

f. Identified Funds Spent to Date on Project:

To date, the City of Richfield has spent approximately \$2.1 million on preliminary and final design. The City of Richfield is in process of hiring an appraiser for the project.

3. JUSTIFICATION FOR EXTENSION

a. What is unique about this project that requires an extension of the program year?

This project has involved coordination with multiple MNDOT projects in the south metro. Our team has coordinated with MNDOT over the past year and adjusted our project schedule back to accommodate roadway closures caused by those projects. This project also involves easement acquisition from the Metropolitan Airports Commission. This acquisition process has been ongoing for several months. The process of the acquisition has changed during this time which has pushed the acquisition schedule back to its current timeline. The circumstances that caused the delay in the schedule were unforeseen during the coordination with MAC. The funding of this project is also unique. There are several funding sources, one of which is the federal STP funds. The project also involves State funding. Currently the City is requesting additional funds from the State legislature, in the 2020 legislative session, to close the current funding gap. It is possible that the funds will not be allocated this session and pushed back to the 2021 session. Due to this factor the City cannot guarantee full project funding prior to the project needing to be authorized for 2020 federal funding.

b. What are the financial impacts if the project does not meet its current program year?

If federal funds are surrendered, the proposed project will likely be postponed until an alternate source of funding can be secured, or the project will be eliminated. The City of Richfield has spent funds in excess of \$2 million to complete the environmental document and all but complete the design and construction documents and anticipate continued design work costs of an additional \$50,000 to complete the final documents and acquire the required easements. The City of Richfield feels strongly that this project is a high priority segment as it will act as a reliever roadway to the congested I494 to the south.

c. What are the implications if the project does not obtain the requested extension?

The project cannot be delivered within the current funding year due to the unknown of whether the City will be able to secure the necessary funding from the State legislature

in the 2020 legislative session prior to needing project authorization. Without the current federal funds, the project will be even further short on funding and the project will not move forward at this time.

d. What actions will the agency take to resolve the problem facing the project in the next three to six months?

The City of Richfield has worked diligently over the past two years to complete the environmental document and to complete the design and construction documents to prepare the project for letting. The City has also worked closely with the Metropolitan Airports Commission over the past two years to properly acquire the necessary easements to construct the project. The information provided by MAC during the first year was not correct in regards to how the easements would be obtained. The City has continued to work closely with MAC to find a remedy to the situation and properly acquire the easements. Recent coordination has led the City to determine that the MAC easements will be acquired in the next six months. The City will continue its close coordination with MnDOT to obtain final construction document approval in the next three months. The City has already worked closely with MnDOT to obtain approval of the Design memo. The City will also continue to closely coordinate with State government staff in order to obtain the necessary funding from the State to eliminate the funding gap on the project.

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. 1
Date of Approval March 8, 2019
 Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____
 Not Complete
Anticipated Date of Completion March 20, 2020
If prior to June 30 of the current program year, enter 1. 1

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion May 29, 2020
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion March 20, 2020
If prior to December 31 of the year following the original program year, enter 1. 1

AUTHORIZED

Anticipated Letting Date October 2020.
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS 10

Figure 1 - Location Map

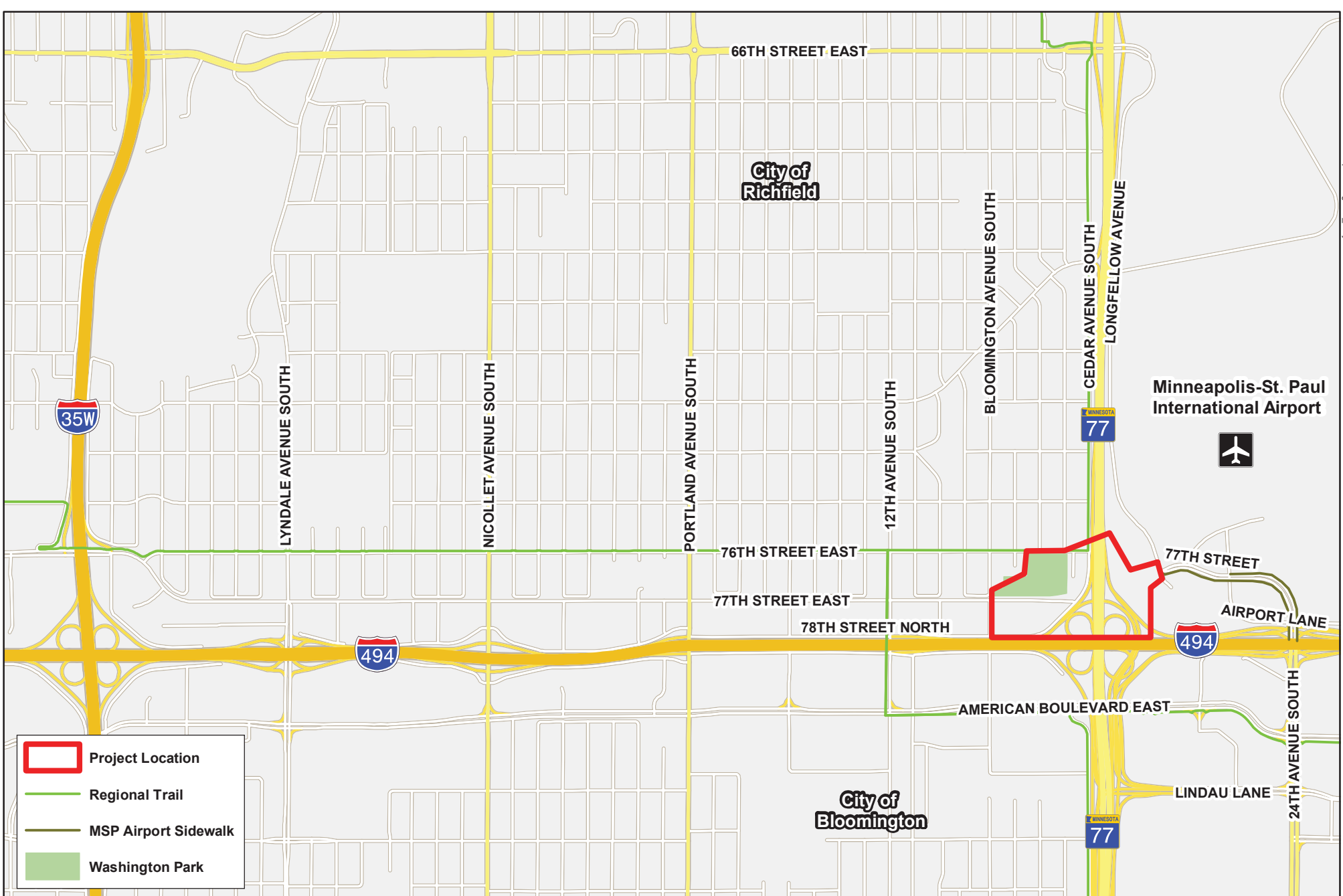


Figure 1 : Project Area
77th Street Extension and TH 77 Underpass
 Richfield, MN | SP 2758-82/SP 157-108-035/SP 157-594-003 | EA February 2019

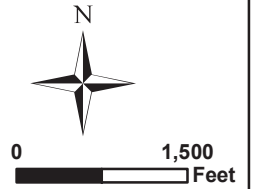


Figure 2 – Project Area Map

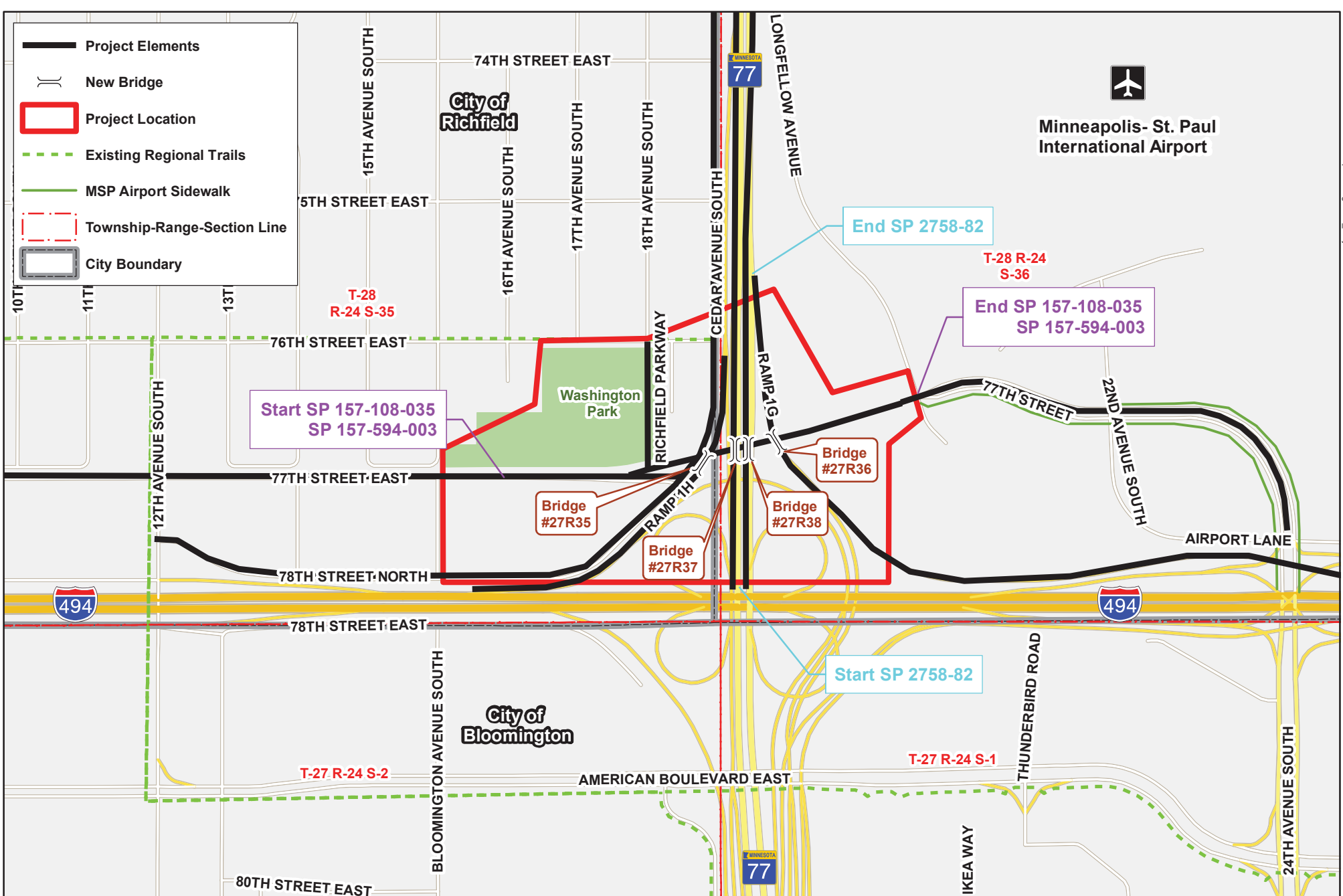


Figure 2 : Project Location
77th Street Extension and TH 77 Underpass
 Richfield, MN | SP 2758-82/SP 157-108-035/SP 157-594-003 | EA February 2019

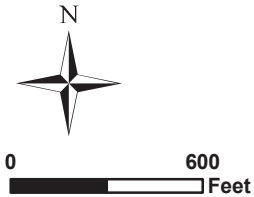
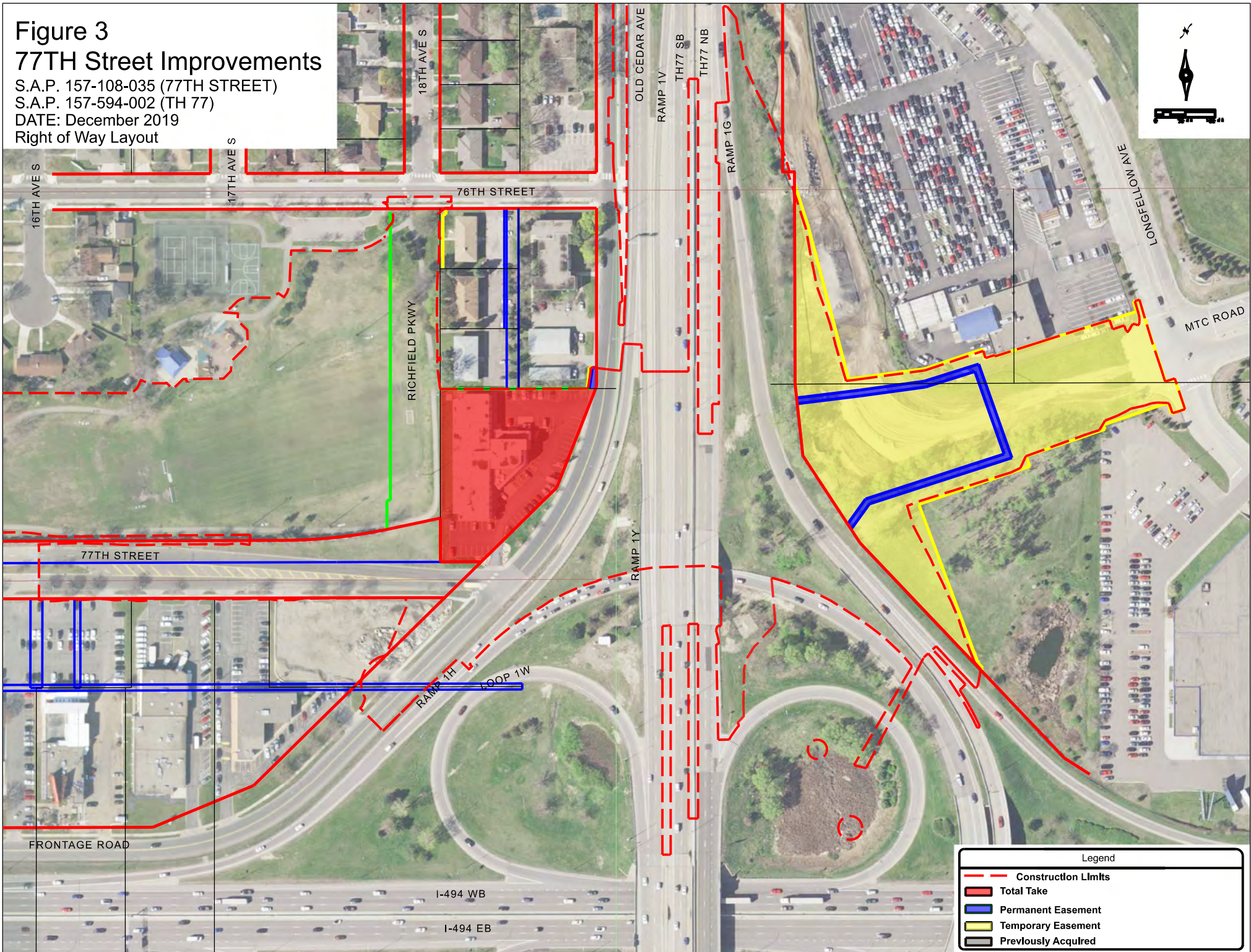


