TRANSPORTATION ADVISORY BOARD

MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | November 3, 2021
9:00 AM
Webex

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

(Agenda is approved without vote unless amended.)

III. APPROVAL OF MINUTES

October 6, 2021 meeting of the TAB Technical Advisory Committee

IV. TAB REPORT

V. COMMITTEE REPORTS

1. Executive Committee (Jon Solberg, Chair)
2. TAC Action Items
   a. **2021-50:** Streamlined 2022-2025 TIP Amendment Requests: Three Project Cost Changes (Joe Barbeau, MTS)
3. Planning Committee (Emily Jorgensen, Chair)
   a. **2021-44:** 2040 Transportation Policy Plan Amendment
   b. **2021-45:** Adoption of Regional Transit Safety Performance Targets and TIP Amendment to Incorporate Targets
   c. **2021-46:** Accept Updated Regional Truck Corridors
   d. **2021-47:** Adoption of Functional Classification Map for 2022 Regional Solicitation
4. Funding & Programming Committee (Michael Thompson, Chair)
   a. **2021-48:** Distribution of Unused CMAQ Funding
   b. **2021-49:** Regional Allocation of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funds

VI. INFORMATION ITEMS

None

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.

Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, October 6, 2021
9:00 A.M.

Members Present: Jon Solberg, Scott Mareck, Joe MacPherson, Lyndon Robjent, Erin Laberee, Chad Ellos, Lisa Freese, Lyssa Leitner, Andrew Witter, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Andrew Emanuele, Mehjabeen Rahman, Aaron Bartling, Praveena Pidaparthi, Danny McCullough, Karl Keel, Ken Ashfeld, Charlie Howley, Paul Oehme, Marc Culver, Robert Ellis, Jim Kosluchar, Nathan Koster, Bill Dermody, Paul Kurtz

1. Call to Order
The meeting was called to order by Chair Solberg at 9:03 a.m. Due to the ongoing COVID-19 pandemic, the meeting was held via video conference.

2. Approval of Agenda
The Committee approved the agenda with no changes. Therefore, no vote was needed.

3. Approval of Minutes
The minutes of the September 1, 2021, meeting were presented to the Committee for consideration. A motion to approve the September minutes was made by Mr. Robjent and seconded by Mr. Ashfeld. Motion carried.

(Meeting minutes for the March 4, 2020, meeting will be presented for approval at a future committee meeting.)

4. TAB Report
TAB Coordinator Ms. Koutsoukos provided a summary of the September 15, 2021 meeting.

5. Committee Reports

1. Executive Committee (Jon Solberg, TAC Chair)

Chair Solberg reported that the Executive Committee met prior to the TAC meeting. The committee discussed the details of items the agenda.

2. TAC Action Items

a. 2021-39: Streamlined 2021-2024 and 2022-2025 TIP Amendment Request: Addition of Three Clean Transportation Grants Projects

Joe Barbeau of MTS presented this item, beginning by noting that there are nine TIP Amendments this month. The three amendments in this item ask for approvals in both the 2021-2024 TIP and 2022-2025 TIP while the other six ask for approvals in the 2022-2025 TIP only. The three projects in this item are all MnDOT sponsored projects. The first is for electric car sharing, the second is for mobility hubs in Minneapolis, and the third is for battery electric buses and electrical upgrades to SouthWest Transit.

Mr. Witter asked about the approval process of TIP amendments. Mr. Barbeau provided clarification.

Mr. Koster asked about TIP amendments being in both the 2021-2024 and 2022-2025 TIP. Mr. Barbeau clarified that the projects are due to be obligated soon and there is no certainty about which of the two TIPs will be active at that time.

Mr. Koster made a motion to recommend approval of the item. Seconded by Ms. Koutsoukos. Motion carried.

b. 2021-40: Streamlined 2022-2025 TIP Amendment Request: Addition of Two Projects

Mr. Barbeau presented this item. The first project is a new project for the Orange Line Small Starts Grant Agreement, and the second project is a new project for a retaining wall near Page Street in St. Paul funded by the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA).

Chair Solberg provided more information about CRRSAA funds.

Mr. Harrington made a motion to recommend approval of the item. Seconded by Mr. Mareck. Motion carried.

c. 2021-41: Streamlined 2022-2025 TIP Amendment Request for Ramsey County: Lexington Parkway Extension

Mr. Barbeau of MTS presented this item, noting that this project is a Regional Solicitation project. The County is requesting a minor terminus adjustment.

Marc Culver made a motion to recommend approval of the item. Seconded by Mr. Mareck. Motion carried.

d. 2021-42: Streamlined 2022-2025 TIP Amendment Request for MnDOT: MN 3 Trail Construction in Farmington

Mr. Barbeau of MTS presented this item, noting that the amendment proposes a minor technical correction to the project description.

Mr. McCullough made a motion to recommend approval of the item. Seconded by Mr. Ellos. Motion carried.

e. 2021-43: Streamlined 2022-2025 TIP Amendment Request for MnDOT: Two Project Cost Changes

Mr. Barbeau of MTS presented this item. The first cost change is to a MnDOT project on US 10 and the second cost change is to a MnDOT bridge rehabilitation project near downtown Minneapolis.

Mr. MacPherson made a motion to recommend approval of the item. Seconded by Mr. Oehme. Motion carried.

3. Planning Committee (Emily Jorgensen, Chair)

No items.

4. Funding and Programming Committee (Michael Thompson, Chair)

a. 2021-07: Federal Funds Redistribution Amount for Metro Transit's I-94 / Manning Avenue Park-and-Ride Lot

Steve Peterson of MTS presented this item, noting that this request is not a scope change but a redistribution of unused federal funds that were originally intended for Metro Transit to use on Park-and-Ride land acquisition and construction, four 60-foot buses, and express service. There are two possible outcomes for redistributing the funds that will be further discussed in a future meeting of the TAC. The first outcome that TAC F&P recommends involves returning approximately $4.5 million to $ million to the region for redistribution while retaining up to approximately $2.78 million. The second outcome involves returning the entire $7,280,000.

Mr. Harrington made a motion to recommend that $5,044,000 be returned for redistribution and $2,235,600 be retained for buses. Seconded by Mr. McCullough. Motion carried.

6. Information Items

1. MnDOT Statewide Multimodal Transportation Plan Update

Ashley Zidon and Hally Turner of MnDOT provided an overview of the Statewide Multimodal Transportation Plan draft policy hierarchy, policy guidance, engagement, and next steps.

2. Allocation of $20 Million of CRRSAA Federal Funds

Molly McCartney of MnDOT presented information on CRRSA. Mr. Peterson and Dan Erickson of MnDOT provided additional background information.

7. Agency Updates

No updates provided.

8. Other Business and Adjournment

The meeting adjourned at 11:09 a.m.

Prepared by:

Grant Brokl

ACTION TRANSMITTAL – 2021-50

DATE:	October 27, 2021
TO:	Technical Advisory Committee
PREPARED BY:	Joe Barbeau, Senior Planner (joe.barbeau@metc.state.mn.us)
SUBJECT:	Streamlined 2022-2025 TIP amendment for MnDOT: Three Project Cost Changes
REQUESTED ACTION:	MnDOT requests an amendment to the 2022-2025 TIP to adjust the funding and scope for its US 169 noise wall project (SP # 2772-121), adjust funding and termini for its I-94 maintenance project (SP # 8282-145), and increase funding for its MN 3 railroad bridge rehabilitation (SP # 6217-52).
RECOMMENDED MOTION:	That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment the 2022-2025 Transportation Improvement Program adjust the funding and scope for MnDOT's US 169 noise wall project (SP # 2772-121), adjust funding and termini for MnDOT's I-94 maintenance project (SP # 8282-145), and increase funding for MnDOT's MN 3 railroad bridge rehabilitation (SP # 6217-52)

BACKGROUND AND PURPOSE OF ACTION: MnDOT requests an amendment to the 2022-25 TIP to make the following changes to three projects:

1. Add transportation management system (TMS) and lighting to MnDOT's noise wall project on US 169 in Edina. This would increase the state and local funding and increase the project length by 0.92 miles.
2. Increase the length from 6.49 miles to 10.53 miles of MnDOT's bituminous shoulder, TMS, and drainage project on I-94 from Oakdale to Lakeland. This would increase the total cost from $4,500,000 to $9,161,000. Federal funding is from the National Highway Preservation Program (NHPP), which is not programmed by TAB.
3. Increase the cost of MnDOT's MN 3/George St. rehabilitation of two bridges. Federal funding is Surface Transportation Block Grant (STPB) funding not programmed by TAB.

This amendment needs be reflected in the 2022-2025 TIP, which is yet to be approved. The Council will consider the amendment following federal approval of the 2022-2025 TIP.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all TIP amendments meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP per these four requirements.

The streamlined TIP amendment process allows projects that meet certain conditions to be forgo the TAC Funding & Programming Committee review, resulting in saving a month of process time.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal, state, and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
Technical Advisory Committee	Review & Recommend	11/3/2021
Transportation Advisory Board	Review & Recommend TIP Amendment	11/17/2021
Metropolitan Council Transportation Committee	Review & Recommend	*
Metropolitan Council	Review & Adopt	*

* Following the Transportation Advisory Board, the amendment to the 2022-2025 TIP will still need to be considered by the Transportation Committee and Metropolitan Council following approval of the draft 2022-2025 TIP.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend this project in program year 2022. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2022	M	US169	2772-121	MnDOT	**CHAP 3**US 169, NB US169 from Valley View Rd to Bren Rd in Edina – TMS, lighting and noisewall	~~.78~~ 1.7

Prog	Type of Work	Prop Funds	Total $	Federal $	TH $	Other
BR	Noisewalls	SF	~~1,911,000~~ 4,800,000	NA	~~1,734,000~~ 4,320,000	~~177,000~~ 480,000

PROJECT BACKGROUND:

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

This amendment is needed to increase the total project cost and length.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
   - New Money
   - Anticipated Advance Construction
   - ATP or MPO or MnDOT Adjustment by deferral of other projects
   - Earmark or HPP not affecting fiscal constraint
   - Other X

This is a 100% state funded project therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

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

*Exempt Project Category O-3. Noise attenuation per Section 93.126 of the Conformity Rules.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend this project in program year 2022. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP / Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2022	M	I94	8282-145	MnDOT	**ELLE**B2020**I94, From ~~Woodbury Dr in Woodbury~~ MN120 in Oakdale to St Croix River in Lakeland – Bituminous shoulders, TMS, drainage, bituminous cross overs	~~6.49~~ 10.53

Prog	Type of Work	Prop Funds	Total $	Federal $	TH $	Other
RC	Reconstruction	NHPP	~~4,500,000~~ 9,161,000	~~4,050,000~~ 8,244,900	~~450,000~~ 916,100	NA

PROJECT BACKGROUND:

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

This amendment is needed to increase the total project cost and length.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
   - New Money
   - Anticipated Advance Construction
   - ATP or MPO or MnDOT Adjustment by deferral of other projects
   - Earmark or HPP not affecting fiscal constraint
   - Other X

The additional federal funds are coming from the main project SP 8282-132. Therefore, fiscal constraint is maintained. (A TIP/STIP modification will be processed for the reduction in SP 8282-132)

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

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

*Exempt Project Category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend this project in program year 2022. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2022	M	MN 3	6217-52	MnDOT	MN 3, at George St and at the Union Pacific railroad bridge in St Paul – Rehab Bridges 62050 and 90381	.49

Prog	Type of Work	Prop Funds	Total $	Federal $	TH $	Other
BR	Bridge Rehab	STP	~~1,027,000~~ 1,878,000	~~821,600~~ 1,502,400	~~205,400~~ 375,600	NA

PROJECT BACKGROUND:

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

This amendment is needed to increase the total project cost. The scope remains the same.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
   - New Money
   - Anticipated Advance Construction
   - ATP or MPO or MnDOT Adjustment by deferral of other projects
   - Earmark or HPP not affecting fiscal constraint
   - Other X

The additional federal funds are coming from MnDOT under programming FY22 federal target by $31M. Therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

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

*Exempt Project Category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.