Figure 3 – Right of Way Layout

Figure 3 77TH Street Improvements

S.A.P. 157-108-035 (77TH STREET)
 S.A.P. 157-594-002 (TH 77)
 DATE: December 2019
 Right of Way Layout



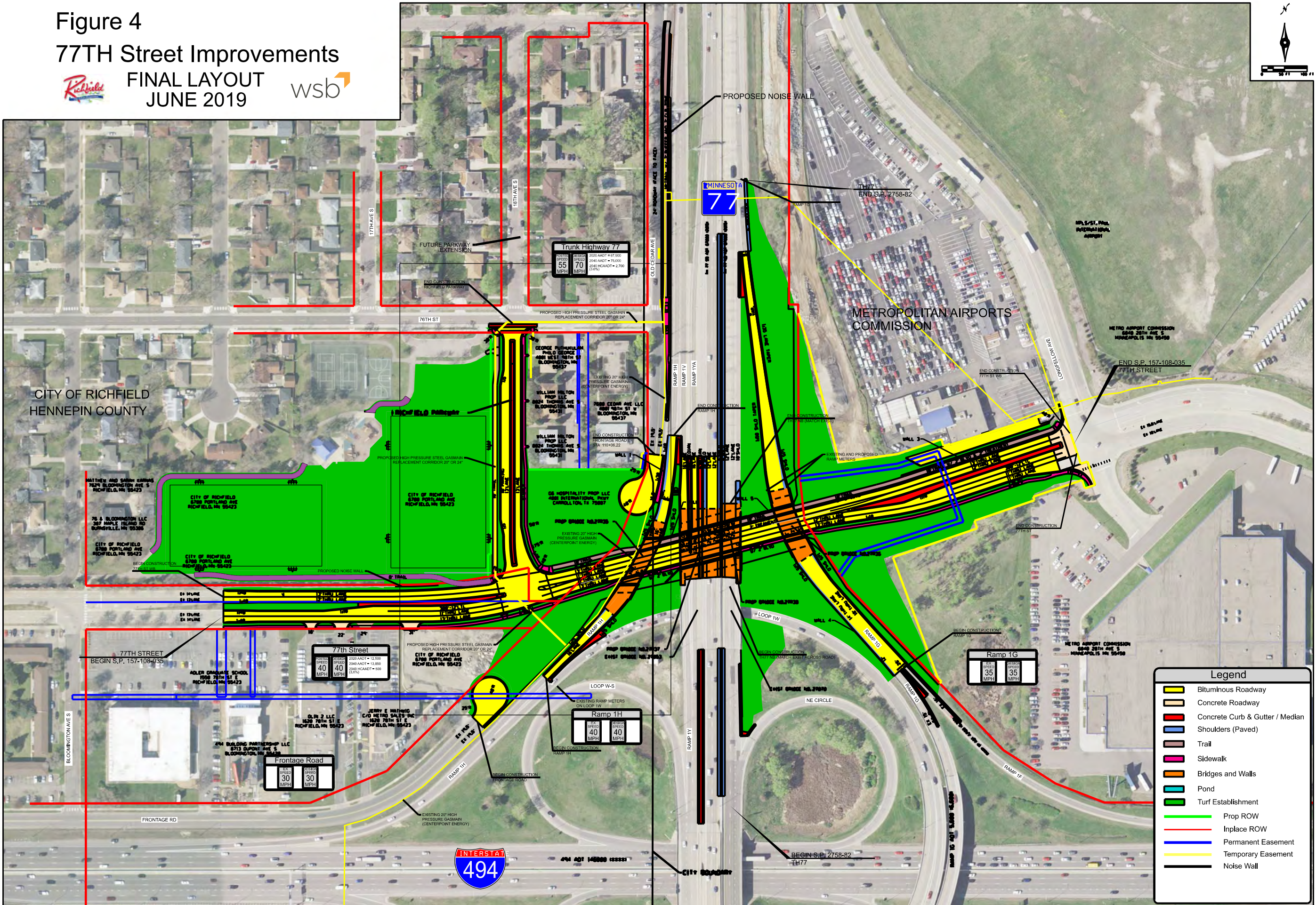
Legend

- Construction Limits
- Total Take
- Permanent Easement
- Temporary Easement
- Previously Acquired

DATE: 12/15/19
 DRAWN BY: J. [unreadable]
 CHECKED BY: [unreadable]

Figure 4 – Project Layout

Figure 4 77TH Street Improvements FINAL LAYOUT JUNE 2019



Trunk Highway 77

EXISTING SPEED	DESIGN SPEED	2020 AADT = 67,000
55 MPH	70 MPH	2040 AADT = 75,000
		2040 HCAADT = 2,700
		(3.3%)

77th Street

POSTED SPEED	DESIGN SPEED	2020 AADT = 11,500
40 MPH	40 MPH	2040 AADT = 13,850
		2040 HCAADT = 500
		(3.3%)

Frontage Road

EXIST. SPEED	DESIGN SPEED
30 MPH	30 MPH

Ramp 1G

EXIST. SPEED	DESIGN SPEED
35 MPH	35 MPH

Ramp 1H

EXIST. SPEED	DESIGN SPEED
40 MPH	40 MPH

Legend

- Bituminous Roadway
- Concrete Roadway
- Concrete Curb & Gutter / Median
- Shoulders (Paved)
- Trail
- Sidewalk
- Bridges and Walls
- Pond
- Turf Establishment
- Prop ROW
- Inplace ROW
- Permanent Easement
- Temporary Easement
- Noise Wall

ACTION TRANSMITTAL – 2020-08

DATE: January 17, 2020

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Program Year Extension Request: Dakota County CSAH 86 Reconstruction

REQUESTED ACTION: Dakota County requests a program year extension for its CSAH 86 reconstruction (SP# 019-686-018) from fiscal year 2020 to fiscal year 2021.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB approval of Dakota County's program year extension request to move its CSAH 86 reconstruction (SP# 019-686-018) from fiscal year 2020 to fiscal year 2021.

BACKGROUND AND PURPOSE OF ACTION: Dakota County received \$4,200,000 from the 2016 Regional Solicitation to reconstruct and widen the shoulders along CSAH 86 (280th St) in Eureka, Greenvale, Castle Rock, and Waterford Townships for program year 2020. The County is requesting an extension of the program year to 2021 following schedule delays related to working with the railroad.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 and updated it in August 2014 to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

STAFF ANALYSIS: Based on the score on the attached worksheet, staff recommends approval of the program year extension to 2021. An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2024 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. The program year change will be administered in the annual Transportation Improvement Program (TIP) update and does not require a separate TIP amendment.

COMMITTEE COMMENTS AND ACTION: At its January 16, 2020, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the program year extension request to move Dakota County's CSAH 86 reconstruction from fiscal year 2020 to fiscal year 2021.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/16/2020
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Accept	



December 12, 2019

Mr. Paul Oehme
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

Physical Development Division
Steven C. Mielke, Director

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

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

Environmental Resources
Environmental Initiatives
Groundwater Protection
Land Conservation
Vermillion River Watershed
Water Resources
Waste Regulation

Office of Planning

Parks, Facilities and Fleet
Parks
Facilities Management
Fleet Management

Transportation
Highway
Surveyor's Office
Transit Office

RE: PROGRAM YEAR EXTENSION REQUEST
SP 019-686-018
CSAH 86 Reconstruction
Castle Rock, Eureka, Greenvale and Waterford Townships
Dakota County, Minnesota

Dear Mr. Oehme,

Dakota County respectfully requests that the Funding and Programming Committee consider a program year extension for the above referenced project. The project's current program year is 2020 and includes the reconstruction of 3.7 miles of County State Aid Highway (CSAH) 86 from CSAH 23 east to Trunk Highway (TH) 3 through the Village of Castle Rock. The project also includes the replacement of the Canadian Pacific (CP) Railroad Bridge, No. BR 319.57 Albert Lea Subdivision, located on the east edge of the Village of Castle Rock.

Dakota County has worked diligently with Canadian Pacific (CP, rail owner) and Union Pacific (UP, rail operator) to coordinate the replacement of the aging trestle bridge. To date, the County has received approval of the 30% plans from CP/UP and has gone through iterations of Memorandum of Understanding (MOU) language and intends to request approval from the Dakota County Board of Commissioners at the January 21, 2020 board meeting. It is in the best interest of all parties that the roadway project includes the replacement of the railroad bridge.

During the Project Memorandum development, MnDOT Cultural Resources Unit (CRU) flagged the project for Architectural and Archaeological Review due to potential findings within proximity to the project corridor. Due to the timing of the request and availability for CRU to secure contracts to perform the reviews, the results of the studies may not be finalized prior to the June 2020 program year deadline.

A program year extension is necessary to allow adequate time for right of way, railroad coordination and archaeological review. The requested one-year time extension is needed to work through CP/UP's review and approval process. Based on the County's experience working with both Canadian Pacific and Union Pacific, an executed agreement between the County and CP/UP by the June 2020 authorization may not be feasible. The one-year extension will also ensure the Architectural and Archaeological review findings are completed and necessary mitigation (if needed) is included in the plans.

Dakota County's desire for SP 019-686-018 is to start construction in early 2021 at the latest as it is expected to be a full 2-year construction. The one-year program extension will allow for completion of all project tasks, while still allowing for the construction schedule to stay as desired. We therefore request the Funding and Programming Committee's support for extending Dakota County's project program year to 2021. If additional information is needed, please contact me at (952) 891-7104 or by email at jacob.chapek@co.dakota.mn.us.

Sincerely,

Jake Chapek, PE
Dakota County Project Manager

Enclosure

Cc: Scott Eue, MnDOT State Aid
Colleen Brown, MnDOT State Aid

REQUEST FOR PORGRAM YEAR ENTENSION

For

SP 019-686-018

RECONSTRUCTION OF CSAH 86 FROM CSAH 23 TO TH 3
CASTLE ROCK, EUREKA, GREENVALE AND WATERFORD TOWNSHIPS
DAKOTA COUNTY, MN

REQUESTED BY:

JAKE CHAPEK

DAKOTA COUNTY PROJECT MANAGER

PHONE: 952-891-7104

EMAIL: JACOB.CHAPEK@CO.DAKOTA.MN.US

1. PROJECT BACKGROUND

a. Project Name:

CSAH 86 Reconstruction

b. Location Map

Reconstruction of CSAH 86 from 800 feet east of CSAH 32 to TH 3 in Castle Rock, Eureka, Greenvale and Waterford Townships within Dakota County. **See Figure 1 – Location Map** and **Figure 2 – Project Area Map** for the project location and adjacent roadways. The County is planning to construct the CSAH 86 in 2021 and 2022.

c. Sponsoring Agency:

Dakota County

d. Other Participating Agencies:

MnDOT and FHWA

e. Project Description:

The proposed project will reconstruct 3.7 miles of County State Aid Highway (CSAH) 86 from 800 feet west of CSAH 23 to Trunk Highway (TH) 3 within Castle Rock, Eureka, Greenvale and Waterford Townships. The proposed improvements include reconstructing the existing (60+ year) two-lane roadway, adding 8' shoulders, flattening side slopes/ditches, adding turn lanes at major intersections and bypass lanes at "T" intersections. The unincorporated town of Castle Rock will be improved with an urban 3-lane typical section to increase safety and access through town. The Canadian Pacific (CP) Railroad Bridge, No. BR 319.57 Albert Lea Subdivision, located on the east edge of Castle Rock will be replaced to correct vertical clearance deficiency and bring to Minnesota Rule 8820.9956 requirements for a minimum vertical clearance of 16 feet, 4 inches for a highway crossing under a railroad bridge.

f. Funding Category:

The project is funded with Surface Transportation Block Grant Program (STBG) funds.

g. Federal Funds Allocated:

Federal Funds in the amount of \$4,200,000 have been secured for Fiscal Year 2020.

2. PROJECT PROGRESS

a. Project Schedule:

The schedules below detail the progress of the project to date and how the schedule has been modified to account for extended coordination and review time. The final schedule shows the expected dates if a program year extension is granted.

a.1 - Schedule presented at initial Open House – November 14, 2018

SP 019-686-018 Kick-Off Schedule	
Preliminary Design Layout	October, 2018
Community Engagement Open House #1	November 14, 2018
30% Roadway Plan	March, 2019
30% Bridge Plan	March, 2019
30% Bridge Plan Railroad Review (CP/UP)	April, 2019
Determine Right Of Way Limits	April, 2019
Draft Project Memorandum	June, 2019
Draft Project Memorandum Submittal	August, 2019
Easement Acquisition Negotiation	June – November, 2019
60% Bridge Plan	July, 2019
60% Bridge Plan Railroad Review (CP/UP)	September, 2019
60% Roadway Plan	September, 2019
90% Roadway Plan	November, 2019
100% Bridge Plan	November, 2019
100% Bridge Plan Railroad Review (CP/UP)	December, 2019
100% Roadway Plan	December, 2019
UP/CP Railroad Executed Agreement	December, 2019
Construction Plan Approval	January, 2020
Project Letting	March, 2020
Project Construction	April 2020 – December 2021
Program Year Sunset Date	June 30, 2020

a.2 - Below is a schedule intended to meet Program Year after ongoing coordination with Canadian Pacific (CP) / Union Pacific (UP) over ownership and maintenance of the proposed bridge began to interrupt original schedule. This schedule is no longer achievable as ongoing Memorandum of Understanding negotiation with CP/UP regarding ownership and maintenance of proposed railroad bridge has surpassed the scheduled dates. Time loss could be made up if the right of way schedule is aided by friendly acquisitions in a timely manner. Additionally, the results from the upcoming Archaeological Review scheduled for Spring, 2020 would require favorable weather and no significant findings to fit within the program year.

SP 019-686-018 Modified Schedule - Program Year 2020	
Preliminary Design Layout	October 2018 (Complete)
Community Engagement Open House #1	November 14, 2018 (Complete)
30% Roadway Plan	March 2019 (Complete)
30% Bridge Plan	May 2019 (Complete)

Community Engagement Open House #2	May 2019 (Complete)
30% Bridge Plan Railroad Review (CP/UP)	June 2019 (Complete)
Determine Right Of Way Limits	June 2019 (Complete)
Draft Project Memorandum	October 2019 (Complete)
60% Roadway Plan	November 2019 (Complete)
60% Bridge Plan	October 2019
Easement Acquisition Negotiation	October – March 2019
60% Bridge Plan Railroad Review (CP/UP)	November 2019
Draft Project Memorandum Submittal	November 2019 (Complete)
90% Roadway Plan	March 2020
100% Bridge Plan	April 2020
100% Bridge Plan Railroad Review (CP/UP)	May 2020
100% Roadway Plan	May 2020
UP/CP Railroad Executed Agreement	June 2020
Construction Plan Approval	June 2020
Project Letting	August 2020
Project Construction	October 2020 – December 2022

a.3 – The final schedule below depicts proposed dates for a program year extension. Dakota County believes this is a full two-year construction commitment to complete the 3.7-mile reconstruction and proposed railroad bridge. The County is committed to maintaining construction in 2021-2022 and does not intend to utilize a full year extension if granted.

SP 019-686-018 Modified Schedule – Program Year 2021	
Preliminary Design Layout	October 2018 (Complete)
Community Engagement Open House #1	November 14, 2018 (Complete)
30% Roadway Plan	March 2019 (Complete)
30% Bridge Plan	May 2019 (Complete)
Community Engagement Open House #2	May 2019 (Complete)
30% Bridge Plan Railroad Review (CP/UP)	June 2019 (Complete)
Determine Right Of Way Limits	June 2019 (Complete)
Draft Project Memorandum	November 2019 (Complete)
60% Roadway Plan	November 2019 (Complete)
Draft Project Memorandum Submittal	November 2019 (Complete)
Easement Acquisition Negotiation	January – March, 2020
60% Bridge Plan	February, 2020
60% Bridge Plan Railroad Review (CP/UP)	March/April, 2020
90% Roadway Plan	April, 2020
100% Bridge Plan	June 2020
100% Bridge Plan Railroad Review (CP/UP)	June-July 2020
100% Roadway Plan	July 2020
UP/CP Railroad Executed Agreement	August 2020
Construction Plan Approval	September 2020
Project Letting	November 2020 (See Note 1 Below)
Project Construction	April 2021 – December 2022

(1) – Pending results of the Archaeological Survey and completion of the CP/UP Railroad Construction Agreement, Dakota County is moving forward with November 2020 as the project letting date. If findings from survey require corrective action, the County has ability to push Project Letting back to February 2021 to still accomplish construction start of April 2021.

b. Right of Way Acquisition:

Permanent and temporary easement needs have been identified for 56 parcels (**Table 1– Easement Parcel Table**). See **Figure 4 – ROW Exhibit** for graphic representation of parcels requiring easement acquisition for roadway improvements and railroad bridge construction.

Dakota County had prepared first right of way offers to go to board in November 2019 to meet program year but due to ongoing railroad coordination regarding the Memorandum of Understanding (MOU), the decision was made to delay offers until this agreement is reached. The MOU has been resubmitted to CP/UP and Dakota County is intending to go for County Board approval on January 21, 2020, pending railroad coordination. Without the program year extension, Dakota County will not be able to provide the necessary durations for the remainder of the right of way process, unless all are friendly acquisitions, to successfully have title and possession by sunset date.

c. Plans:

The preliminary roadway plans are past the 60% development stage internally within Dakota County. These 60% plans include the final construction limits that are utilized for right of way acquisition. The 60% plans were submitted to MnDOT State Aid with the Draft Project Memorandum on November 29, 2019.

The proposed railroad bridge plans are past the 30% development stage and have been submitted to both Canadian Pacific Railway and Union Pacific Railroad in July 2019. Comments were received from the railroad companies and incorporated in the design as it advances towards 60% stage. The 60% bridge plans are currently scheduled for February 2020.

d. Permits:

Table 2 – Permits Required

Permits Required			
Agency	REQ'D	Status / Date Received	Attached
USACE Section 404	Y	To be obtained.	N
Coast Guard	N	N/A	N
DNR--Water	N	N/A	N
DNR--Public Waters	N	Project being conducted in accordance with 103E, permit not needed	N
MPCA--NPDES	Y	Permit will be obtained prior to construction. SWPPP will be prepared as part of construction plans.	N
MPCA--Section 401	N	N/A	
Watershed District	N	N/A	
Wetland Conservation Act / BWSR	Y	To be obtained.	
Railroad	Y	Canadian Pacific / Union Pacific have approved of 30% plan. MOU is being finalized and construction agreement will be started at 60% design approval	N
Other	N	N/A	N

e. Approvals:

The following is a list of agencies with approval authority and status of each approval:

Agency	Approval Required	Status
Federal Highway Administration	Project Memorandum	Not yet submitted to FHWA. Draft to State Aid Nov. 2019 with Final August, 2020
	Net Benefit 4(f) Evaluation	Not yet submitted. August, 2020
	Section 106 Historic Archaeological Determination	Not yet submitted. August, 2020
	Final Plan Approval	Not yet submitted, Sept., 2020
MnDOT	Project Memorandum	State Aid review Dec. 2019 with Final August, 2020
	Net Benefit 4(f) Evaluation	Not yet submitted. August, 2020
	Section 106 Historic Archaeological Determination	Not yet submitted. August, 2020
	Final Plan Approval	Not yet submitted. Draft Dec. 2019, Final Sept. 2020
Dakota County	Preliminary Layout	Completed
	Final Plan Approval	Not yet submitted. 60% Plans completed, Final August 2020
Canadian Pacific / Union Pacific Railroad Authority	Preliminary Bridge Layout	Completed June 2019
	Construction Agreement	Not yet submitted. August 2020
	Final Bridge Plan Approval	Not yet submitted. Final July 2020

f. Identified Funds Spent to Date on Project:

To date, the County has spent approximately \$900,000 on preliminary/final roadway design, preliminary/final bridge design, right of way services and preparation of the project memorandum documents.

3. JUSTIFICATION FOR EXTENSION

a. What is unique about this project that requires an extension of the program year?

The existing railroad trestle bridge within Castle Rock (Unincorporated) was constructed in 1930 and creates a barrier for both vehicle and pedestrian traffic along the County State Aid Highway (CSAH) 86 corridor. The structure has vertical clearance deficiencies at 14.1 feet eastbound and 14.3 westbound, short of the 16'4" height required by Minnesota Rule 8820.9953 for a highway crossing under a railroad bridge. This creates an obstacle for the future principal arterial roadway that also serves as a regional tier 2 truck corridor. In addition to vertical deficiency, the horizontal clearance is limited by the existing center pier and proximity of exterior supports (See **Figure 5 – Existing Railroad Bridge**). The existing bridge also creates a barrier for bicycle and pedestrian traffic as it is limited to a single lane in each direction without paved shoulders. Canadian Pacific (bridge owner) has no plan to replace the bridge as it currently meets the requirements for their freight needs.

Due to the reasoning above, Dakota County has approached Canadian Pacific (owner) and Union Pacific (operator) with the desire to replace the dated bridge with the upcoming CSAH 86 reconstruction. There has been a difference in opinion surrounding whom should maintain ownership of the proposed bridge and how future maintenance/replacement responsibilities will be determined. Below is a timeline of coordination that has been had relating to the efforts to replace the bridge:

- November 2017 – Dakota County meets with Canadian Pacific (CP) & Union Pacific (UP) to discuss CSAH 86 roadway reconstruction and determine if there is a plan to replace bridge. No proposed bridge replacement is planned and CP indicates if bridge were to be replaced with CSAH 86 reconstruction project, Dakota County would have to fund and own future bridge.
- December 2017 to April 2018 – Dakota County researches railroad ownership on recent bridge replacements and meets with MnDOT to discuss precedence. Understanding is bridge ownership may fall on Dakota County if an agreement cannot be determined with railroads. Ongoing conversations with CP/UP consistent that railroad will not replace bridge and any replacement of will require ownership by Dakota County.
- April 24, 2018 – Dakota County hires HDR Engineering, Inc. for bridge design and their expertise in railroad relations.

- May 2018 to November 2018 – Dakota County advances bridge replacement discussions and completes concept for bridge replacement. Bridge alternatives and temporary shoofly designs completed and shared with CP/UP. CP/UP maintain ownership stance but willing to work with Dakota County on replacement of bridge. Determination of utilizing embankment shoofly vs. temporary bridge shoofly.
- November 2018 to January 16, 2019 – Ongoing discussions with CP/UP and internal Dakota County lead to Memorandum of Understanding (MOU) being drafted to determine ownership, maintenance and liability of proposed bridge. Canadian Pacific accepts template of MOU on January 16, 2019.
- March 4, 2019 – Fully executed agreement for preliminary engineering with Union Pacific Railroad company
- March 14, 2019 – Dakota County Board of Commissioners asked to authorize the execution of a joint Memorandum of Understanding with Canadian Pacific Railway and Union Pacific Railway company to replace the existing railroad bridge on County Project 86-34 (CSAH 86 Reconstruction). Dakota County Board of Commissioners does not grant authorization due to ownership and maintenance language issues. Dakota County not interested in taking on full ownership and all long-term maintenance responsibilities.
- June 11, 2019 – 30% Bridge Plans send to Canadian Pacific Railway
- June 17, 2019 – 30% Bridge Plans sent to Union Pacific Railroad
- August 9, 2019 – Dakota County sends letter to Canadian Pacific Railway requesting that CP consider supporting this project by agreeing to maintain ownership of future bridge that carries railroad tracks over the County State Aid Highway. Dakota County maintains stance that the County will fund bridge replacement if done in conjunction with CSAH 86 reconstruction.
- September 18, 2019 – Meeting with Canadian Pacific Railway at the Canadian Pacific Plaza (Minneapolis). CP agrees to own the proposed railroad bridge, pending agreement of the Memorandum of Understanding language. Dakota County still assuming cost burden of proposed bridge as part of the CSAH 86 reconstruction.
- October 21, 2019 – Dakota County sends revised MOU to CP based on September coordination meeting.
- November 22, 2019 – Canadian Pacific Railway submits revised version of MOU to Dakota County. Dakota County has concerns over language regarding future replacement of bridge costs, liability of maintenance and maintenance agreement language.
- December 9, 2019 – Dakota County submits revised version of MOU to Canadian Pacific Railway and Union Pacific Railroad Company.
- January 21, 2020 (Future date pending agreement with CP/UP) – Dakota County staff to present MOU to Dakota County Board of Commissioners requesting authorization to finalize MOU with CP/UP. This would signify advancement of

railroad bridge plans to 60% and move bridge replacement along on same schedule as roadway reconstruction (2021/2022).

As detailed above, Dakota County worked continually with CP/UP to find the solution to replace the aging railroad bridge that does not service the County State Aid Highway effectively. Had Canadian Pacific Railway not agreed to maintain ownership (August 2019) over the proposed structure, Dakota County would have modified design for the CSAH 86 Reconstruction to omit the bridge replacement and adjust the roadway design accordingly. The County would have continued to work towards the replacement of the bridge but at a later date as a separate project. This was not the preferred alternative considering the barrier the existing bridge creates for both vehicle and pedestrian/bicycle traffic. A federal extension will allow for Dakota County to continue to work with both CP/UP and include the proposed bridge replacement as part of the CSAH 86 reconstruction.

An additional item that would benefit from the approval of a federal extension would be MnDOT's Office of Environmental Stewardship (OES) request for Archaeological and Architectural review on the CSAH 86 reconstruction corridor. During the development of the Project Memorandum by Dakota County's consultant (HDR Engineering), OES sent a July 2019 notice to the tribal representatives within proximity of the project. The results of this coordination indicated that potential burial sights exist within the parcels that may be affected by right of way acquisition. This finding triggered the OES project request for Architectural and Archeological Review for the proposed CSAH 86 reconstruction Corridor.

MnDOT OES's standard process is for OES to handle the hiring and contracts for consultants to perform the Architectural and Archaeological Reviews and asks that the County's share 20% of the contract costs (80% MnDOT/20% County). Due to volume of current contracts and changes within OES's funding and contracts processes, Renee Barnes indicated that it may be more efficient to have Dakota County hire consultants to perform these services. This would require that Dakota County cover 100% of the costs and hold all contracts associated. See **Figure 6 – Letter from OES**.