ACTION TRANSMITTAL – 2021-44

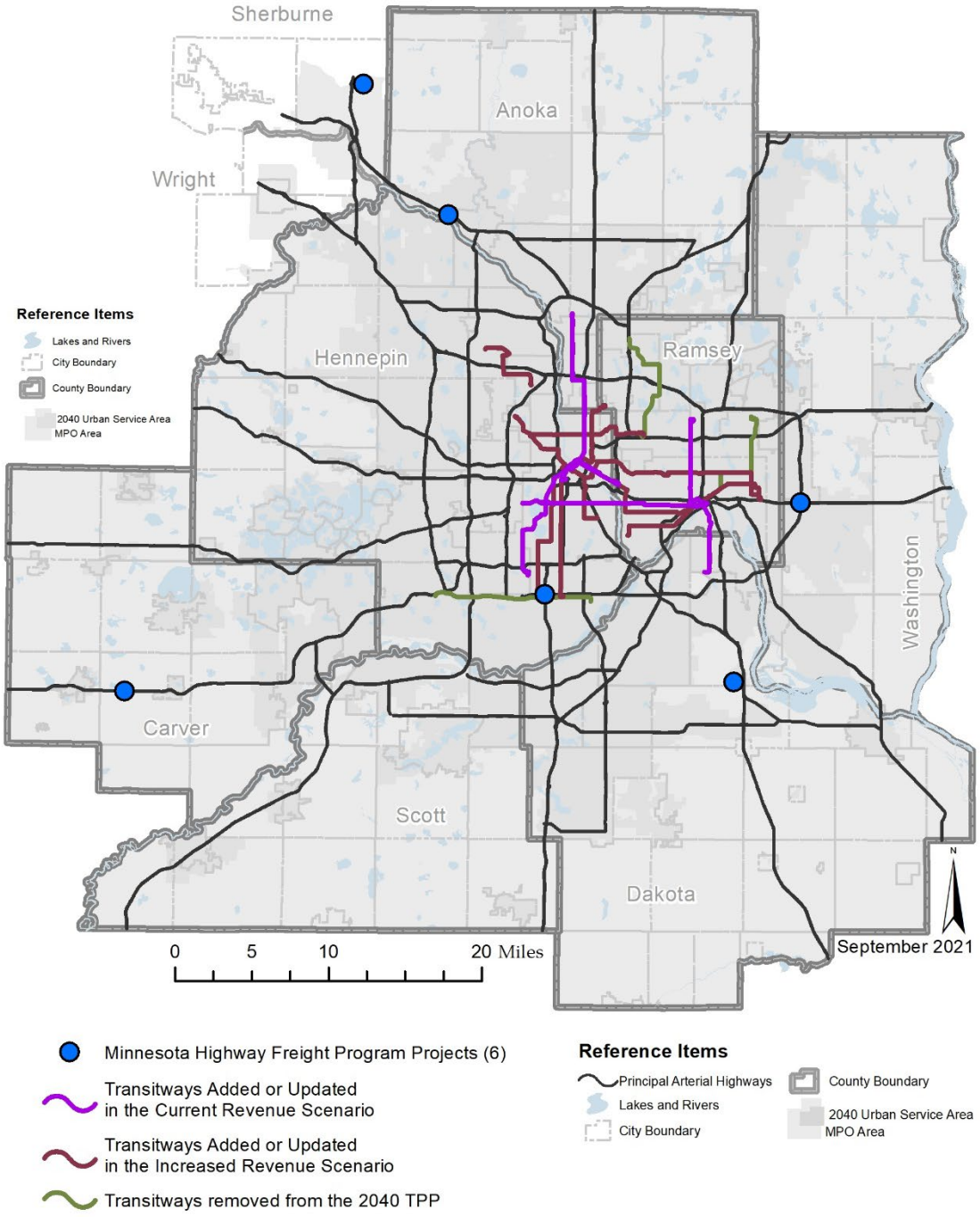
DATE:	November 3, 2021
TO:	TAC
PREPARED BY:	Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819) Cole Hiniker, Manager of Multimodal Planning (651-602-1748)
SUBJECT:	Draft amendment to the 2040 Transportation Policy Plan to amend arterial bus rapid transit and freight projects
REQUESTED ACTION:	Metro Transit and MnDOT request that the draft amendment to the 2040 Transportation Policy Plan, which revises the arterial bus rapid transit network and six freight project additions, be released for public review and comment
RECOMMENDED MOTION:	Recommend that the Transportation Advisory Board recommend that the Metropolitan Council release the draft amendment to the 2040 Transportation Policy Plan for public review and comment to revise the arterial bus rapid transit network and add six freight projects

BACKGROUND AND PURPOSE OF ACTION: The 2040 Transportation Policy Plan (TPP) includes a fiscally constrained list of major projects for investment in the region by 2040, known as the Current Revenue Scenario. All transitway projects and highway projects that add lanes or interchanges to a Principal Arterial Highway are considered regionally significant projects. These projects must be identified as funded in a region's long-range transportation plan (i.e., the 2040 Transportation Policy Plan) in order to be added to the region's Transportation Improvement Program (TIP) and then to begin construction. The attached draft 2040 Transportation Policy Plan Amendment #1 document describes the project changes in detail. Figure 1 also shows the proposed project changes.

Requested by Metro Transit, this amendment includes additions and extensions to the region's arterial bus rapid transit network as part of implementing its Network Next 20-year transit improvement plan. Additions to the Current Revenue Scenario include the following:

- B Line (Lake Street/Marshall Ave/Selby Ave), including the extended alignment to downtown Saint Paul
- E Line (Hennepin Ave/France Ave)
- F Line (Central Ave)
- G Line (Rice St/Robert St)

Figure 1 – Overview of TPP Amendment Changes



Additions or updates to the Increased Revenue Scenario include the following arterial bus rapid transit corridors:

- H Line
- 63rd / Zane
- Grand
- Johnson / Lyndale
- Lowry
- Nicollet
- Randolph / East 7th
- West Broadway / Cedar

Subtractions from the Increased Revenue Scenario include the following:

- American Boulevard
- East 7th/White Bear Avenue
- North Snelling/Lexington (A Line Extension)

Requested by MnDOT and the project applicants (City of Inver Grove Heights, City of Bloomington, Carver County, Anoka County, and Sherburne County) this amendment also proposes to add six freight projects to the Current Revenue Scenario. The projects were selected as part MnDOT's Minnesota Highway Freight Program. The competitive statewide process allocates between $20M and $25M per year to the highest freight needs in the state. The process was guided by the Statewide Freight Investment Committee, which included a broad range of stakeholders from agencies across the state, including the Metropolitan Council. The six freight projects include the following:

- 117th Ave Reconstruction and Modernization (City of Inver Grove Heights)
- I-35W/I-494 Interchange Improvements (City of Bloomington)
- Highway 212 Rural Freight Safety Project (Carver County)
- I-94 Eastbound Lane Improvement Project (MnDOT, Woodbury/Oakdale)
- Highway 10/169 Ramsey Gateway Project (City of Ramsey, Anoka County)
- Sherburne County 33 Reconstruction and Realignment (City of Elk River, Sherburne County)

RELATIONSHIP TO REGIONAL POLICY: The Metropolitan Council and its Transportation Advisory Board are required, under both state and federal law, to develop a multimodal long-range regional transportation plan that identifies transportation system goals, needs, and investment priorities over at least a 20-year period.

Transitway projects can be added to the fiscally constrained Transportation Policy Plan when the following criteria are met:

- The proposed improvement meets the definition of a transitway listed in the Transportation Policy Plan or documents referenced within it
- A mode and alignment are identified by a local sponsoring agency and the process for selection is documented, including public involvement summaries
- Documentation is submitted showing how the project can be built with revenues in the fiscally constrained plan (or reasonable proposed additional revenues)

In addition, Increased Revenue Scenario transitways can be added if the projects show reasonable promise for transitway service, meet the definitions of transitway service in the TPP, and have undergone a technical process that includes public involvement. Metro

Transit has provided the appropriate information to meet these criteria through its Network Next work.

Highway projects can be added to the fiscally constrained Transportation Policy Plan when the following criteria are met:

- The proposal is consistent with the goals, objectives and strategies of the region's 2040 Transportation Policy Plan
- Documentation is submitted showing how the project can be built with revenues in the fiscally constrained plan (or reasonable proposed additional revenues)
- Air Quality Conformity is maintained
- Public Involvement is conducted

MnDOT and the project sponsors have provided the appropriate information to meet these criteria. The Council, in its role as the metropolitan planning organization (MPO), was involved in this freight solicitation process in numerous ways:

- MPO representation on the Statewide Freight Investment Committee.
- Project submittals required MPO letters of support.
- Review period for MPOs after the project application deadline.
- Interchange projects in the metro were required to go through the TPP's Appendix F, Preliminary Interchange Approval Process.
- Metro projects were required to be a Tier 1, 2, or 3 corridor in the Metropolitan Council's Truck Highway Corridor Study in order to apply.
- The MPO and MnDOT worked in cooperation to identify Urban and Rural Critical Freight Corridors in the project areas and were subsequently approved by the Federal Highway Administration (FHWA).

STAFF ANALYSIS: This draft amendment to the 2040 TPP is proposed for review and recommendation for release for public comment. The document provides background on the relationship to the existing plan and project descriptions.

The amendment also provides information on the impacts of the amendment to the Plan. This includes an assessment of fiscal constraint, an assessment of effects on the environment and air quality conformity, an assessment of effects on equity and environmental justice populations, and an assessment of the revised Plan outcomes. An assessment of public comments will be added to the text prior to final adoption.

With these elements included, the necessary information has been provided to release an amendment of the TPP for public comment.

COMMITTEE COMMENTS AND ACTION: At its October 14, 2021, TAC Planning meeting, the committee unanimously recommended releasing the TPP amendment projects for public comment. One member asked about the removal of the American Blvd corridor from the Increased Revenue Scenario. Staff noted that they are working with the City of Bloomington to see if a transit study could be initiated for the corridor. This would then keep the corridor "on the map" as a "Project Under Study or to be Studied." In addition, the Network Next Study will be updated again in 2025 and this is another opportunity for the three removed corridors to be reconsidered.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED / EXPECTED
TAC Planning	Review & Recommend	10/14/21
Technical Advisory Committee	Review & Recommend	11/3/21
Transportation Advisory Board	Review & Recommend	11/17/21
Metropolitan Council Transportation Committee	Review & Recommend	11/22/21
Metropolitan Council	Review and Release for Public Comment	12/8/21
Transportation Advisory Board	Accept Public Comments & Recommend	2/16/22
Metropolitan Council Transportation Committee	Accept Public Comments & Recommend	2/28/22
Metropolitan Council	Accept Public Comments & Approve	3/9/22

MINNESOTA POLLUTION CONTROL AGENCY

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October 28, 2021

Amy Vennewitz
Assistant Director
Metropolitan Transportation Services
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

RE: Draft 2040 Transportation Policy Plan Amendment that Revises the Arterial Bus Rapid Transit Network and Six Freight Project Additions to be Released for Public Comments

Dear Amy Vennewitz:

The Minnesota Pollution Control Agency (MPCA) has completed its formal review of the draft 2040 Transportation Policy Plan (TPP) Amendment request that revises the arterial bus rapid transit network and adds six additional freight projects. This draft amendment to the 2040 TPP is proposed for review and recommendation for release for public comment. The Minnesota Interagency Air Quality Conformity Consultation Committee, with representatives from the MPCA, Metropolitan Council (Council), Minnesota Department of Transportation (MnDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the U.S. Environmental Protection Agency (EPA), were consulted during the preparation of the Plan. Several ongoing communications also occurred along with periodic meetings, draft reports, emails, and phone calls.

This amendment includes additions and extensions to the region's arterial bus rapid transit network as part of implementing its Network Next 20-year transit improvement plan. Additions to the Current Revenue Scenario include the following: B Line (Lake St/Marshall Ave/Selby Ave), including the extended alignment to downtown Saint Paul, E Line (Hennepin Ave/France Ave),
F Line (Central Ave) and G Line (Rice St/Robert St).

Additions or updates to the Increased Revenue Scenario also include the following arterial bus rapid transit corridors: H Line, 63rd/Zane, Grand, Johnson/Lyndale, Lowry, Nicollet,
Randolph/East 7th and West Broadway/Cedar.

The six freight projects include the following: 117th Avenue Reconstruction and Modernization (City of Inver Grove Heights), I-35W/I-494 Interchange Improvements (City of Bloomington), Highway 212 Rural Freight Safety Project (Carver County), I-94 Eastbound Lane Improvement Project (MnDOT, Woodbury/Oakdale), Highway 10/169 Ramsey Gateway Project (City of Ramsey, Anoka County), and Sherburne County 33 Reconstruction and Realignment (City of Elk River, Sherburne County).

The MPCA staff has examined the draft TPP for conformance with a checklist of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the new transportation reauthorization bill "Fixing America's Surface Transportation (FAST) Act" when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their long-range comprehensive Transportation Plans on the latest planning assumptions. As a result, the draft TPP's air quality conformity analysis is based on the most current Council's socioeconomic data used in Thrive MSP 2040, which was adopted by the Council on May 28, 2014. The latest update to these forecasts was published in June 2017. The planning document provides the Council with the socioeconomic data (planning assumptions) to develop long-range forecasts of regional highway and transit facilities' needs.

The Minneapolis-St. Paul region is within an EPA-designated attainment area for carbon monoxide (CO). The region completed the 20-year maintenance period on November 29, 2019. This date marked 20 years from the effective date of redesignation of the area to attainment for CO National Ambient Air Quality Standard (NAAQS). However, a small portion in Ramsey County, is designated as a maintenance area for coarse particulate matter (PM10). The term "maintenance" reflects the fact that PM10 emissions in this area were unacceptably high in the past and subsequently were brought under control. A 20-year maintenance plan was approved by EPA on September 24, 2002, and will expire on September 24, 2022, at that point the entire region will be in attainment for transportation-related pollutants regulated by the Clean Air Act. No regional modeling analysis is required; however, federally-funded projects are still subject to "hot spot" analysis requirements.

The draft 2040 TPP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on July 26, 2017. This process satisfies FAST Act requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity Rule.

Based on this review, the analysis described in the conformity Appendix E, and submitted by the Council has resulted in a Conformity Determination that the projects included in the 2040 Transportation Policy Plan, as amended, meet all relevant regional emissions analysis and budget tests as described therein. The draft 2040 TPP, as amended, also conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of the Minnesota State Implementation Plan for air quality.

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

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

Sincerely,

Innocent Eyoh

This document has been electronically signed.

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

cc: Andrew Emanuele, FHWA
Michael Leslie, Region 5, EPA
Jonathan Ehrlich, Metropolitan Council
Elaine Koutsoukos, Metropolitan Council
Joseph Barbeau, Metropolitan Council
Jon Solberg, Technical Advisory Committee Chair
Michael Thompson, Technical Advisory Committee Funding and Programming Committee Chair
Emily Jorgensen, TAC Planning Chair
Craig McDonnell, MPCA, St. Paul
Todd Biewen, MPCA, St. Paul
Kari Palmer, MPCA, St. Paul
Deepa deAlwis, MPCA, St. Paul
Mehjabeen Rahman, MPCA, St. Paul

2040 TRANSPORTATION POLICY PLAN AMENDMENT #1

Overview

Purpose

This 2040 Transportation Policy Plan amendment addresses changes to arterial bus rapid transit projects in both the Current Revenue Scenario and the Increased Revenue Scenario.

This amendment also adds six freight projects selected as part of Minnesota's Highway Freight Program to the Current Revenue Scenario.

Policy Basis

BRT Projects

The 2040 Transportation Policy Plan presents policies and plans to guide development of the region's transportation system. The Plan includes strategies in Chapter 2 that are organized by the Plan's six transportation system goals, including several strategies that relate to investment in the transitway system, shown in Table 1. These strategies guide the planned investments in transitways that are detailed in Chapter 6: Transit Investment Direction and Plan.

This amendment includes important additions and extensions to the region's arterial bus rapid transit network, namely as part of implementing Metro Transit's Network Next 20-year transit improvement plan. Included in Network Next's vision of an improved transit system by 2040 are new arterial bus rapid transit priorities that alter the planned network in the Transportation Policy Plan. Expansion of the network advances equity and reduces regional racial disparities, builds on successful existing routes to grow transit ridership, creates a network that supports a transit-oriented lifestyle, and ensures long-term sustainable growth of the bus network. This amendment incorporates the selected F, G, and H lines named in 2021 and the remaining 2040 arterial bus rapid transit candidate corridors resulting from Network Next. This amendment also incorporates an extension of the B Line to downtown Saint Paul included in that project's final corridor plan, as well incorporating the E Line which was adopted by the Metropolitan Council in January 2020.

B Line Corridor Plan Process

The corridor planning process for the B Line began in 2018. During this phase, stakeholders including the City of Saint Paul requested that the B Line be extended from its original termini at University Ave and Snelling Ave to downtown Saint Paul. Metro Transit staff developed plans for a corridor to downtown Saint Paul from 2019 to 2021 with feedback from community engagement as well as a Technical Advisory Committee. Metro Transit received over 2,500 comments on the plan throughout the planning process.

Table 1 – Transportation Policy Plan Strategies related to BRT Investment

Goal	Strategy Number	Strategy Text
Access to Destinations	C4	"Regional transportation partners will promote multimodal travel options and alternatives to single occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service."
Access to Destinations	C5	"The Metropolitan Council will work with MnDOT and local governments to implement a system of MnPASS lanes and transit advantages that support fast, reliable alternatives to single-occupant vehicle travel in congested highway corridors and in local corridors."
Access to Destinations	C11	"The Metropolitan Council and regional transit providers will expand and modernize transit service, facilities, systems, and technology, to meet growing demand, improve the customer experience, improve access to destinations, and maximize the efficiency of investments."
Access to Destinations	C12	"Regional transportation partners will invest in an expanded network of transitways that includes but is not limited to bus rapid transit, light rail, and commuter rail. Transitway investments will be prioritized based on factors that measure a project's expected contributions to achieving the outcomes, goals, and objectives identified in Thrive MSP 2040 and the Transportation Policy Plan."
Competitive Economy	D3	"The Metropolitan Council and its partners will invest in regional transit and bicycle and pedestrian facilities that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors."
Healthy and Equitable Communities	E3	"Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on

		promoting the environmental and health benefits of alternatives to single-occupant vehicle travel."
Leveraging Transportation Investments to Guide Land Use	F3	"Local governments will identify opportunities for and adopt guiding land use policies that support future growth around transit stations and near high-frequency transit service. The Metropolitan Council will work with local governments in this effort by providing technical assistance and coordinating the implementation of transit-oriented development. The Metropolitan Council will also prioritize investments in transit expansion in areas where infrastructure and development patterns support a successful transit system and are either in place or committed to in the planning or development process."
Leveraging Transportation Investments to Guide Land Use	F5	"Local governments should adopt policies, develop partnerships, identify resources, and apply regulatory tools to support and specifically address the opportunities and challenges of creating walkable, bikeable, and transit-friendly places."

Throughout 2019, Metro Transit received feedback through open houses, dozens of community events, meetings with local businesses, customer surveys, rider engagement on Route 21 buses, pop-ups in community spaces, direct mail to corridor residents, and online project information.

In 2021, Metro Transit engaged with the community for feedback on the B Line Corridor Plan. Due to COVID-19 guidelines, feedback was received through surveys and a website containing station concepts, the full corridor plan document, and other key information. Following feedback, the document was updated with revisions to several stations. The final B Line Corridor Plan was adopted by the Council in October 2021, including a B Line alignment from the West Lake Station in Minneapolis to Union Depot in downtown Saint Paul, primarily along Lake Street in Minneapolis and Marshall Ave and Selby Ave in Saint Paul.

E Line Corridor Plan Process

This E Line will connect Minneapolis and Edina along the Hennepin Ave/France Ave corridors. This project was partially funded through the Regional Solicitation and is now considered fully funded with the remaining funding being provided by the State of Minnesota. E Line will start at the Southdale Transit Center in Edina and terminate at the METRO Green Line Westgate Station in Minneapolis.

The corridor planning process for the E Line began in 2018 with the E Line Corridor Study. This process consisted of a variety of outreach and engagement activities. Feedback from the community received during these engagements helped inform concept station locations and alignment

recommendations. The study evaluated the corridor alignment and terminal location alternatives and selected the final E Line alignment, which was adopted by the Metropolitan Council in January 2020.

METRO F, G, and H Line Project Selection

As part of Network Next, the METRO F Line (Central), G Line (Rice/Robert), and H Line (Como/Maryland) projects were prioritized as additions to the region's planned transitway system. These projects were selected through a four-step process with public input throughout, beginning with engagement efforts to understand community transit needs and priorities in late 2019. This engagement helped to define principles used to guide bus rapid transit planning throughout the four steps of the Network Next process.

- **Step 1 (Spring 2020)** Metro Transit began the arterial bus rapid transit selection process by identifying 19 candidate corridors based on the existing High-Frequency network, ridership, network balance, and prior studies. Metro Transit worked with local government partners to review and refine the list of candidate corridors based on initial analysis.
- **Step 2 (Summer 2020)** Metro Transit screened the 19 candidate corridors to identify and further evaluate the most promising corridors. Screening criteria included measures of equity, existing ridership, market potential, community plans and priorities, and existing service levels, together creating a final score for each corridor. An additional qualitative review supplemented final scores. The screening process advanced 10 arterial BRT candidate corridors for further evaluation. In September 2020, Metro Transit publicly presented the refined list of 10 corridors and solicited public feedback on determining which principles were most important in evaluating them to determine the final list of prioritized corridors.
- **Step 3 (Fall 2020)** Metro Transit developed and evaluated corridor concepts for each of the remaining corridors. Concepts included alignments, station locations, termini, and service plans. Each candidate corridor received a score based on several evaluation criterion including proximity to jobs and people, nearby land uses, and costs. Using these scores as well as qualitative measures, Metro Transit grouped the candidate corridors into three tiers based on priority for implementation.
- **Step 4 (Winter 2020/2021)** Metro Transit prioritized near-term candidate corridors along Central Avenue, Como/Maryland, Johnson/Lyndale, and Rice/Robert. In December 2020 and January 2021, Metro Transit engaged the public to help identify METRO F, G, and H lines from the corridors identified for near-term implementation. Over 4,000 people engaged with a survey to prioritize the corridors. Based on critical dimensions of ridership and costs, Metro Transit designated the Central Avenue corridor as the future F Line. Based on corridors strengths in expanding the reach of the METRO network and integrating with the existing and planned bus network, Metro Transit designated the Rice/Robert corridor as the G Line and the Como/Maryland corridor as the H Line.

Metro Transit engaged the Transportation Advisory Board and local affected communities throughout this process and ultimately the Council adopted the F, G, and H lines as priorities in March 2021.

Future Arterial Bus Rapid Transit Candidate Corridors

In addition to the F, G, and H lines, this amendment includes seven new or updated corridors as expansion priorities for the arterial bus rapid transit network. These corridors are identified as the region's expansion priorities for 2040, replacing the arterial bus rapid transit expansion priorities in the current TPP's Increased Revenue Scenario. These seven corridors, along with the METRO F, G, and H lines, were identified as the most promising corridors for arterial BRT through Network Next. Using evaluation criteria accounting for cost, equity, ridership, and other benefits, these corridors were evaluated among 19 candidate corridors and determined to have the most potential for arterial bus rapid transit improvements to be implemented by 2040. The seven corridors are:

- 63rd / Zane
- Grand
- Johnson / Lyndale
- Lowry
- Nicollet
- Randolph / East 7th
- West Broadway / Cedar

There is no defined implementation order among the corridors identified as 2040 expansion priorities. Corridors beyond the H Line (Como/Maryland) will be prioritized for implementation in a future update to BRT plans by Metro Transit scheduled for 2025.

Corridors previously studied for arterial BRT, including all corridors in the current Increased Revenue Scenario, were among the initial 19 candidate corridors considered for arterial BRT in Network Next. Three corridors currently included in the Increased Revenue Scenario did not advance beyond the initial screening step and were not carried forward as priorities for 2040 BRT expansion. As a result, these corridors are removed from the Increased Revenue Scenario:

- American Boulevard
- East 7th/White Bear Avenue
- North Snelling/Lexington (A Line Extension)

These corridors are good candidates for exploring improved local bus service prior to consideration for transitway implementation, particularly as targeted redevelopment occurs and key connections to other transitways are implemented. For example, the American Blvd corridor has significant development plans and development activity, and it would connect to six other transitways in the Current Revenue Scenario, but existing service in the corridor has not yet demonstrated a proven market for high-frequency service. The BRT planning update scheduled for 2025 could reconsider these corridors and other corridors that may emerge.

Freight Projects

The Plan includes strategies that are organized by the Plan's six transportation system goals, including a number of strategies that relate to investment in the freight highway system and this proposed

amendment (see Table 2). These strategies and others guide planned investments that are detailed in Chapter 5: Highway Investment Direction and Plan and Chapter 8: Freight Investment Direction.

Table 2 – Transportation Policy Plan Strategies related to this Highway Investment

Goal	Strategy Number	Strategy Text
Transportation System Stewardship	A2	"Regional transportation partners should regularly review planned maintenance preservation and reconstruction projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, E-ZPass, strategic capacity, transit, bicycle, and pedestrian facilities."
Safety and Security	B1	"Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, and operation."
Safety and Security	B4	"Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior."
Access to Destinations	C9	"The Metropolitan Council will support investments in A-minor arterials that build, manage, or improve the system's ability to supplement the capacity of the Principal Arterial system and support access to the region's job, activity, and industrial and manufacturing concentrations."
Access to Destinations	C10	"Regional transportation partners will manage access to Principal and A-minor arterials to preserve and enhance their safety and capacity. The Metropolitan Council will work with MnDOT to review interchange requests for the Principal Arterial system. The Metropolitan Council, MnDOT and regional partners will invest in prioritized non-freeway Principal arterial intersections in accordance with the Principal Arterial Intersection Conversion Study."
Competitive Economy	D5	"The Metropolitan Council and MnDOT will work with transportation partners to identify the impacts of highway congestion on freight and identify cost-effective mitigation."
Competitive Economy	D2	"The Metropolitan Council will coordinate with other agencies planning and pursuing transportation investments that strengthen

Goal	Strategy Number	Strategy Text
		connections to other regions in Minnesota and the Upper Midwest, the nation, and world including intercity bus and passenger rail, highway corridors, air service, and freight infrastructure."

The six projects were selected as part MnDOT's Minnesota Highway Freight Program. The competitive statewide process allocates between $20M and $25M per year to the highest freight needs in the state. The process was guided by the Statewide Freight Investment Committee, which included a broad range of stakeholders from agencies across the state. Projects were scored based on heavy commercial annual average daily traffic (HCAADT), crash reduction, truck travel time reliability, number of trucks entering/existing nearby facilities, cost effectiveness, and project readiness. As part of the 2020 funding cycle, a new scoring measure for environmental justice and equity was added within the project readiness area. The process and project selections were also informed by the Minnesota Freight Advisory Committee (MFAC), which is a long-standing partnership between MnDOT and the business community to exchange ideas and recommend policies that promote a safe, reliable, and efficient freight transportation system.

The Council, in its role as the metropolitan planning organization (MPO), was involved in this freight solicitation process in numerous ways:

- MPO representation on the Statewide Freight Investment Committee
- Project submittals required MPO letters of support
- Review period for MPOs after the project application deadline
- Interchange projects in the metro were required to go through the TPP's Appendix F, Preliminary Interchange Approval Process.
- Metro projects were required to be a Tier 1, 2, or 3 corridor in the Metropolitan Council's Truck Highway Corridor Study in order to apply.
- The MPO and MnDOT worked in cooperation to identify Urban and Rural Critical Freight Corridors in the project areas and were subsequently approved by the Federal Highway Administration (FHWA).

Highway projects are added to the fiscally constrained Transportation Policy Plan when the following criteria are met.