The Architectural and Archeological Review is not a project requirement that Dakota County has previous experience with. Consideration to the project efforts was reviewed internally and considering it was new project scope item, it required approval from the Dakota County Board of Commissioners to advance with a consultant contract. Due to the time associated with approving a contract for consultant services and when this work could have been performed, it would not have left adequate room for the field archaeological work to be performed within the 2019 year, pending weather. Due to this risk, it was determined that the County did not want to take on the full contract amount if the work would not have been done until Spring 2020, same time-table as a MnDOT OES held contract (80/20 Split).

b. What are the financial impacts if the project does not meet its current program year?

If the federal funds are surrendered, Dakota County will have to consider how the portion of federal funds are replaced to maintain the construction schedule of 2021/2022. Consideration would be given for phasing of the replacement of the railroad bridge to occur after the roadway reconstruction as the federal funds are not applicable to the bridge replacement costs. Removal of the bridge replacement from the proposed plan would allow for nearly all the federal funds lost to be backfilled for the roadway reconstruction costs. Dakota County has spent approximately \$900,000 on the design of the roadway, bridge replacement and right of way efforts to date.

The federal funds secured for the CSAH 86 reconstruction are in the amount of \$4,200,000. The total estimated costs for the project are as follows:

Roadway Reconstruction: \$5,500,000
Railroad Bridge Construction: \$3,500,000
Right of Way: \$1,200,000

The County feels strongly that this is a high priority reconstruction segment as this is the last remaining portion of CSAH 86 that does not have adequate shoulders, bypass lanes or turn lanes to accommodate the vehicle movements. Replacement of the railroad bridge for the future principle arterial and tier 2 truck route is also high priority for the County.

c. What are the implication if the project does not obtain the requested extension

As shown in Project Progress/Project Schedule section above, the County is at risk for delivering the project within the program year due to ongoing railroad coordination and the pending results of the archaeological survey. In order for the project to meet the original program year, it will require timely railroad coordination, friendly right of way acquisition and a no significant findings determination from the archaeological survey. The survey results are dependent on favorable spring 2020 weather that will allow MnDOT OES's consultant to perform the necessary field investigations.

The financial impacts of delivering the project within its current year include increased right of way costs related to settlements and attorney fees and potentially releasing the federal funding. The project costs would likely increase to due shorter right of way negotiation time in efforts for friendly acquisition. There would also be financial risk potential for the County to release the federal funding due to ongoing coordination with Canadian Pacific Railway / Union Pacific Railroad and if significant findings are discovered during archaeological survey that would require extended investigation. The program year extension would provide opportunity to work with the railroad

companies, allow adequate time for archaeological survey results and maintain the federal funding.

d. What actions will the agency take to resolve the problem facing the project in the next three to six months?

Dakota County will continue to work closely with Canadian Pacific Railway and Union Pacific Railroad to complete the Memorandum of Understanding and advance the bridge design. The County feels that have reached a milestone with the railroad companies regarding the language within the agreement that will result in the acceptance from both the rail and the Dakota County Board in January 2020.

In efforts to maintain the 2021/2022 construction schedule, Dakota County has determined to take the risk associated with acquiring of temporary and permanent right of way prior to the results of the archaeological and architectural survey are complete. This is a calculated risk that may result in the County owning rights to portions of property that may require mitigation or may not be acceptable to utilize. The right of way first offers are going for approval from the Dakota County Board of Commissioners at the same board meeting as the railroad MOU. First offers are anticipated to be in sent to the property owners on January 21, 2020 pending approval.

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. _____
Date of Approval _____
 Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date November 29, 2019 If checked enter 2. 2
 Not Complete
Anticipated Date of Completion _____
If prior to June 30 of the program year, enter 1. _____

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion September, 2020
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

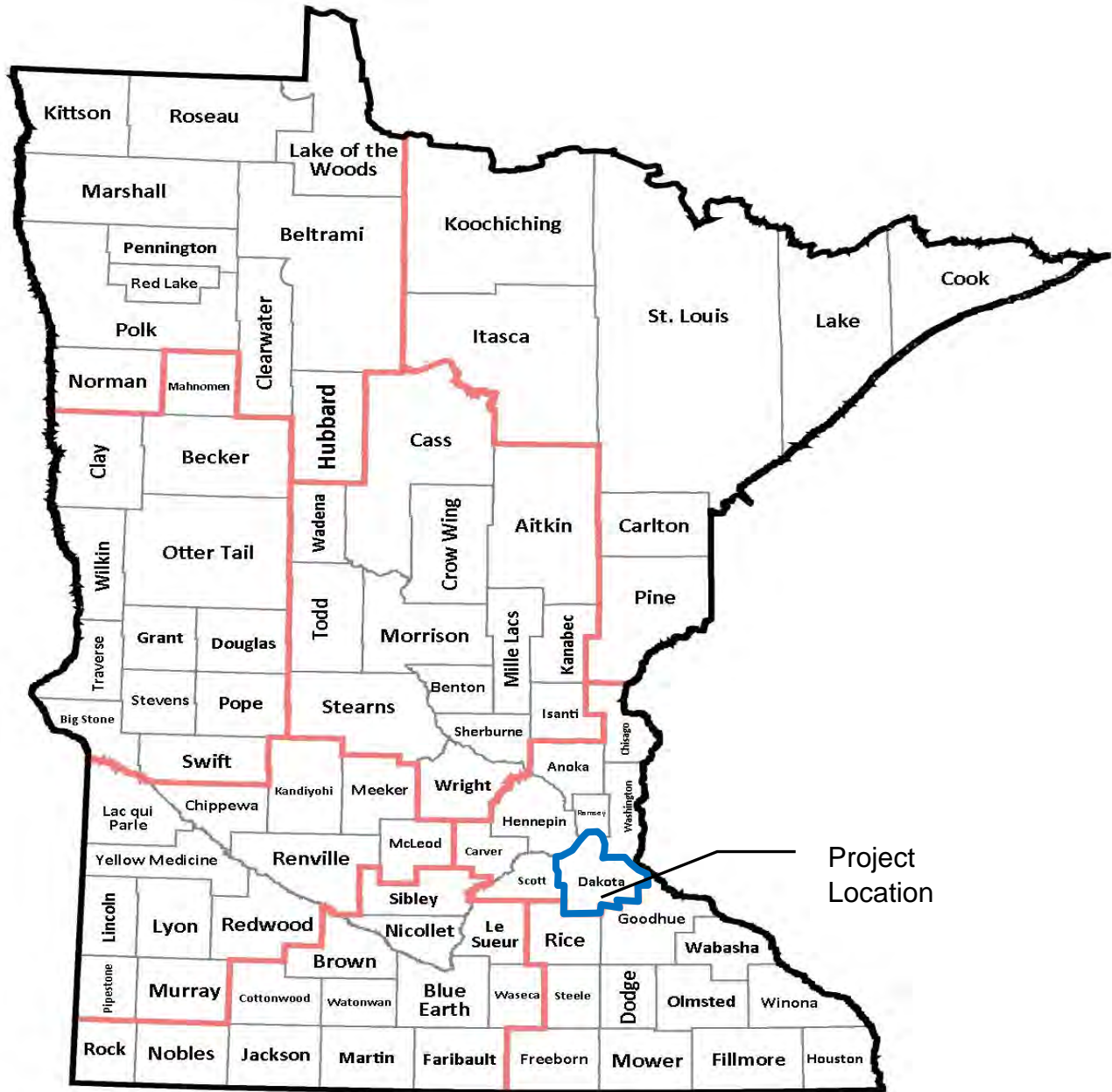
Completed If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion April, 2020
If prior to December 31 of the year following the original program year, enter 1. 1

AUTHORIZED

Anticipated Letting Date November, 2020.
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