- The proposal is consistent with the goals, objectives and strategies of the region's 2040 Transportation Policy Plan
- Documentation is submitted showing how the project can be built with revenues in the fiscally constrained plan (or reasonable proposed additional revenues)
- Air Quality Conformity is maintained
- Public Involvement is conducted

The 2040 Transportation Policy Plan (TPP) includes a fiscally constrained list of regionally significant projects for investment in the region by 2040, known as the Current Revenue Scenario. All projects that add new lanes or add new interchanges to a Principal Arterial Highway, or a lane of one mile or greater to an A-minor arterial, are considered regionally significant projects. These projects must be identified as funded in a region's long-range transportation plan (i.e., 2040 Transportation Policy Plan) in order to be included in the Transportation Improvement Program (TIP) and begin construction. The six projects are shown in the adopted TPP in a variety of ways with some already in the Plan, others with portions of the project in the Plan, others identified in the Increased Revenue scenario, and others not in the Plan at all. Given this complexity, Council staff is adding all six freight projects as part of this amendment to make sure the TPP shows an accurate record of the projects.

Project Details

Transit Projects

The following project descriptions have been added or updated in the Transit Investment Direction and Plan. Projects added to the Current Revenue Scenario include the METRO B Line, E Line, F Line, and G Line. Additional corridor changes only affect the Increased Revenue Scenario.

METRO B Line (Arterial BRT) This approximately 12.6-mile project along the Lake Street/Marshall Ave/Selby Ave corridor will connect Minneapolis and Saint Paul. This proposed project is defined as arterial BRT, operating primarily along Lake Street, Marshall Avenue, and Selby Avenue from West Lake Street Station on the METRO Green Line Extension in Minneapolis to Union Depot in downtown Saint Paul. The proposed project would serve 33 stations. The project will conduct environmental review and early design and engineering in 2021 continuing into 2022. The project is anticipated to begin construction in 2023 and open for operations in 2024.

METRO E Line (Arterial BRT) This approximately 13.3-mile project along the Hennepin Ave/France Ave corridor will connect Minneapolis and Edina. This proposed project is defined as arterial BRT, starting at the Southdale Transit Center in Edina and terminating at the METRO Green Line Westgate Station in Minneapolis. The proposed project would serve approximately 34 stations. The project will conduct engineering beginning in 2022 and continuing into fall 2023. The project is anticipated to begin construction in 2024 and open for operations in 2025.

METRO F Line (Arterial BRT) This approximately 13-mile project along the Central Ave corridor will connect Minneapolis, Columbia Heights, Hilltop, Fridley, Spring Lake Park, and Blaine. This proposed project is defined as arterial BRT, starting in downtown Minneapolis and terminating at the Northtown Transit Center. The proposed project would serve approximately 30 stations. The project will conduct environmental review and early design and engineering in 2023. The project is anticipated to begin planning in early 2022, construction in 2025, and open for operations in 2026.

METRO G Line (Arterial BRT) This approximately 11.5-mile project along the Rice/Robert corridor will connect Saint Paul, Little Canada, Roseville, and West Saint Paul. This proposed project is defined as arterial BRT, starting at the Dakota County Northern Service Center and terminating at the Little Canada Transit Center. The proposed project would serve approximately 30 stations. project is anticipated to begin planning in 2023 with construction prior to 2030.

METRO H Line (Arterial BRT) This approximately 16.6-mile project along the Como/Maryland corridor will connect Minneapolis, Falcon Heights, and Saint Paul. This proposed project is defined as arterial BRT, starting in downtown Minneapolis and terminating at Sun Ray Transit Center in Saint Paul. The proposed project would serve approximately 40 stations. As this project is not assumed to be fully funded as of the time of this amendment, the H Line will be included in the TPP's Increased Revenue Scenario. Implementation of the H Line, including engineering, design and construction, is scheduled to occur between 2025 and 2030.

Metro Transit Network Next 2040 Expansion Corridors (Arterial BRT) Based on evaluation results of Network Next, seven additional arterial bus rapid transit corridors were included for prioritization in the Plan by 2040. These corridors are likely to be considered for the 2030-2040 timeframe and their prioritization will be evaluated in a future bus rapid transit planning by Metro Transit scheduled for 2025. A number of these corridors overlap with corridors in the existing Transportation Policy Plan, but their alignments have changed or been expanded with this update. All of these corridors are being included in the Increased Revenue Scenario until further prioritization and funding have occurred.

The following corridors are candidates for arterial bus rapid transit for implementation by 2040:

- 63rd / Zane
- Grand
- Johnson / Lyndale
- Lowry
- Nicollet
- Randolph / East 7th
- West Broadway / Cedar

Previous Arterial Bus Rapid Transit Corridors not Advanced by Metro Transit Network Next The following arterial bus rapid transit corridors are no longer planned for implementation by 2040 and are being removed from consideration in the 2040 Transportation Policy Plan, though they may be reconsidered for bus rapid transit in future BRT planning efforts and will continue to be candidates for regular route service improvements.

- American Boulevard
- East 7th
- A Line Extension

Figures 1 and 2 are updated transitway system maps for the Current Revenue Scenario and Increased Revenue Scenario reflecting the changes described above.

Figure 1 – Updated Map of Existing Transitways and Current Revenue Scenario Expansion Transitways

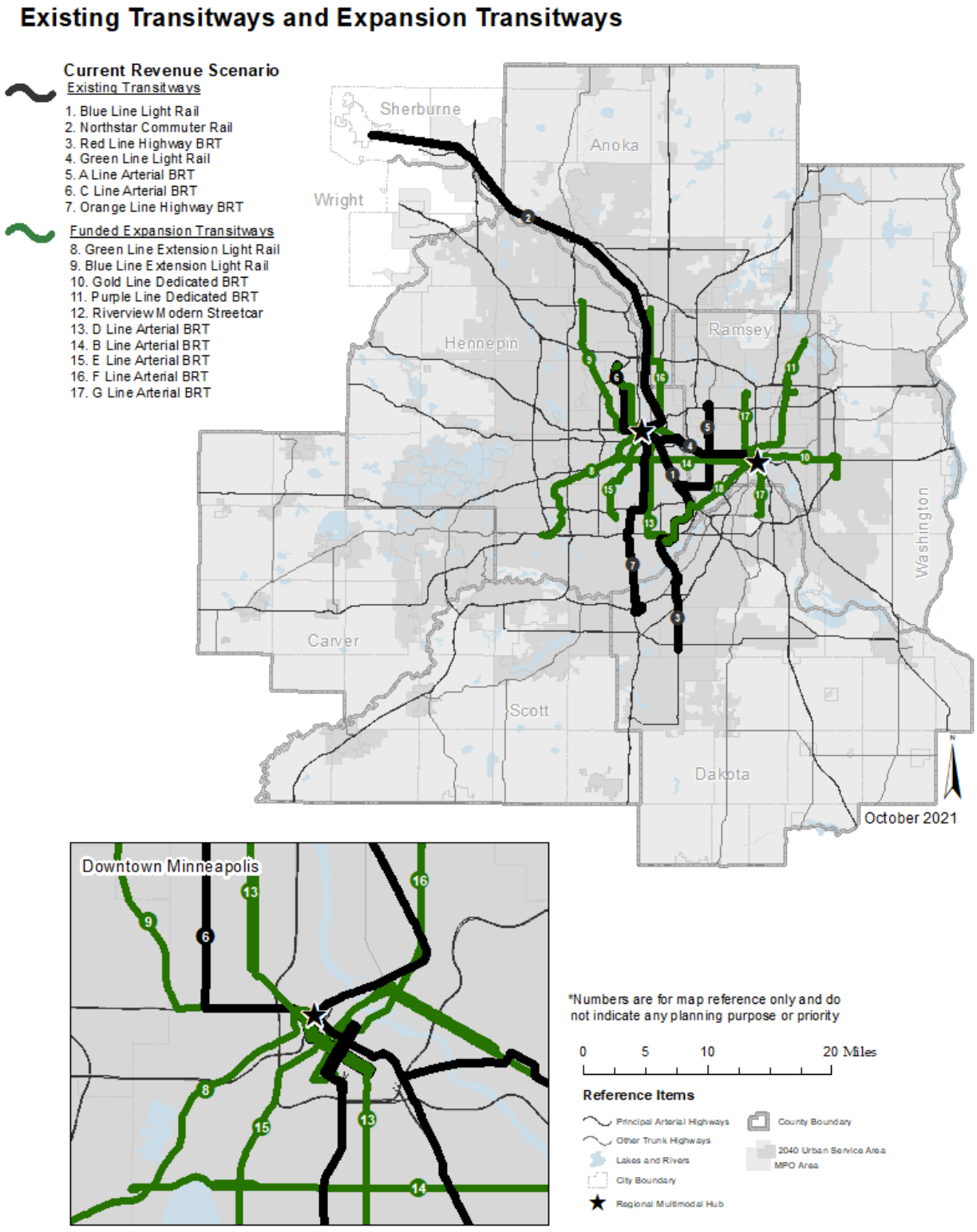
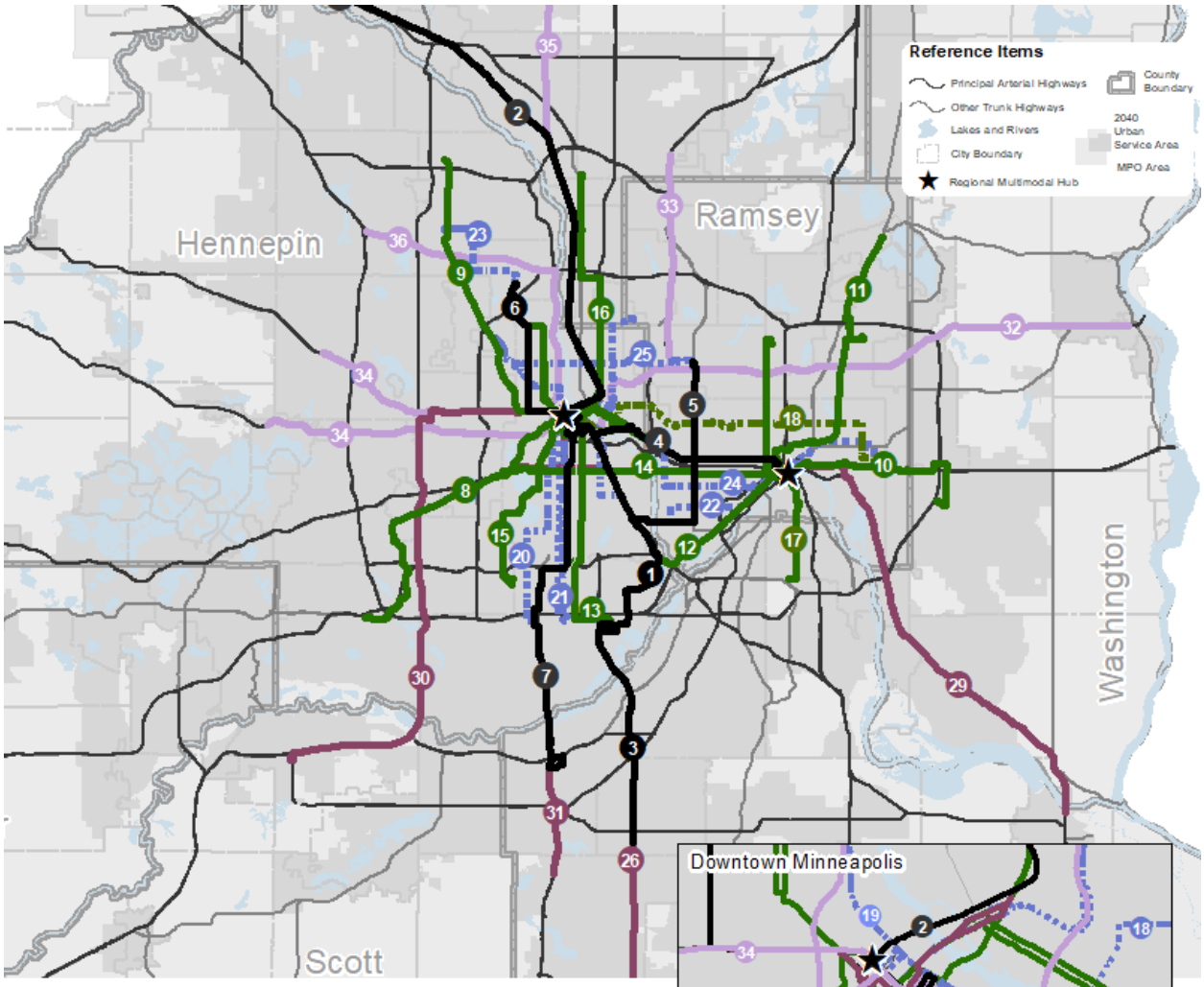


Figure 2 – Updated Map of Transitway System in an Increased Revenue Scenario



Current Revenue Scenario

Existing Transitways
1. Blue Line Light Rail
2. Northstar Commuter Rail
3. Red Line Highway BRT
4. Green Line Light Rail
5. A Line Arterial BRT
6. C Line Arterial BRT
7. Orange Line Highway BRT

Funded Expansion Transitways
8. Green Line Extension Light Rail
9. Blue Line Extension Light Rail
10. Gold Line Dedicated BRT
11. Purple Line Dedicated BRT
12. Riverview Modern Streetcar
13. D Line Arterial BRT
14. B Line Arterial BRT
15. E Line Arterial BRT
16. F Line Arterial BRT
17. G Line Arterial BRT

Increased Revenue Scenario

Near-Term ABRT
18. H Line Arterial BRT

Addtional Candidates for 2040 ABRT Expansion
19. West Broadway/Cedar
20. Johnson/Lyndale
21. Nicollet
22. Randolph/East 7th
23. 63rd Avenue/Zane
24. Grand
25. Lowry

Projects with Study Recommendations
26. Red Line Highway BRT - Future Stages
27. Nicollet-Central Modern Streetcar
28. Midtown Rail
29. Red Rock Highway BRT
30. Highway 169 Highway BRT
31. Orange Line Extension

Projects Under Study or to be Studied
32. Highway 36
33. I-35 W North
34. I-394/ Highway 55
35. North Central
36. I-94 West

October 2021

Table 3 includes project details for arterial bus rapid transit corridors added to the Current Revenue Scenario and the long-range capital project list (Appendix C).

Table 3 – Projects added to the Appendix C: Long-Range Capital Project List

Transit Investment Category	Route	Project Description	Estimated Cost (Year of Expenditure)	Timeframe
Transitway System	Hennepin / France (E Line)	13.3-mile arterial bus rapid transit line with 34 planned stations operating primarily along France Avenue, Hennepin Avenue, 4th Street and University Avenue from Southdale Transit Center in Edina to the METRO Green Line Westgate Station in Minneapolis	$60.0M	2020-2029
Transitway System	Lake / Marshall/ Selby (B Line)	12.6-mile arterial bus rapid transit line with 33 planned stations operating primarily along Lake Street, Marshall Avenue, and Selby Avenue from METRO Green Line Extension West Lake Station in Minneapolis to Union Depot in downtown Saint Paul.	$62.2M	2020-2029
Transitway System	Central Avenue (F Line)	13-mile arterial bus rapid transit with 30 planned stations along Central Ave from downtown Minneapolis to Northtown Transit Center in Blaine.	$79.8M	2020-2029
Transitway System	Rice / Robert (G Line)	11.5-mile arterial bus rapid transit with 30 planned stations along Rice and Robert St from the Northern Dakota County Service Center in West Saint Paul in the south to Little Canada Transit Center in the north.	$83.6M	2020-2029

Freight Projects

The following project descriptions and maps identify the six freight projects and how they will be included in the TPP.

117th Ave Reconstruction and Modernization (Inver Grove Heights) This first-last mile freight project will reconstruct 117th Avenue in Dakota County to improve freight movements from Rich Valley Road to Highway 52. This corridor has heavy freight movements due to Flint Hills Resources and

aggregate mining operations in area. The project is not currently in the TPP, but it is also not required to be given the project type (i.e., roadway reconstruction).

I-35W/I-494 Interchange Improvements (Bloomington) This freight project constructs a flyover ramp for northbound I-35W to westbound I-494 in Hennepin County to help alleviate one of the nation's worst freight bottlenecks. This regionally significant project is already shown in the Current Revenue Scenario of the TPP as it was funded through the state's Corridors of Commerce program.

Highway 212 Rural Freight Safety Project (Carver County) This regionally significant freight safety project will transition the corridor from a two-lane roadway to a four-lane roadway from Norwood Young America to Cologne. This project will fill the last remaining two-lane gap along Highway 212 from Glencoe to the Twin Cities. The project will also include reduced-conflict intersections, wider shoulders, and other measures to improve safety. This project is currently in the Increased Revenue Scenario and will now be added to the Current Revenue Scenario with this amendment. In addition, one intersection within the project area, Highway 212 and County State-Aid Highway (CSAH) 51 was funded as part of the 2020 Regional Solicitation funding cycle.

I-94 Eastbound Lane Improvement Project (MnDOT, Woodbury/Oakdale) This regionally significant project in Washington County was the top overall scoring freight project in the entire state as part of the 2020 funding cycle. It will add scope to an existing I-94 pavement project currently identified in Appendix C of the TPP. This approach of adding mobility elements to a preservation project is consistent with the highway system investment principles laid out in the TPP. The lane improvement project adds a lane in the eastbound direction of I-94 from the system interchange at I-94/494/694 to Woodbury Drive. The stretch of I-94 is uphill and thus creates freight mobility issues given the speed differentials between passenger vehicles and the semi-trucks heading eastbound out of the system interchange and up the hill. This cost-effective alternative is a part of a larger long-term project at this location.

Highway 10/169 Ramsey Gateway Project (City of Ramsey) This regionally significant project in Anoka County was awarded a $40M Infrastructure for Rebuilding America (INFRA) grant by the US DOT in 2020. The project converts two traffic signals (at Ramsey Boulevard and Sunfish Lake Boulevard) to interchanges and also bridges over the BNSF mainline at both intersections. The interchange and railroad grade separation at Highway 10/Ramsey Boulevard is identified in the Current Revenue Scenario by virtue of the project being awarded Regional Solicitation funding in the 2020 funding cycle.

CSAH 33 Reconstruction and Realignment (Elk River) This Sherburne County project is located within the Twin Cities metropolitan area's urbanized area. While selected as a Greater Minnesota project by MnDOT, its location within the MPO Planning area is the reason for its inclusion in the amendment. The first-last mile freight project improves the CSAH 33 connection to Highway 169. The realignment will also improve freight safety in the area and provides a critical linkage to the larger transportation system. The project is not considered regionally significant.

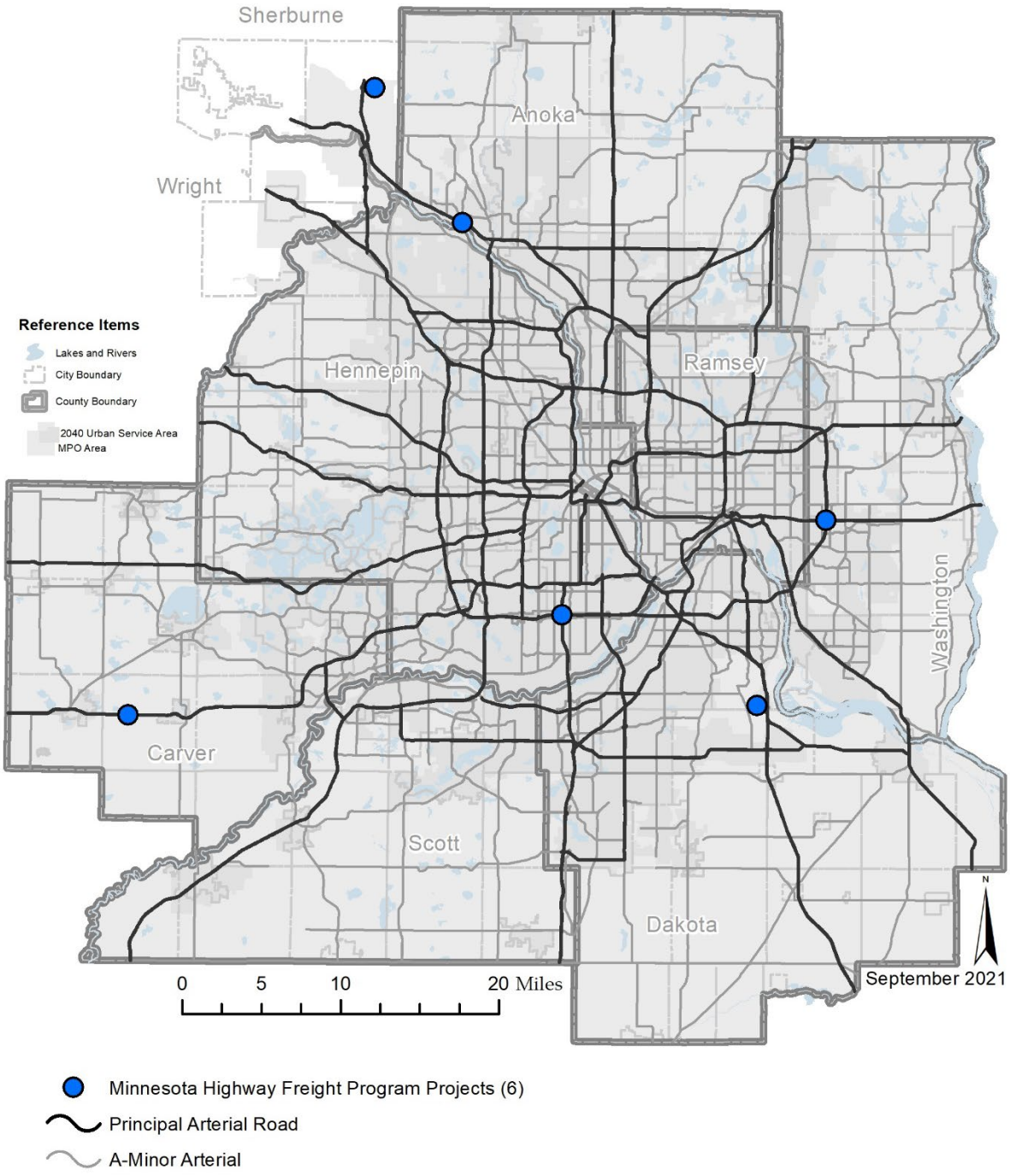
The following project description are added to Chapter 5, Table 5-12: National Highway Freight Program Projects, 2021-2025.

Table 4 – Freight Projects added to the Highway Chapter

Amendment Language	Project	County Location	Grant Amount
Added	117th Ave Reconstruction	Dakota	$8,000,000
Added	I-35W/I-494 Interchange Improvements	Hennepin	$11,100,000
Added	US 212 Rural Freight Safety Project	Carver	$7,500,000
Added	I-94 Eastbound Lane Improvements	Washington	$8,000,000
Added	US 10/169 Ramsey Gateway Project	Anoka	$10,000,000
Added	Sherburne Co 33 Reconstruction	Sherburne	$2,500,000

The following map will add the six freight projects and replace Figure 5-16

Figure 3 – National Highway Freight Program Projects



The region's MPO and MnDOT are responsible for identifying Critical Urban Freight Corridors and Critical Rural Freight Corridors. Projects selected with the federal freight funds must be on one of these two corridor designations. These corridors have also been approved by FHWA and are also identified

within MnDOT's Statewide Freight System and Investment Plan. As such, the following additions are proposed for Table 8-2 of the TPP.

Table 5 – Critical Urban Freight Corridors

Agency	Highway	From	To	Length (MI)
MnDOT Metro District	US Highway 10	0.6 miles W of Ramsey Blvd	0.5 Miles west of Thurston Ave	3.00
City of Inver Grove Heights	117th Street	CR 71 (Rich Valley Blvd)	US52 Interchange	1.20
Sherburne County	CSAH 33	Auburn St	CSAH 13/CR 34/Twin Lake Rd NW	1.70

Table 6 – Critical Rural Freight Corridors

Agency	Highway	From	To	Length (MI)
MnDOT Metro District	US Highway 169	Chestnut Boulevard	South Meridian Street	15.2

Figure 8-3 is also proposed to be updated to reflect both the revised Critical Urban and Rural Freight Corridors, along with the six new freight projects:

Figure 4 – National Highway Freight Network in the Twin Cities Region

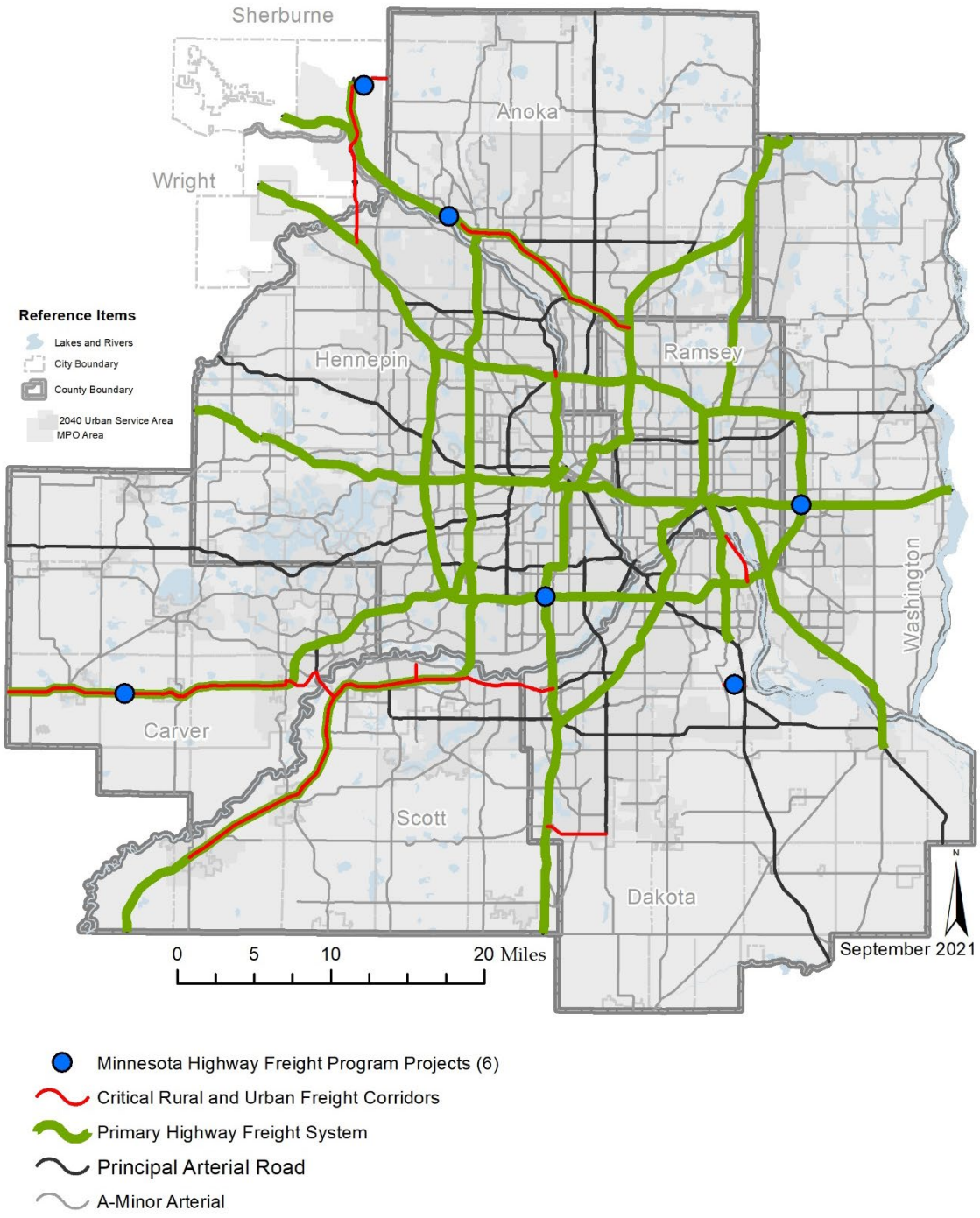


Table 6 includes project details for highway investments added to the Current Revenue Scenario and the long-range capital project list (Appendix C).