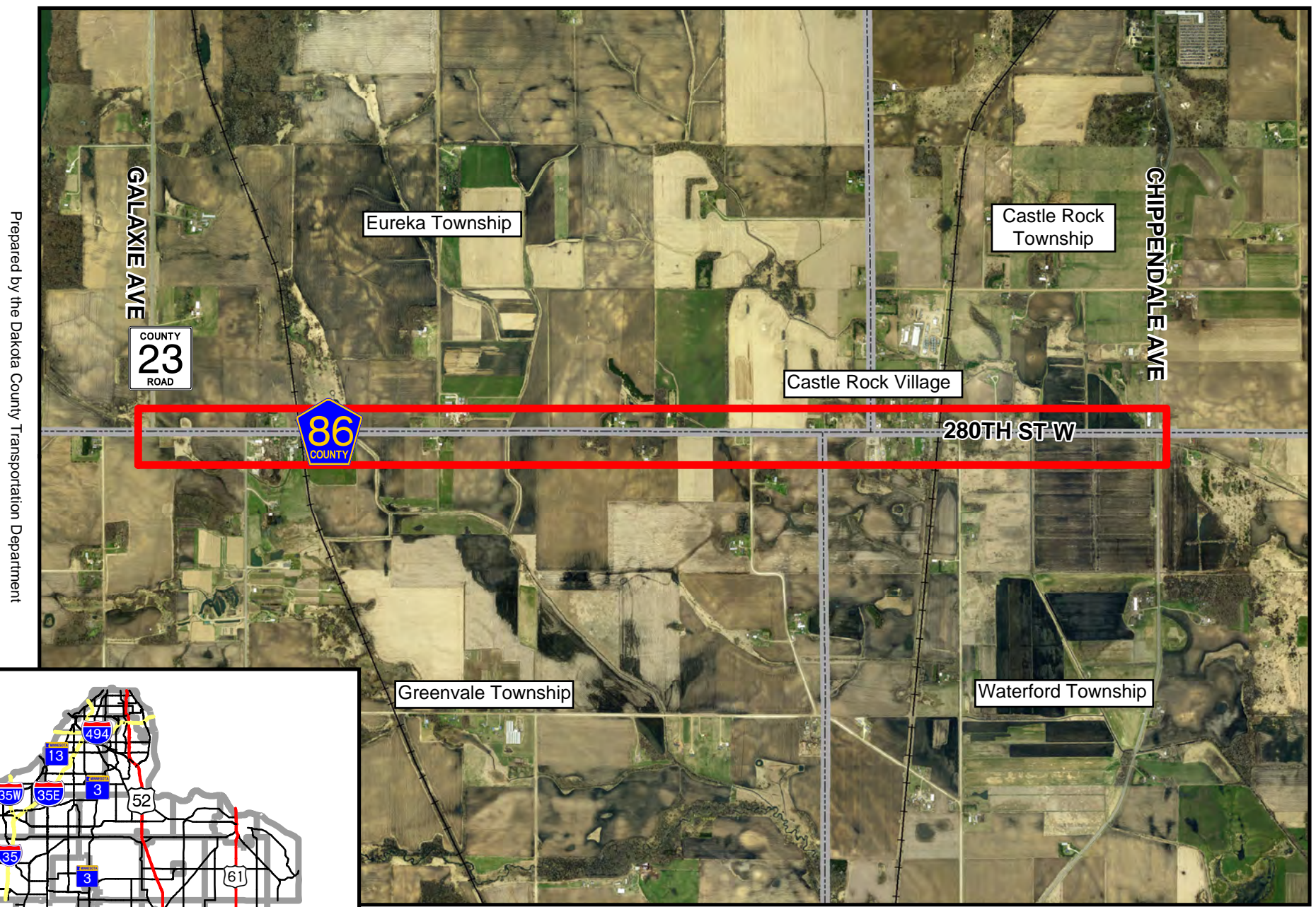
TOTAL POINTS 10

Figure 1 - Location Map

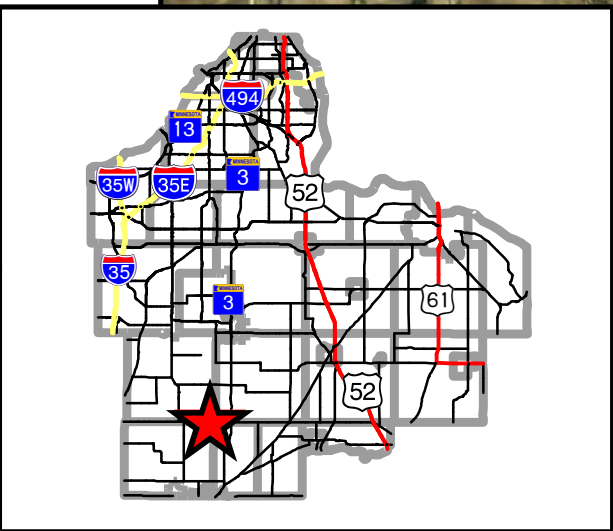


STATE MAP

Figure 2 - Project Area Map



Prepared by the Dakota County Transportation Department

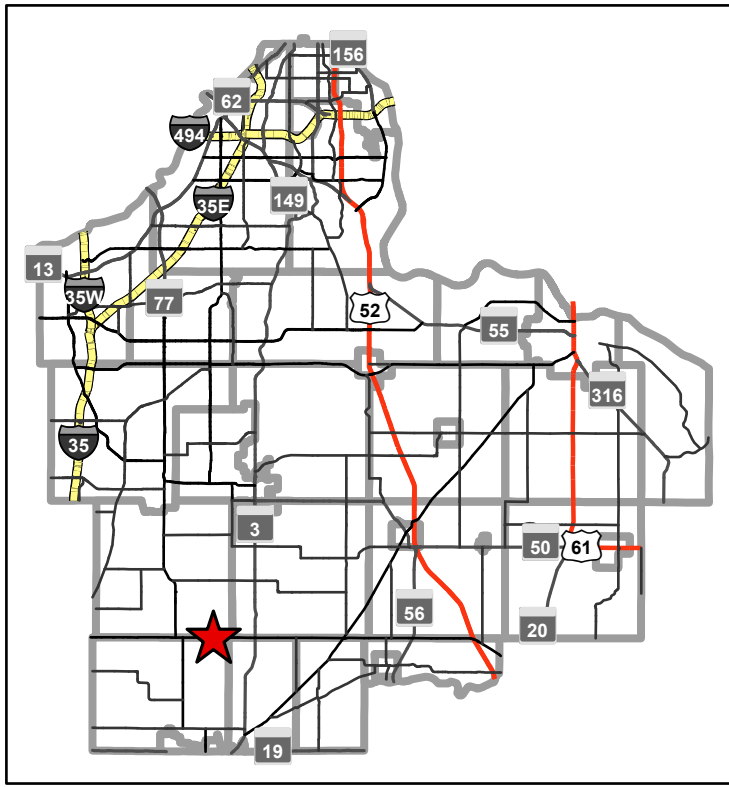


County Project 86-34 Project Area Map

Table 1 - Easement Parcel Table

SP 019-686-018					
County Project 86-34 - CSAH 86 Reconstruction					
Table 1 - Easement Parcel Table					
Parcel No.	Owner	Address	Perm. Easement (SF)	Temp. Easement (SF)	Drainage Easement (SF)
1	Alan R. Storlie And Joan M. Storlie	6897 255th St W	6,596		
2	Edith Gayle Wirth, Salley Robinson & Daniel Fredrickson	XXX North Side of 280th St	1,465		
3	Robert L. Lenzen	6525 280th St W	891		
4	Wayne P. Hallcock And Candace F. Hallcock	5975 280th St W	45,816	1,820	
4A	Wayne P. Hallcock And Candace F. Hallcock	5975 280th St W	49,211		
5	Paul A. Hallcock And Nicole A. Hallcock	6155 280th St W	11,155		
6	Dilley Eureka Properties, L.L.P.	8485 Bechtel Ave	25,340		
7	Jacqueline Lucking	5191 280th St W	3,696		
8	Wayne P. Hallcock And Candace F. Hallcock	5975 280th St W	32,632		
9	John A. Hallcock	4625 280th St W	5,676		
10	Jonathan R. Hoes And Catherine D. Hoes	4623 280th St W	1,320		
11	Jeffrey A. Annexstad	12396 Cedar Ct	11,462		
12	Ronald B. Collins, Jr.	PO BOX 472	6,160		
13	Perry A. Collins And Mary C. Collins	PO BOX 514	1,382	2,893	
14	David Villarreal And Katie Carroll	4439 280th St W		510	
15	Mark S. Detlie And Margaret L. Detlie	31293 Dahomey Ave		588	
16	Charles L. Pryor	903 Highland Ave	459	254	
17	Dean Burton	1549 18th Ave NW	285	204	
18	Gregory M. Mccracken And Holly C. Mccracken	PO BOX 453	368	588	
19	Northern States Power Company, A Minnesota Corporation	414 NICOLLET MALL		1,066	
20	David E. Olson And Deborah J. Olson	22004 Blaine Ave		893	
22	Donald W. Nihart, Jr., & Susan Nihart	4301 280th St W		Total Take	
23	Farmers Mill & Elevator, Inc.	PO BOX 488	4,441	247	
25	Joel W.A. Barsness And Ritva H.M. Barsness	4073 280th St W	6,952		
25A	Joel W.A. Barsness And Ritva H.M. Barsness	4074 280th St W	16,967	9,715	
26	Andrew M. Collins	4221 280th St W	1,738	10,120	
27	James J. Scott And Dorothy I. Scott, Trustees Of The Scott Family Revocable Living Trust	3925 280th St W	7,348		
28	Boudreau Farm, Inc.	4310 290th St W	22,766		
29	Stephan Caspers And Michelle Caspers	3655 280th St W	16,849		
30	Castle Rock Properties L.L.C., A Limited Liability Company	19015 Blaine Ave	8,184		
31	Erin Wipf, Christina Perrone, Steven Crombie, Scott Crombie, Michael Crombie And Brian Crombie	512 Wilson Ct	750		
32	Dale Francis Kaufman	9251 185th St E	35,468		
33	Dale Francis Kaufman	9251 185th St E	61,990		
34	L And B Schweich Properties, L.P., A Minnesota Limited Partnership	PO BOX 1214	6,864		
34A	L And B Schweich Properties, L.P., A Minnesota Limited Partnership	PO BOX 1215	21,622		
35	Peggy R. Runge	1903 Aspen Ct	1,973	7,369	
36	Robert J. Theisen	1401 106th St W		2,233	
37	Tawny L. Carlson	4320 280th St W		1,087	
38	James D. Hendrickson	4344 280th St W		2,851	
39	Joseph James Dill	4386 280th St W		1,774	
40	Evan Bolton And Patricia Youngkrantz	4436 280th St W		6,403	
41	Edmund Peter Brunette And Barbara Jean Brunette, As Trustees Of The Edmund Peter Brunette And Barbara Jean Brunette Trust	4444 280th St W		924	
42	Michael B. Schroeder And Ruth Ann Schroeder	PO BOX 471		532	
43	S.D.M. Properties, Llc	22080 Chippendale Ave		623	
44	Powder Creek Properties, Llc	4476 280th St W		2,702	
44A	Station 86, Llc, A Limited Liability Company Under The Laws Of Minnesota	4476 280th St W		4,738	
45	Dilley Greenvale Properties, L.L.P.	8485 Bechtel Ave	45,613		88,121
46	The Trustees Of The McKinley Chapel Methodist Episcopal Church	27890 Delft Ave, PO Box 525	2,320	1,565	
47	William F. Johnson Ii And Elizabeth Johnson	22908 Anderson Rd	79,681	6,653	
48	Wayne P. Hallcock And Candace F. Hallcock	5975 280th St W	46,350	8,153	
49	Darrell G. Wiese And Arlys A. Wiese	6498 280th St W	3,488		
50	David Roehl And Cynthia Roehl	28218 Foliage Ave	3,854	1,752	
51	David J. Mittelstaedt And Deborah M. Mittelstaedt	28010 Foliage Ave	2,063		
52	Patrick Mccarthy	1275 Deerwood Dr	9,087	28,574	
53	Joy Kempenich, Leeann Singleton, And Chet Olinger, As Trustees Of The Olinger Family Irrevocable Trust "A"	180 Fox Hollow Dr	21,293	11,419	
59	Boudreau Farm, Inc.	4310 290th St W		14,300	22,535
64	Dianne Olson	26455 Dodd Blvd	3,557		

Figure 4 - ROW Exhibit



C.P. 86-34 C.S.A.H. 86 (280th St W) Acquisition Map

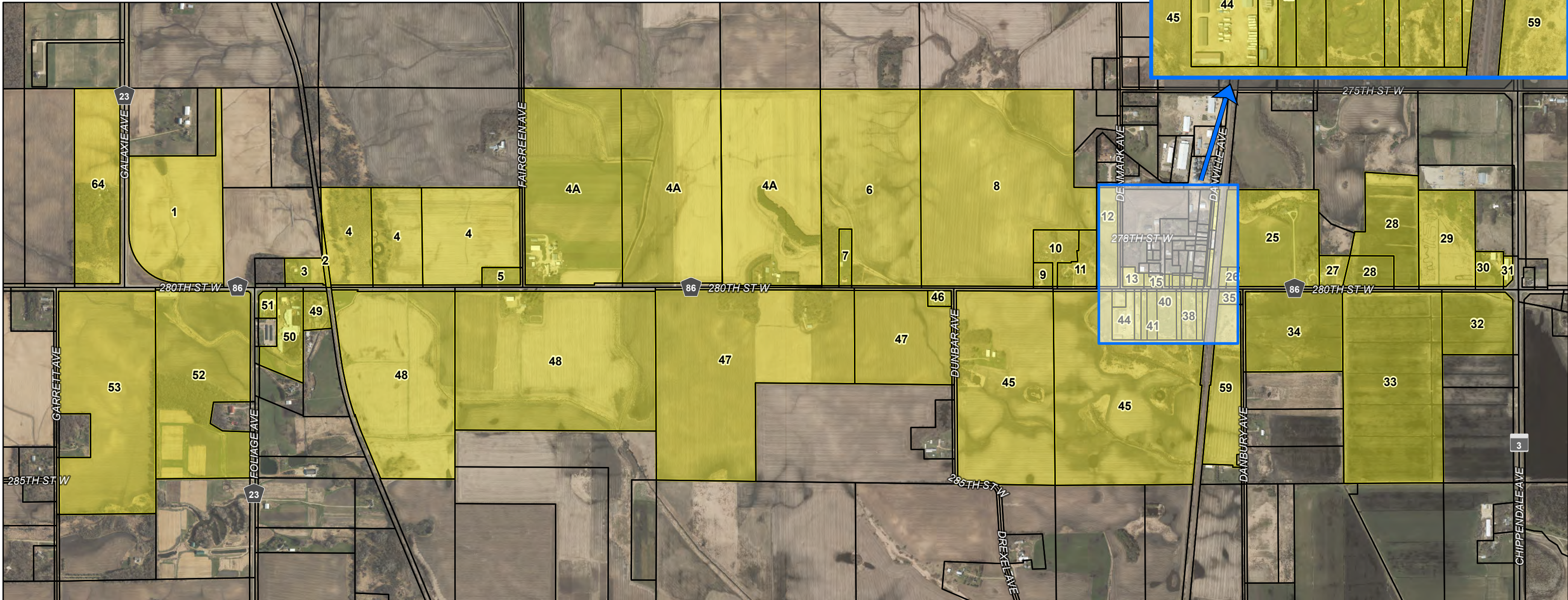
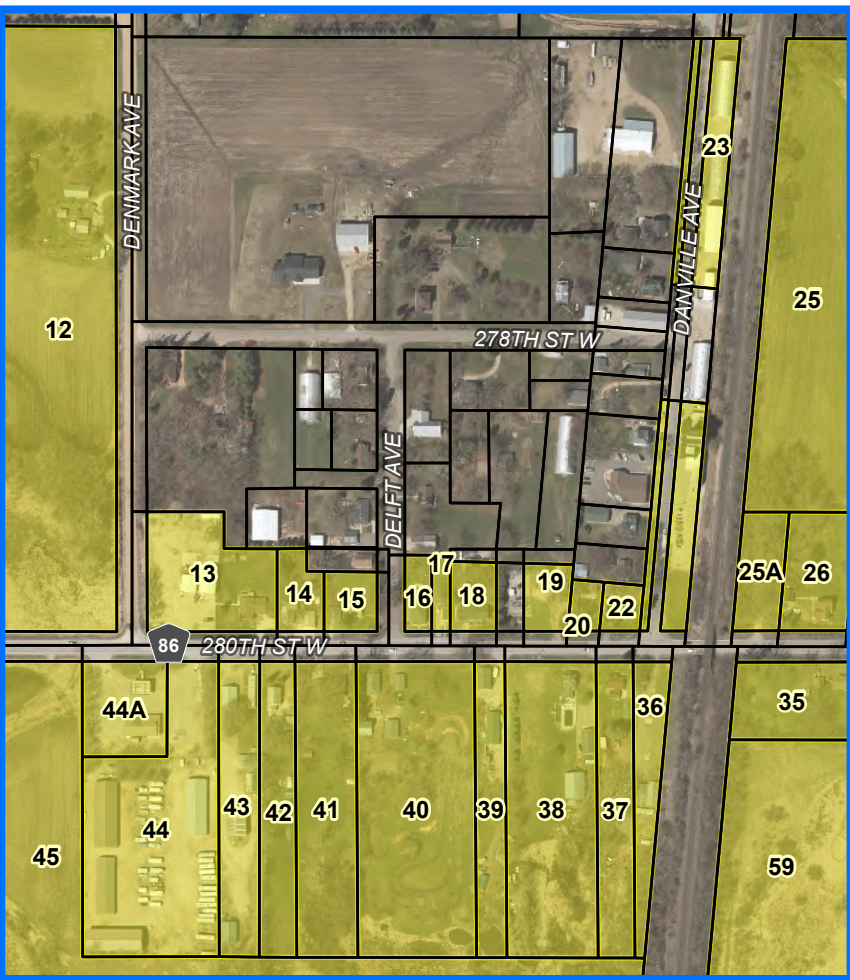
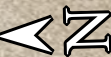


Figure 5

CSAH 86 Existing Railroad Bridge
No. BR 319.57 Albert Lea Subdivision



Office of Environmental Stewardship

Mail Stop 620
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Office Tel: (651) 366-4291

Jake Chapek, PE, Senior Project Manager
Dakota County Transportation Department

October 14, 2019

RE: SP 019-686-018 (CP 86-34), CSAH 86, Castle Rock, Dakota County

Mr. Chapek,

Because this project is receiving federal funds, we have reviewed the above-referenced undertaking pursuant to our FHWA-delegated responsibilities for compliance with Section 306108 (formerly known as Section 106 of the National Historic Preservation Act [54 USC 300101 et. seq.] and its implementing regulations, 36 CFR 800, and as per the terms of the 2015 Section 106 Programmatic Agreement between the FHWA and the Minnesota State Historic Preservation Office (SHPO). MnDOT is not responsible for compliance with the Minnesota Historic Sites Act (MS 138.665-.666) since we are not funding or permitting the project, or for compliance with the Field Archaeology Act of Minnesota (MS 138.40) and the Private Cemeteries Act (MS 307.08) on this project, since MnDOT does not control the said lands, however we did consult with the Minnesota Indian Affairs Council (MIAC) and the Office of State Archaeologist (OSA) on the behalf of the county.