Table 7 – Projects added to the Appendix C: Long-Range Highway Project List

Highway Investment Category	Route	Project Description	Estimated Cost (Year of Expenditure)	Timeframe
Strategic Capacity	MN 212	Converts MN 212 from a two-lane roadway to a four-lane roadway from Norwood Young America to Cologne.	$60 million	2024
Strategic Capacity	I-94	The improvement adds a lane in the eastbound direction of I-94 from the system interchange at I-94/494/694 to Woodbury Drive.	$8 million	2023
Strategic Capacity	MN 10 / US 169	The project converts two traffic signals (at Ramsey Boulevard and Sunfish Lake Boulevard) to interchanges and bridges over the BNSF mainline at both intersections.	$138 million	2023

I-94 Rondo Lid: There is discussion (copied below) on page 5.41 of the Highway Investment Plan related to the I-94 corridor between downtown Minneapolis and downtown Saint Paul. Since the 2020 adoption of the TPP, design funding was provided by the state to further analyze a potential land bridge over I-94. If construction funding would be realized, then this would be a major investment in the I-94 corridor. The TPP will be updated in the future as master planning work continues and if funding is secured.

"The first Tier 1 priority corridor is the addition of E-ZPass lanes on I-94 between downtown Minneapolis and downtown Saint Paul. As of the date of this publication, $100 million has been allocated to the project. This corridor is also scheduled for major preservation work. The current Rethinking I-94 Study will evaluate mobility options along I-94 from MN 55 (Hiawatha Avenue) to Marion Street, although developed solutions may extend beyond these limits. Alternatives beyond E-ZPass are still being considered."

The following addition should occur to the paragraph shown above:

"During the 2021 Minnesota State Legislation session, the state appropriated $6.2M to create a master plan for a potential Rondo land bridge over I-94. The land bridge is being considered near Victoria Street in Saint Paul. Once the master planning process concludes, preliminary and final project engineering will occur."

Impacts to the Plan

Transportation Finance

The adoption of the arterial bus rapid transit projects impacts the Current Revenue Scenario capital and operations portions of the "Transit – Transitway System" section in Chapter 4: Transportation Finance.

Beginning with the 2020 Regional Solicitation, the Metropolitan Council has set aside $25 million per cycle to help fund one arterial bus rapid transit line per cycle (every two years). Under the previous Regional Solicitation structure, arterial bus rapid transit projects were the top-scoring projects in the Transit Expansion and Transit Modernization categories. To ensure a more consistent funding source for these projects, the $25 million set aside of Regional Solicitation funds was adopted by the Transportation Advisory Board and the Council. The funding of the METRO G Line assumes that this $25 million set aside from the Regional Solicitation for arterial bus rapid transit projects will continue into the future.

This amendment also assumes that the METRO G Line will receive capital funding through state general obligation bonds based on experience with previous arterial bus rapid transit lines. The last two legislative budget cycles have seen the Legislature authorizing bonding measures to complete funding for arterial bus rapid transit lines; In 2020 the Legislature authorized $55 million to complete funding for METRO B and D lines and in 2021 the Legislature authorized $57.5 million for the arterial bus rapid transit program, namely the E and F lines. With this support shown for previous arterial bus rapid transit lines, it is assumed that the state would contribute a similar level of support to complete the funding of the METRO G Line.

Table 8 – Current Revenue Scenario Arterial BRT Capital Funding Sources through 2040 (in Millions)

Funding Source	B Line	E Line	F Line	G Line	Relationship to Funding Assumed in Existing TPP
Federal - Regional Solicitation	$14.00	$13.00	$25.00	$25.00	Allocated from existing source
Federal Transit	$14.80	$1.20		$4.96	Allocated from existing source
Regional Transit Capital – Property Tax	$1.30	$5.10	$0.30	$1.44	Allocated from existing source
State General Fund Appropriation	-	$40.70	$17.50	-	New funding assumed
State General Obligation Bonds	$35.00	-	$37.00	$52.50	New funding assumed
Total Capital Costs	**$65.10**	**$60.00**	**$79.80**	**$83.60**	

Table 9 – Current Revenue Scenario Arterial BRT Operating Funding Sources through 2040 (in Millions)

Funding Source	B Line	E Line	F Line	G Line	Relationship to Funding Assumed in Existing TPP
Fare Revenue – Existing Service	$62.55	$62.45	$48.40	$51.45	Allocated from existing source
Fare Revenue – Expanded Service	$19.65	$29.65	$31.45	$63.90	New funding assumed
Existing Motor Vehicle Sales Tax	$187.75	$187.50	$144.85	$153.90	Allocated from existing source
State General Fund Appropriation	$58.95	$89.05	$94.40	$191.70	New funding assumed
Total Operating Costs	**$328.90**	**$368.65**	**$319.10**	**$460.95**	

The freight project additions do not reflect a change in overall regional revenues since the TPP already assumed that the federal freight funding would continue into the future. These assumptions are documented in Chapter 4: Transportation Finance on Page 4.6.

Environment and Air Quality

Three of the six freight projects should be added to the list of regionally significant projects described in Appendix E: Additional Air Quality Information. These projects are the Carver Highway 212 Rural Freight Safety Project, Highway 10/169 Ramsey Gateway Project, and I-94 Eastbound Lane Improvement Project. They should be included under Horizon Year 2030: Strategic Capacity Enhancements project. The projects are not located with the Particulate Material (PM10) maintenance area. The Plan is subject to Clean Air Act Conformity determination.

Clean Air Act Conformity Determination

The Minneapolis-Saint Paul region is within an Environmental Protection Agency (EPA)- designated limited maintenance area for carbon monoxide (CO). A map of this area, which for air quality conformity analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is included in Appendix E of the 2040 Transportation Policy Plan. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the National Ambient Air Quality Standards (NAAQS) were introduced but were subsequently brought under control. A second 10-year maintenance plan was approved by EPA on November 8, 2010, as a “limited-maintenance plan.” Every Transportation Policy Plan or Transportation Improvement Program (TIP) approved by the Council must be analyzed using specific criteria and procedures defined in the Federal Transportation Conformity Rule to verify that it does not result in emissions exceeding this current regional CO budget.

The analysis described in Appendix E has resulted in a Conformity Determination that the projects included in the 2040 Transportation Policy Plan, as amended, meet all relevant regional emissions analysis and budget tests. The 2040 Transportation Policy Plan, as amended, conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Emission Test

On December 5, 2019, EPA provided guidance to FHWA, MnDOT, and the Council on transportation conformity determinations for PM10. In this guidance, EPA determined that there is no requirement to project emissions over the maintenance period and that no regional modeling analysis is required; however, federally funded projects are still subject to "hot spot" analysis requirements. The maintenance plan adopted in 2002 determines that the level of PM10 emissions and resulting ambient concentrations continue to demonstrate attainment of the PM10 NAAQS in the maintenance area.

Transportation Control Measures

Pursuant to the Conformity Rule, the Council certifies that the 2040 Transportation Policy Plan as amended conforms to the State Improvement Plan and does not conflict with its implementation. All Transportation System Management (TSM) strategies that were the adopted Transportation Control Measures (TCM) for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCMs, nor any fully funded non-regulatory TCMs that will be implemented during the programming period of the TIP. There are no prior TCMs that were adopted since November 15, 1990, nor any prior TCMs that have been amended since that date. Details on the status of adopted Transportation Control Measures can be found in Appendix E of the 2040 TPP.

See the attached letter describing the Minnesota Pollution Control Agency's review of the amendment's Air Quality Conformity determination.

Equity and Environmental Justice

To quantify the effects of amending these projects into the Current Revenue Scenario of the Transportation Policy Plan, the highway and transit accessibility analysis was redone using the regional model for employment and community resources.

The number of jobs reachable within 20 minutes from home by each household in the region was calculated by the regional model, and this was aggregated across the region for the general population and for people of color. While the overall population of color is projected to increase from 24% to 39% by 2040 and the distribution will change as well, data limitations required that this analysis be performed assuming existing distributions of population by race/ethnicity. Low-income households will be included in future analysis due to current technical challenges with the model.

To examine accessibility to jobs and other community amenities, such as colleges and universities, hospitals, shopping centers, and libraries, the number of each type of destination within 20-minute

access by driving or by riding transit was totaled. The total number was multiplied by the number of people of color within each Transportation Analysis Zone (TAZ) and totaled for all TAZs, then divided by the total number of people of color within the region. This provides a weighted average across the region of the number of amenities that can be reached within 20 minutes. The same methodology was used for total population within the region as a comparison. Accessibility was compared between the no build scenario, which is the existing transportation system with future populations, and the current revenue scenario, which is fiscally constrained.

Results for this analysis are being reviewed and will be included in this document as soon as they are available.

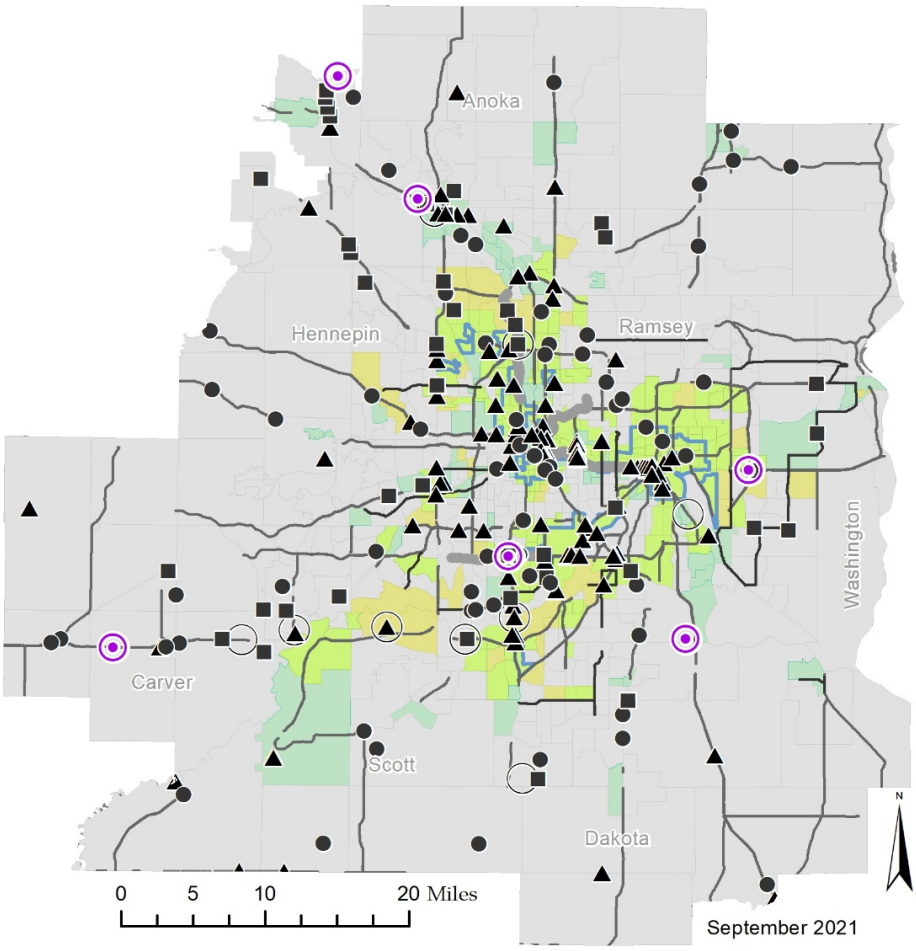
Table 10 – Updated Accessibility Changes with 2040 Highway and Transit Investments (Current Revenue Scenario Compared to No Build)

	People of Color	Total Population
Total Jobs		
Drive	TBD	TBD
Transit	TBD	TBD
Retail Jobs/Shopping Opportunities		
Drive	TBD	TBD
Transit	TBD	TBD
Colleges & Universities		
Drive	TBD	TBD
Transit	TBD	TBD
Hospitals		
Drive	TBD	TBD
Transit	TBD	TBD
Shopping Centers		
Drive	TBD	TBD
Transit	TBD	TBD
Libraries		
Drive	TBD	TBD
Transit	TBD	TBD

The Accessibility Observatory of the Center for Transportation Studies at the University of Minnesota did accessibility analysis for transitways in 2021 with a focus on equity and access to grocery stores, healthcare facilities, and high schools. This analysis included the B and E Lines that are incorporated into this amendment, in addition to the D Line. Their work found that with these three lines as a group added to the funded baseline transit network, “low socio-economic status workers maintain the shortest travel times” and benefitted the most from the frequency and speed improvements of these arterial BRT lines.