We have determined that there are some areas of concern for Cultural Resources, which includes archaeology and standing structures. Since the road will be widened and additional right-of-way of 44 feet will be acquired there is potential to impact these resources. We recommend an archaeology survey of the proposed right-of-way and an architectural history survey of the first tier of parcels to determine if any sites or structures of National Register eligibility are within this proposed project area of potential effects. Three archaeological sites have been identified within the CSAH 86 corridor. It needs to be determined if these sites still existing within the existing ROW or within the proposed ROW. Additionally, the proximity to water increases the likelihood that other unknown sites are within the area. The architectural survey is recommended because of the acquisition of land from properties that are 50 years or older, could be an impact to an eligible property, if any exist.

If during investigations, any sites or properties are found to be eligible for listing in the National Register, our office would determine if the project scope will have adverse effects to those sites or properties. If we determine there are adverse effects, we would work with your office to avoid or minimize those effects. Which could be done by design changes or limiting ROW purchase within the property or site, to name two examples. If the effects cannot be minimized we would work to mitigate them by performing additional documentation or some other forms of mitigation that we would work out in coordination with the State Historic Preservation Office or the Office of the State Archaeologist.

As we have discussed in previous phone conversations, there are two options for getting this work done. Dakota County could work with the current contract they have with HDR to have their professionals perform this work, which would require the county to pay 100 percent of the costs. Or MnDOT CRU

could execute a contract with a pre-qualified consultant to perform the work, in this case the County would pay for 20 percent of the cost while MnDOT covers 80 percent. The downside of this second option is that we cannot execute a contract in time to plan turn-in dates. If Dakota County would adjust their current contract with HDR that work could be completed quickly and allow for all dates to be met.

Per recent discussions, the county has decided to do the 80/20 cost split with MnDOT CRU running the contract. We will move forward with these contracts.

Sincerely,

A handwritten signature in black ink that reads "Renée Hutter Barnes". The signature is written in a cursive style with a long horizontal flourish at the end.

Renée Hutter Barnes, Historian
Cultural Resources Unit Supervisor
renee.barnes@state.mn.us

ACTION TRANSMITTAL – 2020-05

DATE: January 17, 2020
TO: Technical Advisory Committee
FROM: TAC Funding & Programming Committee
PREPARED BY: Steve Peterson, Manager of Highway Planning and TAB/TAC Process
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Streamlined TIP Amendment Process
REQUESTED ACTION: Approval of an updated Streamlined TIP Amendment Process.
RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB updates to the Streamlined TIP Amendment Process.

BACKGROUND AND PURPOSE OF ACTION: In April of 2014, TAB adopted the attached process for “streamlining” TIP amendment requests. The intent of this process is to reduce the amount of time and number of meetings needed to approve TIP amendments regarded as routine and in need of minimal scrutiny. In this process, the TAC Executive Committee approves requests for streamlining and requests are moved directly to TAB, saving one month in the approval process. Most TIP amendment requests are eligible. Ineligible requests include regionally significant projects and Regional Solicitation-funded projects going through the formal scope change process. In the five-and-a-half years this process has been in place, this is the first consideration of an update, which is being considered for the following reasons:

- Included in the qualifying criteria, specific to Regional Solicitation projects, is the provision that “project changes do not relate to solicitation scoring based on cost effectiveness.” Starting in 2016, the Regional Solicitation has a cost-effectiveness score determined after all other scores are calculated. This criterion is outdated.
- On November 29, 2019, The Twin Cities area became an attainment area for carbon monoxide. While a small area continues its role as a maintenance area for particulate Matter 10 (PM₁₀), few projects will be subject to air quality review. Therefore, an updated definition of “regionally significant” is likely to be written and it makes sense to remove the definition from the policy and simply reference the definition in the Transportation Policy Plan.
- There has been feedback from TAB members that it does not make sense for TAB to hear the details of routine amendment requests and that it might be better for these to be included on the consent agenda.

Given the above rationale, the attached draft update makes the following key changes (pending discussion at the January 15, 2020 TAB meeting):

- Eliminates the separate break-out criteria for Regional Solicitation projects, since the “cost-effectiveness” language is no longer needed.
- Moves requests directly to TAC, a decision made by staff. It still skips TAC Funding & Programming, which enables the one-month time saving to be retained.

- Removes the definition of “regionally significant” in order to be flexible when that definition changes.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects receiving federal funds must be in an approved TIP and meeting the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input.

COMMITTEE COMMENTS AND ACTION: At its January 16, 2020, meeting, the Funding & Programming Committee voted unanimously to recommend updates to the Streamlined TIP Amendment Process. This includes the addition of “or is a regionally significant project currently in the TIP but is not changing in any way that will impact the regional significance of the project” to the provision of “the project is not a regionally-significant project.” The attached draft process shows the Funding & Programming Committee’s recommended addition in red, underlined text.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/16/2020
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Accept	

Metropolitan Council Transportation Improvement Program (TIP) Amendments: Streamlined Process

Conditions for Using a Streamlined Amendment Process

Any project that meets all of these criteria:

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

OR

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

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

Process

The TIP amendment request is submitted as usual. Council staff will review each amendment request for these criteria. The Minnesota Interagency Air Quality and Transportation Planning Committee will, in its review of the project for air quality conformity determination, clarify if the project would be eligible for the streamlined process criterion for regional significance (#3). If the project meets the overall criteria, Met Council staff emails the request for streamlining to the TAC Executive Committee, which approves or denies the streamlined process by email. If approved, the amendment moves as an action directly to TAB. If denied, the amendment would move through the full five-committee Council process (TAC Funding & Programming Committee, TAC, TAB, Transportation Committee, and the Metropolitan Council). Information about streamlined amendments could be presented as information to the Funding and Programming Committee and TAC.

Example projects that could use this process:

- Congressional earmarks
- Projects funded through statewide programs, such as Section 5310 transit projects or Safe Routes to School (before 2017).
- Cost increases that do not affect the federal amount or project scope.

**In this context, "regionally significant" refers to the air quality conformity definition, which is: "Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternatives to regional highway travel." [EPA Transportation Conformity Rules 93.101]*

A project is generally considered regionally significant in the Twin Cities maintenance area if:

- *It adds one or more travel lanes for over one mile,*
- *It involves the addition of an interchange, or*
- *It involves the reconfiguration of an interchange such that a movement is added or eliminated."*

[Transportation Conformity Procedures for Minnesota: A Handbook for Transportation and Air Quality Professionals, Minnesota Interagency Air Quality and Transportation Planning Committee]

Project sponsor submits TIP amendment request

Met Council TIP staff submits request for air quality & interagency reviews

Met Council TIP staff notifies TAC Executive Committee of submittals that meet streamlining criteria

TAC Executive Committee approves or denies streamlined process

Denied
(10-12 week process)

Amendment follows full five-committee Council process

Approved
(6-8 week process)

Amendment as action item at TAB

Amendment at Transportation Committee

Met Council concurrence

Amendment Process

Transportation Improvement Program (TIP) Amendments: Streamlined Process

Proposed for TAB Adoption: February 19, 2020

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS: STREAMLINED PROCESS

Conditions for Using a Streamlined Amendment Process

A TIP amendment request can be streamlined if it meets all of these criteria:

- 1) The project is consistent with the adopted Transportation Policy Plan.
- 2) The project is not a regionally significant project* (as defined in the adopted Transportation Policy Plan) or is a regionally significant project currently in the TIP but is not changing in any way that will impact the regional significance of the project.
- 3) The project does not relate to a formal scope change (per the Transportation Advisory Board's Scope Change Policy) before the committee.

Process

For projects in the PM10 maintenance area, the Minnesota Interagency Air Quality and Transportation Planning Committee will, in its review of the project for air quality conformity determination; any amendments involving changes unable to be exempted from an air quality conformity determination will be deemed regionally significant. If the project meets the three criteria described above, Metropolitan Council staff prepares an action item for Transportation Advisory Committee (skipping TAC Funding and Programming Committee). The item will be discussed at the TAC Executive Committee prior to TAC. If approved by TAC, the action item will be placed on the consent agenda for TAB, Transportation Committee, and the Metropolitan Council. Information about streamlined amendments shall be presented as information to the Funding and Programming Committee.

CHAPTER 14

WORK PROGRAM

The Metropolitan Council will carry out or participate in many studies and plans over the next three years. This is not an exhaustive list of all work to be completed by the Metropolitan Council, but rather a list of projects that will contribute to the work of the Metropolitan Council and will likely require coordination among agencies. Several ongoing work items that are regularly conducted by the Metropolitan Council are not included here. The studies listed here will be used to gather additional information and perform further analysis to inform future revisions to this policy plan and to the next update of the Regional Development Guide to occur in 2023-2024. ~~The next scheduled update of the Transportation Policy Plan, as required by state and federal law, is due in 2023.~~

Highway Related Studies

Congestion Management Process (CMP) Plan

The Congestion Management Process (CMP) is a cooperative, cohesive, data-driven, and regionally agreed upon process to identify and mitigate congestion along the transportation network. To assist in strengthening the regional congestion management process, the Metropolitan Council has ~~added~~ an item ~~to~~ in the work program specifically addressing CMP-related items.

~~The~~ In 2018-2019 the Council, with assistance and input from a CMP Technical Advisory eCommittee, developed a broad plan ~~will be used~~ to determine the extent of the CMP network; ~~developed~~ developed methodologies for analyzing and measuring both recurring and non-recurring congestion; ~~established~~ established a comprehensive data collection program for regional coordination and monitoring; ~~and assessed~~ assessed the effectiveness of previous CMP strategies in mitigating congestion within the region. ~~The end~~ One result of this effort ~~will be~~ is a ~~report~~ plan that is organized around the federal eight-action step process and will serve to guide the regionally coordinated Congestion Management Process. This plan will continue to be refined with a new methodology using speed and congestion data ~~Streetlight data~~ to determine the extent and duration of congestion on regional corridors. ~~As part of the CMP, t~~

The Metropolitan Council will also assess the thresholds for determining if a roadway is congested, particularly on the minor arterial network. ~~Different ways~~ Means in which to disseminate this information to the public and effectively communicate to policymakers will continue to be developed. This includes the development of a performance dashboard and an evaluation of the region's transportation system in relation to peer regions. ~~to measure, display, and communicate congestion to the public will also be further explored.~~

In addition, the Council will develop a detailed ~~The~~ handbook of the corridor analysis methodology, which will also be documented and presented in ~~contain sufficient detail in a handbook~~ to allow so that stakeholders such as MnDOT, the cities, and counties can ~~to~~ conduct CMP corridor analyses in a consistent manner.

~~As part of the CMP, the Metropolitan Council will assess the thresholds for determining if a roadway is congested, particularly on the arterial network. Different ways to measure, display, and communicate congestion to the public will also be further explored.~~

~~Freeway System Interchange Study~~

~~System-to-system interchanges serve as the connection of two freeways and are critical links in the region's highway system. Over the past 15 years, the congestion and crash problems at these locations have increased significantly. Major investments have recently been made at system interchanges, such as U.S. Highway 169/I-494, I-35W/Minnesota Highway 62 and I-35E/I-694. Other system interchanges are often cited for needing improvements including I-35W/I-494 (a northbound I-35W to westbound I-494 flyover ramp was recently programmed for construction), I-94/I-494/I-694 (ramp improvements programmed for construction) and I-35W/I-694, as examples. The level of problem and cost of solutions at these locations overshadow most other mobility and crash problem areas in the region.~~

~~The Increased Revenue Scenario of the 2040 Transportation Policy Plan lists system interchanges as a Strategic Capacity Expansion project type. However, the analysis of the individual interchange problems, identification of solutions, and funding have proceeded independently. As such, there is currently not any prioritization of these projects if more money would become available to the region. This work program item prioritizes these interchanges, so that the region can have the best information available on where to invest limited resources. Similar regional prioritization efforts have been completed for other investment types, such as MnPASS.~~

~~This task would be a joint effort between MnDOT and the Metropolitan Council.~~

~~Prioritize Bridge Replacement~~

~~MnDOT has compiled a list of major bridges (over \$5 million) statewide that need repair or replacement by 2030 but are not planned to receive funding in MnDOT's 10-year Capital Highway Investment Plan (CHIP). Over 50% of the 60-plus statewide bridges that meet this threshold are in the Twin Cities Metropolitan Area.~~

~~The order in which these bridges are repaired or replaced, and level of investment received, will be determined in large part by each bridge's condition. While the bridge's condition and sufficiency ratings are important criteria to use in these decisions, there are other factors that should also be considered given the region's multiple needs and limited resources. If multiple objectives such as mobility, safety, bicycle, pedestrian, and transit can be met with bridge construction or reconstruction, the region can benefit. These other factors should also be considered when investment decisions are made.~~

~~This task would be a joint effort between MnDOT and the Metropolitan Council.~~

Highways Performance Measures and Funding Decisions

As highway assets degrade, more and more of the transportation revenues are needed to preserve the existing system. This effort will look at existing pavement and bridge performance targets. It will also analyze the assumptions used in the pavement and bridge models to allocate resources to see if they adequately account for the high ~~the~~ amount of traffic and freight in the region.

The study will also examine ~~other performance measures, such as~~ and develop performance measures for regional mobility, to see how they might play a role in MnDOT funding decisions. The goal is to identify a mobility need monetary value based upon performance measures and targets that can then be incorporated into the next Minnesota State Highway Investment Plan (MnSHIP) Update.

This task would be a joint effort between MnDOT and the Metropolitan Council.

Assessment of Regional Congestion Mitigation Philosophy

This effort will include a public conversation about the MPO's region's current approach to highway congestion mitigation and ~~if this philosophy makes sense moving forward~~ building understanding, agreement and refinement as to how the region invests in congestion mitigation. The review will ~~be~~ focus on policymaker input but will also include other technical stakeholders and the general public. Context on the issue will be provided through data on existing and future congestion, funding availability, and the trade-offs of pursuing different approaches moving forward. As part of the discussion, technology solutions, spot improvements, strategic capacity investments and the trade-offs between MnPASS and ~~general purpose~~ other lane expansion will be discussed. The results of this public discussion will ~~either reaffirm~~ refine or change the ~~current philosophy or change its~~ regional highway investment direction for inclusion in the 2050 TPP.

Regional Solicitation Projects Before and After Analyses

This project will assist the Council in evaluating the impact ~~that~~ the Regional Solicitation has had on the region by evaluating actual project outcomes against the ~~proposed~~ outcomes (criteria) evaluated ~~submitted~~ through scoring measures during the project application and scoring ~~for~~ funding process. It will examine the ~~forecasted~~ anticipated benefits of projects to the region in comparison to the actual benefits of the funded, constructed projects. This will assist in determining if the ~~criteria~~ measures used in the Regional Solicitation are successful in garnering the desired outcomes or if the ~~criteria~~ measures need to be modified to attain the desired outcomes.

~~Connected~~ Connected and Autonomous Vehicles

The advent of more connected vehicles, the rapid development of autonomous vehicles, and the evolution of new models of new transportation ownership/provision will have profound impacts on the region's transportation use, economics, and infrastructure. The Metropolitan Council is well positioned to convene regional stakeholders to formulate policy responses to technology change and to study impacts to all transportation modes and systems.

Collaboration among state, regional, local, and corporate stakeholders will be necessary to address the myriad of issues in how legislation, regulation, policy, and planning tools address issues across all transportation modes resulting from connected and autonomous vehicle adoption. The Metropolitan Council, with MnDOT, will work together on developing regional collaboration among all transportation

stakeholders on connected and autonomous vehicle technology, deployment, policy, and planning. The collaboration may take the form of a new committee, a set of workshops, and dedication of staff resources.

Metropolitan Council staff will continue to participate in national conversations regarding connected and autonomous vehicles and will become local experts on planning efforts, integrating work being done by USDOT, the Association of Metropolitan Planning Organizations, the Transportation Research Board, researchers, other peer regions and states into regional planning work.

The following list of Work Program items are related to the topic of connected and autonomous vehicles. The field of vehicle automation continues to evolve rapidly. It is expected that any specific work plan will quickly become out-of-date ~~rapidly~~, and these items will be revisited and potentially amended annually.

~~Connection to TPP Goals and Objectives, Issue Analysis~~

~~A matrix will be continuously updated with links to relevant materials on connected and autonomous vehicle attributes, development and implementation status, and positive/negative benefits relative to Transportation Policy Plan goals and objectives and to Thrive MSP 2040 outcomes. A key objective of this matrix will be to give access to Metropolitan Council Members and other policymakers to structured information on multiple sides of emerging issues.~~

Scenario Development and Performance Measurement

Connected and autonomous vehicle development will be integrated into a performance-based planning framework. Measures will be developed to track the trajectory for various potential scenarios that the region, or parts of it, may be experiencing. Scenarios may include adoption rate of autonomous and/or connected technology, public acceptance of a particular technology, and the degree to which public and private shared mobility technologies exist and affect travel behavior. How and at what rate connected and autonomous vehicles will exist in the market in the planning horizon is uncertain, and planners and policymakers need to begin to plan for the possibility of multiple futures.

Integration into Congestion Management Process

Connected and autonomous vehicles scenarios will be integrated into potential Transportation System Management and Operations planning.

Emerging Truck Technologies

A review will be conducted of new and emerging technologies related to freight transportation. Among other issues, this review will include a planning and implementation assessment of automation technology for the commercial trucking industry. This effort will document current and planned deployment of autonomous trucks, the implications for street/highway planning, and the potential impacts to the freight transportation workforce.

Forecasting and Investment Assessment

~~Work will continue on quantifying the outcomes of multiple potential future scenarios on key transportation metrics. Transportation models will be developed and enhanced to respond to the types of change that experts anticipate under these scenarios. This work will ultimately provide a risk-assessment of Transportation Policy Plan investments in light of connected and autonomous vehicle adoption.~~

Regional Transportation Research and Modeling

Travel Behavior Inventory Program

The Metropolitan Council has historically, in coordination with MnDOT and regional partners, conducted a battery of data collection to learn about where, how, when, how often, and why people in the region travel. The Travel Behavior Inventory (TBI) is used to provide policymakers and researchers current data about travel in the region and to develop updates to the region's travel demand forecasting models. During the last four years, the region has transitioned the TBI program from a decennial project to a continuing program of data collection and travel model improvement activities.

~~Travel Behavior Inventory Program~~

The centerpiece of the TBI program will continue to be the a biennial household travel survey, which began in 2018 with a second round of household travel surveys beginning in 2020. The travel data collected through these household surveys will be analyzed and incorporated into the regional travel model. A transit on-board survey will be conducted every five years, with the next occurring in 2021 and a special generator travel survey of the airport will also be conducted in 2021. Other data collection activities may be done as custom surveys or as third-party data purchases.

Regional Travel Demand Model

Work will continue on implementing and enhancing the Activity Based Model that has been ~~released~~ implemented over the past couple of years. Several projects to add analytical components to the model, in coordination with planning needs and to update the model in light of new survey data, will occur over the next five years including: implementing ActivitySim an open-sourced activity-based modeling software; implementing the federal STOPS modeling software for transitway corridor modeling; a-and improving the current Tourcast ~~ist~~ modeling software which serves as the backbone of the current activity-based travel demand model.

Transit Related Studies

Comprehensive Transit Financial Report

Minnesota Statute requires the Metropolitan Council to work with regional transit providers and funders to prepare a comprehensive report on metropolitan area transit finance every two years, starting with the first report submitted in 2018. The report will provide a catalog of all funding sources and expenditures related to transit in the metropolitan area. The report will include a section summarizing

the status of “guideway” and “busway” projects (referred to as transitways in this plan) in the metropolitan area, including past and projected expenditures for each project and updates on project status. The report ~~will also include~~ s an analysis of the performance of the transit network at the route and line level, ~~an analysis that is largely already prepared every year. A new requirement for this analysis will require the development of~~ along with reporting on performance standards including for farebox recovery ~~and the identification of routes not meeting those standards, which may impact~~ Appendix G: Regional Transit Design Guidelines and Performance Standards.

Network Next

Metro Transit, the region’s largest transit provider, is working on a multifaceted effort to develop a vision for their bus network for 2040. This effort will address a number of areas of potential investment in transit including transit service, bus rapid transit investment, customer facilities (e.g. bus stop shelters and transit centers), transit information, and possible relationships between transit and shared mobility. The outcome of these topics may have implications for regional planning, given the size and extent of Metro Transit’s network, but two areas are of particular interest for future updates of the Transportation Policy Plan:

- **Local Bus Speed and Reliability Improvements** The plan’s strategies address the need to work collaboratively as a region to build transit advantages that provide fast and reliability transit as an alternative to single-occupant vehicles. Chapter 6, “Transit Investment Direction and Plan,” describes the extensive network of highway transitway advantages and transitways, but there is not a significant discussion of transit advantages or other strategies for providing faster, more reliable service on the local bus network. This initiative component of Network Next will assess the performance of routes and implement improvements to the local bus network (excluding corridors already examined, such as the arterial bus rapid transit corridors) to address reliability and speed issues. The results of this initiative, particularly the evaluation of implemented strategies on select local routes, will provide a better understanding of the impact of specific strategies that could be implemented on additional routes. This initiative may inform strategies in the Plan and Regional Transit Design Guidelines in Appendix G. The initiative will include collaborations with local municipalities and other stakeholders for implementation, since many options may involve changes to roadway design or operations. As the region’s transit network continues to grow, the Metropolitan Council can also use this information to help local governments plan for effective transit service in their community.
- **Arterial Bus Rapid Transit Network Update** Successful implementation and operation of the A and C Lines has created significant interest in identifying and selecting new arterial bus rapid transit corridors. Metro Transit plans to include an evaluation of arterial BRT corridors in Network Next that will go beyond the five lines currently in development. The study will re-evaluate corridors previously studied and will identify and evaluate new corridors for potential arterial BRT service. In partnership with agencies and local communities, an evaluation framework will include technical performance and corridor readiness factors. Study results are

anticipated to guide prioritization and selection of the region’s next arterial BRT lines. This study will advance in coordination with Metro Transit’s Service Improvement Plan update that is also part of Network Next. The Metropolitan Council will work closely with local communities, transit riders, and the public to conduct this corridor evaluation.

Bus Service Allocation Study

The plan stresses the importance of transit investments in making progress toward the transportation goals for the region. However, there are different roles for transit that require different types of service with conflicting priorities with limited resources. One role transit can play is serving a limited number of the highest demand corridors, where land use and development can support strong ridership. Another role transit can play is providing access to a large number of people and jobs across the region to provide an alternative to driving, regardless of the ridership potential. The transit system can be designed to address these two roles on opposing ends of a spectrum, maximizing efficiency or maximizing coverage. The Metropolitan Council will work with regional transit providers to conduct a study that will analyze how current transit service is allocated between service meant to maximize efficiency and service meant to increase transit coverage. The study will explore the trade-offs of the different approaches, identify a target balance of investment, and identify possible transit solutions to serve areas of the region that can’t be effectively served with fixed-route service.

~~Employment Last Mile Transit Connection Study~~ Microtransit and Shared Mobility Access to Transit

One of the major challenges facing the Twin Cities is improving accessibility to ~~suburban-underserved~~ employment opportunities; ~~these~~ areas that are difficult to serve cost effectively with fixed-route transit. The plan states that new advances in mobility technology should be used to complement the fixed-route transit network. Emerging transportation technology has created new forms of “shared mobility”, modes of transportation characterized by dynamic routing and the integration of improved user interaction with services. Examples of shared mobility modes include transportation network companies, bikeshare, and microtransit. The Metropolitan Council will work with regional transit providers, local governments, and regional employers to explore ~~and analyze options for completing last-mile gaps~~ studies that fill in gaps in our knowledge of access to ~~in the regional transit system that could connect riders to suburban employment opportunities through emerging technologies and modes.~~ The study will evaluate potential market areas and service delivery models that could lead to the launch of a pilot project providing last-mile transit connections. Potential study areas include defining a role for shared mobility in the transportation system and how it can contribute to the plan’s goals and objectives. The specifics of these studies will likely react to emerging technologies in shared mobility and will be identified as needs come up.

Mobility Hub Planning Guide

This project will develop a planning guide for regional stakeholders involved in the development of mobility hubs -- places where travelers can easily access and connect among multiple transportation options (including public transit, shared vehicles, and other modes). The project will document the

various mobility hub design and implementation options and provide specific guidance for both regional and local stakeholders as they plan, design, implement, and manage mobility hubs within the different contexts they are being considered. The planning guide is needed to ensure a consistent and successful customer experience for mobility hubs across different jurisdictions and in different contexts. The project will also deliver an analysis of local land use and transportation contexts where mobility hubs are best supported. The guide will also include an analysis of existing transportation services, land use, demographics and other factors in order to highlight areas with the highest need for and the most benefit from mobility hubs.

~~Local Bus Speed and Reliability Initiative~~

~~The plan's strategies address the need to work collaboratively as a region to build transit advantages that provide fast and reliability transit as an alternative to single occupant vehicles. Chapter 6, "Transit Investment Direction and Plan," describes the extensive network of highway transitway advantages and transitways, but there is not a significant discussion of transit advantages or other strategies for providing faster, more reliable service on the local bus network. This initiative will assess the performance of routes and implement improvements to the local bus network (excluding corridors already examined, such as the arterial bus rapid transit corridors) to address reliability and speed issues. The results of this initiative, particularly the evaluation of implemented strategies on select local routes, will provide a better understanding of the impact of specific strategies that could be implemented on additional routes. This initiative may inform strategies in the Plan and Regional Transit Design Guidelines in Appendix G. The initiative will include collaborations with local municipalities and other stakeholders for implementation, since many options may involve changes to roadway design or operations. As the region's transit network continues to grow, the Metropolitan Council can also use this information to help local governments plan for effective transit service in their community.~~

~~Setting Regional Transitway Priorities — Data Coordination~~

~~During the development of this 2040 Transportation Policy Plan, data was collected on transitways to provide a table of basic facts about projects in the Plan (Current and Increased Revenue Scenarios). It was discovered that the methodology behind the data was not consistent across projects to allow for a reasonable comparison, particularly for estimated costs impacted by inflation. The Metropolitan Council intends to work with transitway project sponsors to develop consistent information for all projects to include in a future TPP update.~~

Downtown Transit Capacity and Transit Advantages Analysis

One of the goals in Chapter 6, "Transit Investment Direction and Plan," is to improve access to destinations. Consequently, the strategies to do so include expanding the transitway and bus network that connects in downtown Minneapolis and downtown Saint Paul. There are 16 local bus routes that travel through downtown Minneapolis or Saint Paul and 16 local bus routes that terminate in either downtown along with the substantial number of peak period express bus routes. The Blue Line and Green Line will travel through downtown Minneapolis when the light rail extensions open. There are also several other transitways planned to serve downtown Minneapolis or downtown Saint Paul. The

Marquette and 2nd Avenue express bus lanes provide a good example of adding transit advantages in downtown to address capacity, reliability, or travel time concerns. This analysis will consider strategies for maximizing transit capacity in downtown Minneapolis and potentially downtown Saint Paul, as well as strategies to increase reliability and speed of transit in or passing through the downtowns. The cities of Minneapolis and Saint Paul will be partners on this work and these efforts may be integrated into local planning efforts as opposed to a Metropolitan Council-led project.