The following two updated figures identify the Census tracts with populations of color and low-income residents above regional averages in the Twin Cities region along with the highway and transit projects in the Current Revenue Scenario. Analysis of the location of projects relative to historically underrepresented communities, as well as the location of their positive benefits and negative impacts is also recommended at the local and project level.

Figure 5: Population and 2040 Highway Investments (Current Revenue Scenario)



Current Revenue Highway Projects
see Figure 5-8

- Mobility Projects
- Preservation Projects
- MnDOT Tier 1 MnPASS
- Pavement
- Safety
- Freight
- Amended Freight Projects 2021

People in Poverty

- Areas of Concentrated Poverty (40% or more in poverty)

Regional Percentage by Tract

- Both Poverty + Pop. of Color Below Regional %
- Both Poverty + Pop. of Color Above Regional %
- Pop. of Color Above Regional %
- Individual Poverty Above Regional %

People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional percentages at either level.

100% poverty regional percentage is 9.3%
185% poverty regional percentage is 20.0%

Population of Color

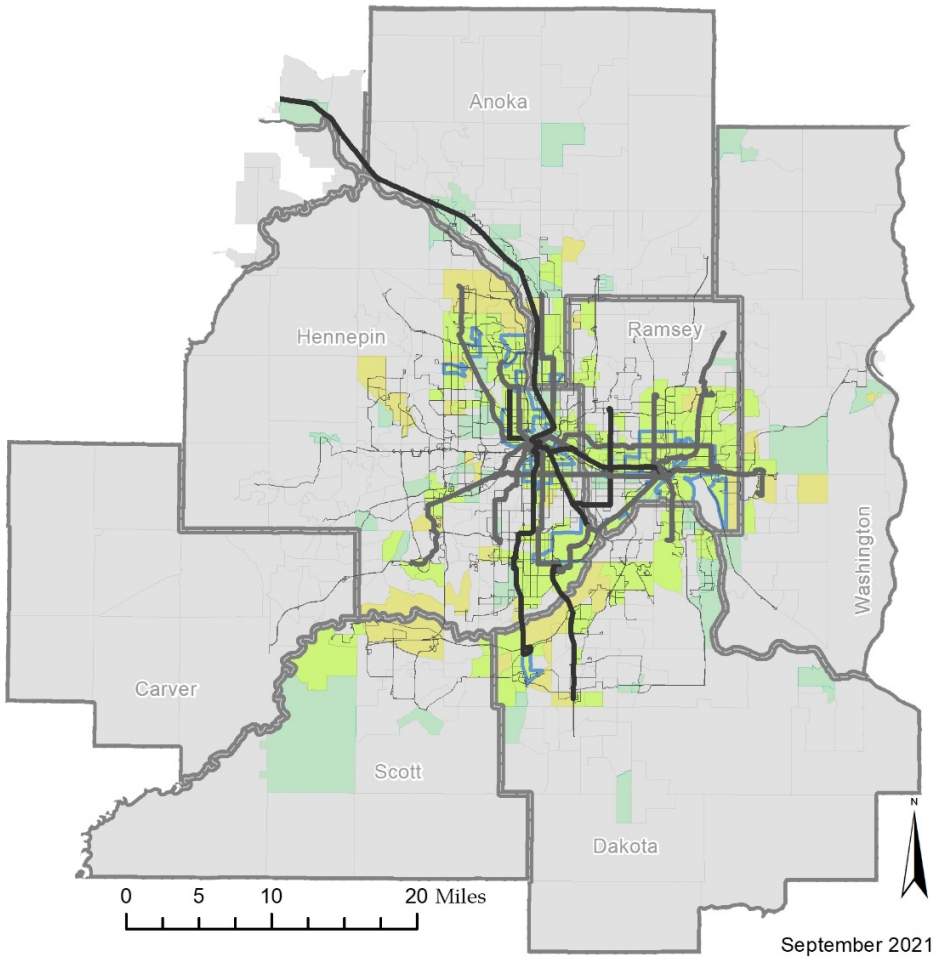
Population of Color is defined as all persons not classified as White, Non-Latino

Regional percentage is 26.3% People of Color

Tracts are marked above (higher than 26.3%) or below (less than 26.3%) the regional percentage

Data Source: 2014-2018 ACS by Tract

Figure 6 – Population and 2040 Transit Investments (Current Revenue Scenario)



Existing Transitways

Funded Expansion Transitways

Existing Bus Routes

People in Poverty

Areas of Concentrated Poverty (40% or more in poverty)

Regional Percentage by Tract

Both Poverty + Pop. of Color Below Regional %

Both Poverty + Pop. of Color Above Regional %

Pop. of Color Above Regional %

Individual Poverty Above Regional %

People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional percentages at either level.

100% poverty regional percentage is 9.3%
185% poverty regional percentage is 20.0%

Population of Color

Population of Color is defined as all persons not classified as White, Non-Latino

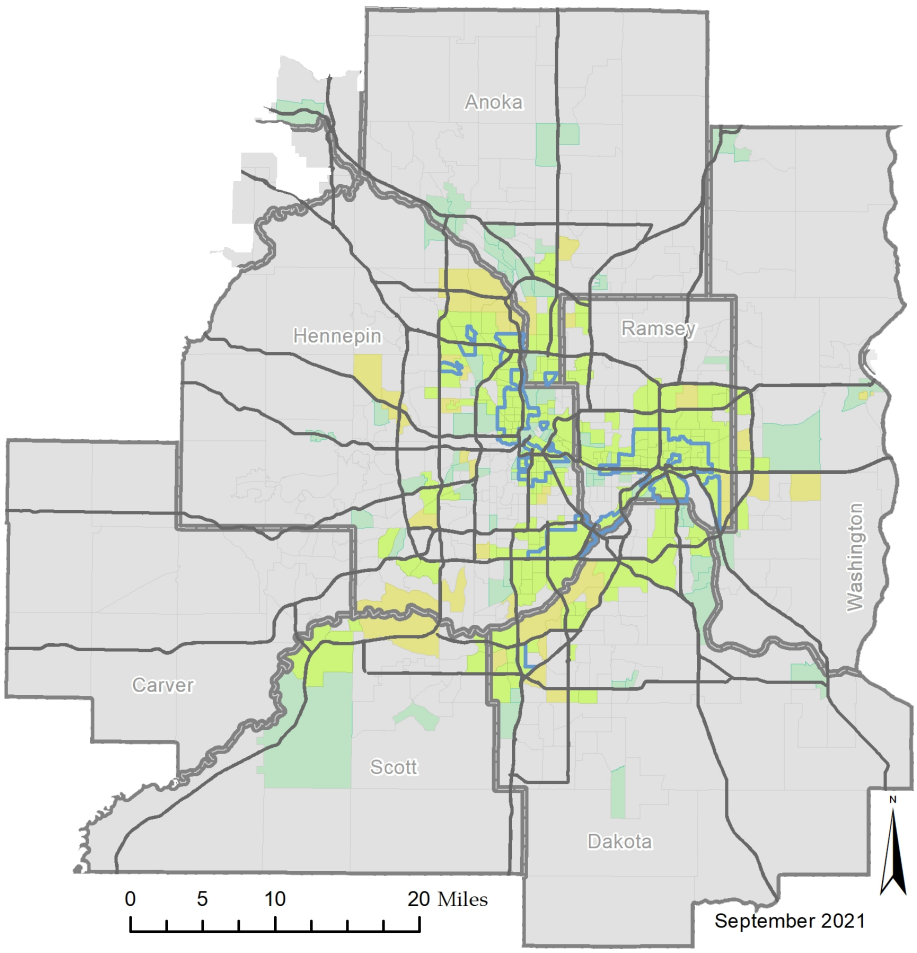
Regional percentage is 26.3% People of Color

Tracts are marked above (higher than 26.3%) or below (less than 26.3%) the regional percentage

Data Source: 2014-2018 ACS by Tract

The following updated figures identify the Census tracts with populations of color and low-income residents above regional averages in relation to the existing highway and transit systems and bicycle system investments in the plan.

Figure 7 – Population and Existing Highway System



Principal Arterial Highways

People in Poverty

Areas of Concentrated Poverty (40% or more in poverty)

Regional Percentage by Tract

- Both Poverty + Pop. of Color Below Regional %
- Both Poverty + Pop. of Color Above Regional %
- Pop. of Color Above Regional %
- Individual Poverty Above Regional %

People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional percentages at either level.

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Population of Color

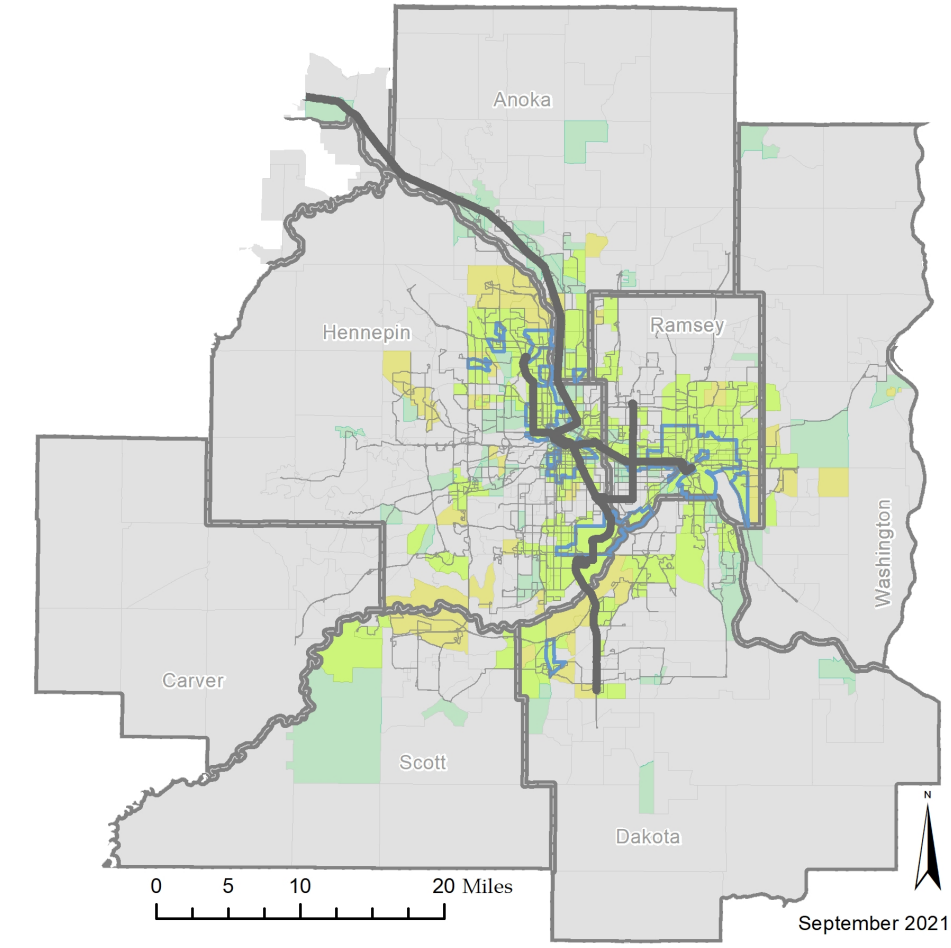
Population of Color is defined as all persons not classified as White, Non-Latino

Regional percentage is 26.3% People of Color

Tracts are marked above (higher than 26.3%) or below (less than 26.3%) the regional percentage

Data Source: 2014-2018 ACS by Tract

Figure 8 – Population and Existing Transit System



Existing Transitways

Transit Routes

People in Poverty

Areas of Concentrated Poverty (40% or more in poverty)

Regional Percentage by Tract

Both Poverty + Pop. of Color Below Regional %

Both Poverty + Pop. of Color Above Regional %

Pop. of Color Above Regional %

Individual Poverty Above Regional %

People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional percentages at either level.