~~Public Transit and Human Services Transportation Coordinated Action Plan Update~~

~~This plan is required by federal transportation legislation. The current plan was adopted in 2013 and needs to be updated. This plan update will assess currently available services from public, private, and non-profit providers; assess current transportation needs for people with disabilities, older adults, and people with low incomes; and identify and prioritize strategies, activities, or projects to address identified gaps between current services and needs.~~

~~Arterial Bus Rapid Transit Corridor Study~~

~~Successful implementation and operation of the A and C Lines has created significant interest in identifying and selecting new arterial bus rapid transit corridors. In 2019, Metro Transit plans to conduct an evaluation of arterial BRT corridors beyond the five lines currently in development. The study will re-evaluate seven corridors previously studied and will identify and evaluate new corridors for potential arterial BRT service. In partnership with agencies and local communities, an evaluation framework will include technical performance and corridor readiness factors. Study results are anticipated to guide prioritization and selection of the region's next arterial BRT lines. This study will advance in coordination with Metro Transit's Service Improvement Plan update. The Metropolitan Council will work closely with local communities, transit riders, and the public to conduct this corridor evaluation.~~

Bicycle and Pedestrian Related Studies

~~Regional Bicycle Transportation Network (RBTN) Refinement and Concept Progression~~

RBTN Bikeway Facility Guidelines and Quantitative Measures Study

The previous 2040 TPP describes a range of appropriate bikeway facility types for the Regional Bicycle Transportation Network (RBTN), but stops short of offering guidance as to where in the region, or along which roadway categories, specific treatment types may be preferred. In addition, agency requests for adding new corridors or alignments to the RBTN have been evaluated using a set of mostly qualitative regional bikeway guiding principles. Reviews have also looked conceptually at how new alignments would alter the existing spacing and route directness of RBTN alignments and corridors. As the RBTN is will be expected to expand to serve cities in the region as they continue to grow regional growth, it is desired that formalized measures for evaluating corridor spacing and route directness will be

~~developed~~ are needed to improve regional network planning and to supplement the review process for future RBTN additions. This ~~S~~ study will be conducted to fulfill two primary purposes:

- ~~1. To p~~ Provide recommendations for preferred facility treatments on RBTN alignments in urban, suburban, and rural areas hosting the RBTN, and
- ~~1. To d~~ Develop recommended guidelines for applying quantifiable measures when evaluating potential RBTN corridors and alignments
- ~~2. To~~ further refine the physical RBTN and to advance the overall RBTN concept, several ongoing and new efforts will need to be undertaken. The following items and issues will be addressed in collaboration with local and state agency stakeholders:

- Identify specific bikeway alignments within the broad RBTN corridors
- Review RBTN corridors and alignments to develop regional expectations for bicycle facility treatments and future spacing criteria for new corridors that vary across regional sub-areas.
- Investigate a range of RBTN on-road facility treatments within the context of roadway functional classification. This effort will evaluate and compare potential synergies and conflicts between bicycling and vehicular traffic.
- Conduct a regional study to identify and evaluate a set of transportation corridors to determine opportunity corridor locations to implement protected or separated bikeways along RBTN corridors and alignments and local bicycle corridors. Protected bikeways can provide a high-quality facility for safe and high-capacity bicycle travel for a broader range of cyclist ages and abilities.
- Develop a more structured process for local agencies and the Council to update RBTN corridors or alignments at interim points between TPP updates and during the TPP update process.

~~Bicycle Parking: Review of Land Use and Urban Design Best Practices~~

Many popular urban and neighborhood commercial districts have very limited bicycle parking facilities available to serve the growing numbers of people using bicycles for transportation to access jobs, school, parks, and entertainment centers. ~~T~~~~M~~~~e~~~~t~~~~h~~~~e~~ Council will conduct a review of cities in peer regions with respect to the application of zoning mechanisms, evaluation of bike parking demand, and urban design principles and best practices relating to the placement, orientation and design of bike parking stands, bike lockers, and large bicycle storage facilities to serve multiple businesses and employers. These reviews will offer suggestions for how each “best practice” could be applied in the Twin Cities region.

NEW

Regional Bicycle System Inventory Update

Regional Bicycle System Inventory Update

~~The~~ Regional Bicycle System Inventory was first compiled by the seven metro counties in collaboration with Met Council in 2016; the purpose of the inventory is to assist local planning agencies when developing local bike plans or reviewing adjacent jurisdiction plans. Building on current activities by the Metro GIS Collaborative in regional facilities data aggregation, the regional bicycle system inventory will be updated to include agencies with newly adopted bicycle plans and to expand the list of facility types implemented in city plans. A process will be developed for coordinating regular system inventory updates.

~~Regional Bicycle System Inventory was first compiled by the seven metro counties in collaboration with Met Council in 2016; the purpose of the inventory is to assist local planning agencies when developing local bike plans or reviewing adjacent jurisdiction plans. Building on current activities by the Metro GIS Collaborative in regional facilities data aggregation, the regional bicycle system inventory will be updated to include agencies with newly adopted bicycle plans and to expand the list of facility types implemented in city plans. A process will be developed for coordinating regular system inventory updates.~~

Pedestrian ~~Crash Data Analysis~~ Safety Action Plan

The Twin Cities area has almost 55% of Minnesota's pedestrian fatalities from 2013-2015 compared to 26 percent of all traffic fatalities in the state. While walking trips are 6 percent of all trips made within the region, almost 17% of all traffic fatalities ~~are involve~~ pedestrians. This project will include systemic crash data analysis to identify crash characteristics and risk factors for pedestrians, as well as working with regional stakeholders on identifying countermeasures and program recommendations, including inclusion in for the regional solicitation. ~~This analysis would look at pedestrian crash data for the Twin Cities region to identify common contributing factors for high-severity pedestrian crashes in the region and potential countermeasures.~~ This analysis would also include looking at crashes in areas with higher percentages of people of color or people with low incomes; other studies done throughout the nation show disproportionate numbers of high-severity crashes in neighborhoods with environmental justice populations.

Bicycle and Pedestrian Count Program

Metropolitan Council will seek ~~Metropolitan Council staff will procure automated counters for pedestrians and bicyclists to use with local partners to collect standard count data and~~ consulting assistance to identify requirements and locations for ~~develop~~ a regional count program for use in regional pedestrian

and bicycle planning. MnDOT's Bicycle and Pedestrian Counting Initiative started to institutionalize bicycle and pedestrian counts by providing annual training for local partners in how to conduct counts; the installation of permanent monitoring stations throughout the state, including the Twin Cities region; and a MnDOT district-based portable counting equipment loan program to support local partners in conducting bicycle and pedestrian counts. Metropolitan Council will work with MnDOT to maximize the use of their portable counting equipment within the region and identify any needs for additional counting capacity~~procurement of similar equipment would enable a focus on locations of interest to regional planning.~~

Review of Best Practices for Walkable Neighborhoods and Connections to Transit

Metropolitan Council staff will review best practices for infrastructure treatments supporting walkable neighborhoods and enabling better pedestrian connections to transit in different types of communities. For the majority of transit trips, riders reach their stops by walking. Identifying best practices can help to address gaps in the pedestrian system and its connection to transit.

Regional Sidewalk Inventory Development

The lack of consistently available sidewalk data hinders planning for walking, including in relation to transit in the region. In 2018, Metropolitan Council's GIS department initiated discussions about collecting this data and found that data is inconsistently available and in varied formats that create additional work to convert for regional network use. Based on this research, creating the network data was the preferred option. Other large MPOs in regions such as Philadelphia, Chicago, and Houston have created regional sidewalk datasets and could serve as models for this work. The Council would work in partnership with local communities in identifying the needed characteristics for routable network data.

Freight Related Studies

Regional Truck Data Collection Framework

In collaboration with MnDOT, the Metropolitan Council will develop a framework for collecting truck classification data on regional truck freight corridors that responds to short-term and long-term data needs. Development of the framework will include:

- Coordination with MnDOT and County highway departments to review existing and planned data collection efforts for the Twin Cities metro area relevant to truck volumes and regional trip patterns on principal and minor arterials.
- Contacting staff from peer state DOTs and regional MPOs to determine the most promising truck data collection methods and technologies to employ in this region.

Industrial Land Atlas Mapping Tool

The Industrial Land Inventory was assembled in response to the Thrive MSP 2040 Plan commitment to developing a region-wide inventory of industrial land, thus enabling analysis of industrial land with freight access; it also addressed the region's interest in how industrial sites relate to the freight transportation system. As a continuation of that effort, an Industrial Land Atlas will be developed as an interactive on-line mapping tool for accessing the Industrial Land Inventory database. The inventory and interactive on-line tool will allow economic developers and private sector planners to assess industrial land options and to prioritize sites for future development. These will also enable local governments to understand the region's supply of industrial land and to identify where industrial land preservation may need to be prioritized.

Aviation Related Studies

Regional Aviation System SPlantudy

The 2009 aviation system technical report, (Regional Aviation System Plan) wshouldill be updated before the adoption of the next Transportation Policy Plan. The update will include an analysis of the system changes and improvements since 2009, system performance evaluation, and local and national system forecasts and trends. This study will also look at the impacts of the recent Long-Term Comprehensive Plans that will have been adopted by the Metropolitan Council for the regional aviation system. This study will also look at the impacts of the Unmanned Aerial Systems (UAS) on the regional system as well as the effects of the evolution of Light Sport Aircraft. This study could be financed in part through a planning grant from the Federal Aviation Administration.

~~General Performance Measures and Data-Related Studies~~ System Planning

Safety Planning and Priorities in the Region

Significant safety planning has been done in the region through MnDOT's Toward Zero Deaths initiative and development of an updated statewide Strategic Highway Safety Plan ~~2014-2019 that was finalized in 2014~~ expected in early 2021. MnDOT also partnered with each county in the state to develop County Road Safety Plans and has piloted plans for cities. To assist with the goal of improving safety for all users of the system in the region, the Metropolitan Council will review statewide and local safety plans, crash data, and other safety planning efforts to identify safety needs and priorities for all modes within the region, in coordination with other local partners.

~~Congestion Mitigation and Air Quality Performance Plan~~

~~The federal law MAP-21 established requirements for a Congestion Management/Air Quality performance (CMAQ) plan, which applies to metropolitan planning organizations with a population of~~

~~over one million in air-quality nonattainment or maintenance areas. The Metropolitan Council will work with MnDOT on this plan as well as their annual CMAQ report to the USDOT. Performance measures and target setting for emissions and traffic congestion reduction for the CMAQ program will be established through rulemaking, which is tentatively scheduled for late 2015. Results from rulemaking are expected to include the following:~~

~~Completion and updates expected biennially~~

~~Baseline levels for traffic congestion and on-road mobile source emissions~~

~~A progress report on achievements in reaching performance targets described in 23 U.S.C. 150(d)~~

~~A description of the projects identified for CMAQ funding and a projection of how these projects will contribute to achieving the emission and traffic congestion reduction targets pursuant to 23 U.S.C. 150(d)~~

~~A separate report assessing the progress of the projects under the previous plan in achieving the air quality and congestion targets of the previous plan~~

~~Submission of this plan with the CMAQ annual report for that year, which is submitted by MnDOT~~

~~Equity~~

Equity Analysis for Transportation

The Metropolitan Council's *Choice, Place and Opportunity: An Equity Assessment of the Twin Cities Region* (2014) analyzed the region and its investments to understand patterns of need and opportunities. To fully integrate equity into the transportation planning process, the Metropolitan Council will conduct additional analysis on transportation-related issues. Two potential areas for study are safety outcomes by race and income and spending on preservation and maintenance and condition of transportation facilities by race and income. Putting [an equity lens into operation throughout](#) transportation planning decision making is another step in ensuring that transportation policies, practices, and procedures advance equity rather than create barriers to equity. The use of [such this a](#) lens should be done in combination with using disaggregated data when possible and leveraging existing assets to make any necessary changes to transportation policies, practices, and procedures.

Electric Vehicle Planning Study

As metropolitan regions begin to shift to connected and autonomous vehicles and implement shared mobility options, there is a general consensus that both public and private vehicle fleets will become electrified. Electric vehicles in fact widely exist on the market. Although few in numbers, widespread use may proceed what is often thought of as a connected and autonomous future. Fleet electrification can have many positive environmental benefits but may also require substantial changes in the regional electric grid and where and how vehicles are charged. This study on vehicle electrification is to plan a network of charging stations to support and encourage electric vehicle (EV) purchase and use in the Twin Cities. This study would summarize the role EVs can play in local climate mitigation, the hurdles to widespread EV adoption, current and planned energy production capacity and greenhouse gas mix, the

capital and operating costs of EVs as compared to internal combustion engine vehicles and, national and local best practices and resources.

Land use and transportation pPlanning Sscenarios for Ggreenhouse Ggas Eemissions

Metropolitan Council Community Development is creating web-based tools for the region, counties, cities and townships to help build land use and transportation planning scenarios for mitigating greenhouse gas emissions. Transportation is one of Minnesota's largest sources of greenhouse gas emissions.

Research shows that compact, mixed-use neighborhoods make it easier to reduce these emissions. People living in compact neighborhoods drive less and the buildings, like duplexes and small apartments, have higher energy efficiency. Electric vehicles will also play a large role in mitigating climate change. What remains uncertain is how emerging trends like telecommuting, automated ~~and electric~~-vehicles, ridehailing apps, and micromobility, like bikeshare and scooters, will impact transportation and land use scenarios. These scenarios are built around adopting a specific policy and ~~must~~ will look at both the economic and equity impacts in the area. The intent of these tools is to support local governments as they consider how to mitigate the effects of climate change.

The Met Council hired the Sustainable Healthy Cities Network to produce prototype scenarios for the region, counties, cities and townships. These prototypes can then be replicated and included in the Met Council's new suite of climate mitigation tools. This project brings together a set of transportation policy experts including Kara M. Kockelman, Ph.D., P.E. at the University of Texas at Austin and Frank Douma Research Fellow at the University of Minnesota. The scope centers around local government stakeholder engagement to determine what type of scenarios would best match the vision and values of communities. It also builds on Thrive MSP 2040's baseline forecast of Vehicle Miles Traveled. The web-based tools are scheduled to be complete by the Fall of 2021.