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Population of Color

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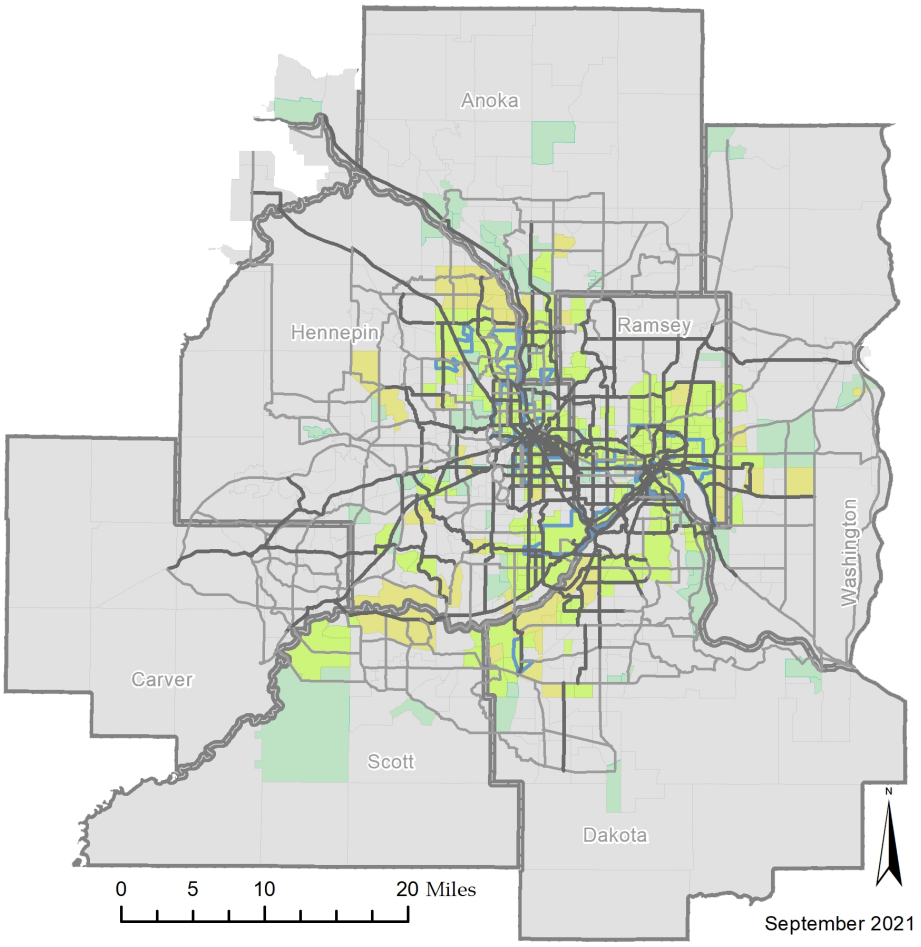
Regional percentage is 26.3% People of Color

Tracts are marked above (higher than 26.3%) or below (less than 26.3%) the regional percentage

Data Source: 2014-2018 ACS by Tract

Figure 9 – Population and Regional Priority Corridors for Bicycle Infrastructure



Regional Bicycle Transportation Network (RBTN)

Tier 1: Priority Alignments & Corridors

Tier 2: Alignments & Corridors

People in Poverty

Areas of Concentrated Poverty (40% or more in poverty)

Regional Percentage by Tract

Both Poverty + Pop. of Color Below Regional %

Both Poverty + Pop. of Color Above Regional %

Pop. of Color Above Regional %

Individual Poverty Above Regional %

People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional percentages at either level.

100% poverty regional percentage is 9.3%
185% poverty regional percentage is 20.0%

Population of Color

Population of Color is defined as all persons not classified as White, Non-Latino

Regional percentage is 26.3% People of Color

Tracts are marked above (higher than 26.3%) or below (less than 26.3%) the regional percentage

Data Source: 2014-2018 ACS by Tract

Performance Outcomes

This section will include a table comparing the impact of the amendment on the long-range performance outcomes for the Current and Increased Revenue Scenarios. The table will list the performance outcomes that are affected.

The Council is still in the process of validating the modeled outcomes of the amendment. The modeled outcomes will be included when available, and prior to official adoption of the Council.

ACTION TRANSMITTAL 2021-46

DATE:	October 27, 2021
TO:	Technical Advisory Committee
FROM:	TAC Planning Committee
PREPARED BY:	Daniel Pena, Planner (Daniel.Pena@metc.state.mn.us)
	Joe Barbeau, Senior Planner (Joe.Barbeau@metc.state.mn.us)
SUBJECT:	Regional Transit Safety Performance Measures
REQUESTED ACTION:	Adoption of the Regional Transit Safety Performance Targets and Approval of an Amendment to the 2022-2025 TIP to Incorporate the Targets
RECOMMENDED MOTION:	That the Technical Advisory Committee recommend adoption of the Regional Transit Safety performance targets and approval of an amendment to the 2022-2025 TIP to incorporate the targets.

BACKGROUND AND PURPOSE OF ACTION: Pursuant to 23 CFR 490, all Metropolitan Planning Organizations (MPOs) must set and adopt system performance targets in order to monitor progress. As part of this suite of federally required transportation performance measures, the MPO is required to set regional transit safety performance targets. The purpose of this action is to adopt regional transit safety performance targets for the MPO Planning Area. Additionally, per federal law, the Council is required to include the adopted transit safety performance targets into the 2022-2025 TIP.

The proposed targets were prepared in coordination with all regional transit service providers that are federally required to develop Public Transportation Agency Safety Plans. In coordinating the adoption of the regional transit safety measures, Metropolitan Council staff met with staff from each of the affected transit service providers and shared the proposed performance targets with the regional Transit Planning Working Group. The providers preferred that the regional safety performance targets reflect those adopted by the individual provider. As such, and as shown in the attachment, staff is recommending the following methodology for adoption of the safety performance targets:

- Adopt the transit safety performance targets of Metro Transit, Metropolitan Transportation Services Contracted Services, Southwest Transit, and the Minnesota Valley Transit Authority for Bus, Light Rail, Dial-A-Ride, and Vanpool as the regional transit safety performance targets of the Metropolitan Council.

All targets were developed by each transit service provider as required by the Federal Transit Administration. Each agency's safety performance targets were developed using methodologies reflecting the operating environment and investments unique to each service provider and were approved by their respective governing boards.

Once adopted, transit safety performance targets of the region will be integrated into regional transportation policy and planning documents including, but not limited to, the

Transportation Policy Plan (TPP). This action will incorporate the targets into the 2022-2025 Transportation Improvement Program (TIP).

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

Federal law requires that all transportation projects what will be funded with federal funds must be in an approved TIP. Further, federal law requires performance-based planning related to safety, pavement, bridge, reliability, freight, congestion management/air quality, and transit asset and safety.

STAFF ANALYSIS: The safety performance targets of each transit service provider reflects the operating contexts and investments unique to each provider. The methodologies that each provider used to arrive at their safety performance targets were vetted by each agency's respective governing boards ensuring regional buy-in for those affected by these performance metrics. Should these metrics be adopted they will fulfill the Metropolitan Council's federal requirements as Metropolitan Planning Organization to have regional transit safety performance targets adopted and will be incorporated in our regional transportation planning policies and documents, including but not limited to the Transportation Policy Plan and the Transportation Improvement Program.

The amendment to the TIP is a text change that does not directly impact any individual project. The amendment enables the TIP to be compliant with federal regulations and to remain flexible when amendments are needed to individual projects. The amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

COMMITTEE COMMENTS AND ACTION: At its October 14, 2021, meeting, the TAC Planning Committee voted to recommend adoption of the Regional Transit Safety performance targets and approval of an amendment to the 2022-2025 TIP to incorporate the targets.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/ COMPLETED
TAC Planning	Review & Recommend	October 14, 2021
Technical Advisory Committee	Review & Recommend	November 3, 2021
Transportation Advisory Board	Review & Recommend	November 17, 2021
Metropolitan Council Transportation Committee	Review & Recommend	November 22,2021
Metropolitan Council	Review & Adopt	December 8, 2021

Technical Memorandum

DATE: October 8, 2021

TO: TAB, TAC and TAC Planning Committee

FROM: Daniel Peña, Planner, Multimodal Planning, Metropolitan Transportation Services

SUBJECT: Regional Transit Safety Performance Targets

Transit Safety Performance Overview

The Moving Ahead for Progress in the 21st Century Act (MAP-21), created the Public Transportation Agency Safety Program. This program resulted in several new Federal Transit Administration (FTA) rulemakings:

- Transit Asset Management (TAM) (Title 49, Part 625, Code of Federal Regulations [CFR])
- Public Transportation Safety Program (49 CFR Part 670)
- Public Transportation Safety Certification Training Program (49 CFR Part 672)
- Public Transportation Agency Safety Plan (49 CFR Part 673)
- State Safety Oversight (49 CFR Part 674)

Of these, the Public Transportation Agency Safety Plan (PTASP) rule requires that transit providers, MPOs and states develop targets for established safety measures. The PTASP rule was finalized in 2018 and requires certain public transit operators that receive federal funds from FTA's Urbanized Area Formula Grants or that operate rail system subject to FTA's State Safety Oversight Program to develop agency safety plan's (ASP). In the Minneapolis-Saint Paul metropolitan area, the agencies that were required to develop ASPs were Metro Transit, Metropolitan Council Metropolitan Transportation Services (MTS) contracted services, the Minnesota Valley Transit Authority (MVTA) and Southwest Transit.

Safety Performance Measures and Targets

Measures Overview

In order to reflect the broad and varied nature of public transportation, the FTA has identified standard Safety Performance Measures that can be applied to all modes of public transportation and are based on data currently submitted to the National Transit Database.

As part of transit provider ASPs, the FTA requires transit providers to establish, by mode, safety performance targets in four Safety Performance Measure categories.

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Safety Performance Measure Category	Safety Performance Measure
Fatalities	Total number of reportable fatalities
Fatalities	Fatality rate per total vehicle revenue miles
Injuries	Total number of reportable injuries
Injuries	Injury rate per total vehicle revenue miles
Safety Events	Total number of reportable safety events
Safety Events	Rate of safety events per total vehicle revenue miles
System Reliability	Mean distance between major mechanical failures

The FTA provides the following definitions for safety performance measures in the National Transit Database:

- **Reportable fatalities:** These are fatalities reported to the NTD (deaths confirmed within 30 days) excluding deaths in or on transit property that are a result of illness or other natural causes. These include deaths due to collision, derailment, fire, hazardous material spill, acts of God, system or personal security event, or other safety event.
- **Reportable injuries:** These include instances of damage or harm to persons that require immediate medical attention away from the scene because of a reportable transit safety event. Serious, injuries which are defined based on severity, are always reportable, even if a person was not immediately transported from the scene for medical attention. This excludes injuries from assaults and other crimes.
- **Reportable safety events:** These include incidents (including accidents and derailments) meeting NTD major reporting thresholds for transit rail, bus and paratransit. These events may occur on transit right-of-way or infrastructure, or at a transit revenue facility, maintenance facility, or rail yard. They may take place during a transit-related maintenance activity or otherwise involve a transit revenue vehicle. Examples of these events include:
    - Collisions
    - Fires
    - Derailments (mainline and yard), including non-revenue vehicles
    - Hazardous materials spills
    - Acts of God[1]

[1] FTA. *National Transit Database Safety and Security Policy Manual*. January 2020. Accessed March 29, 2021 at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/146986/2020-ntd-safety-and-security-policy-manual.pdf, pg. 18.

- **Major mechanical failures:** The NTD defines major mechanical failures as “a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns. Examples of major mechanical failures include breakdowns of brakes, doors, engine cooling systems, steering, axles and suspension.

Targets Overview

The Federal Transit Administration has requirements and provides some guidance for transit providers in setting their Safety Performance Targets (SPTs). Transit agencies are required to set SPTs by mode. Agencies are allowed to set targets for mode categories as broad as “fixed-route bus”, “non-fixed-route bus”, and “rail” when setting SPTs. Each of these mode categories corresponds to the variety of modes reported to the NTD.

Transit agencies are required to set targets for total number of incidents and rates of incidents. When establishing SPTs for total numbers of incidents, transit providers may consider the total number of incidents they expect to experience per year as they define it. They may choose calendar, fiscal or NTD reporting year. When defining rates for SPTs, agencies may base rates on per vehicle revenue mile, or any multiple thereof, such as per 100,000 or million vehicle revenue miles.

When establishing SPTs, transit providers may choose to set aspirational SPTs or targets that represent improvement over current safety performance levels, among other options. To the extent possible, the FTA recommends that transit providers set realistic SPTs that consider relevant safety goals and objectives. While transit providers may select SPTs that reflect an improvement in safety performance, they do not necessarily have to do so and could focus on maintaining current safety performance.

Transit providers are not required to report their SPTs to the FTA at this time, however, the FTA will ensure that transit agencies comply with the PTASP regulation by reviewing safety plans through the existing Triennial Reviews and State Management Reviews. The FTA has not established and does not impose penalties for transit providers that do not meet the SPTs they set.

MPO Responsibilities

The PTASP rule requires that transit provider make their SPTs available to states and MPOs. These providers must also coordinate with states and MPOs as the MPO sets the regional transit safety performance targets. MPOs must incorporate regional transit SPTs into their planning process and documents, as is required for targets for all federal performance areas. In general, the Metropolitan Council can consider how the projects and programs it selects to receive federal funding improve transit safety outcomes. The Metropolitan Council would also have to incorporate regional transit safety performance targets into the Transportation Policy Plan. The Metropolitan Council would also have to incorporate the regional TSPs into the Transportation Improvement Program and “to the maximum extent practicable, provide a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan”, with the intent of linking investment priorities to regional transit safety performance targets.

Regional Transit Agency Safety Targets

Metro Transit

Metro Transit monitor performance and sets federally required targets for rail and fixed-route bus service. The Strategic Initiatives department of Metro Transit works with data collected from many sources to identify significant risk factors and trends in accidents and injuries, leading to informed recommendations for accident reduction programs and more efficient use of limited resources

Table 1 - Metro Transit Bus and Light Rail Safety Performance Targets

Performance Target	Bus	Light Rail
Collisions	3.8 per 100k Vehicle Miles	0.6 per 100k Vehicle Miles
Annual Fatalities from Vehicle Operations	0 per 100k Vehicle Miles	0 per 100k Vehicle Miles
Annual Injuries from Vehicle Operations	175 per Calendar Year	145 per Calendar Year
System Reliability – Vehicle mean distance between failures (MDBF)	7,731 miles MDBF	25,000 miles MDBF

Metropolitan Transportation Services Contracted Services

The Metropolitan Council's Metropolitan Transportation Services Contracted Services arrived at their transit safety performance targets in the development of their Agency Safety Plan. Safety performance targets are based on past performance of each mode that MTS Contracted Service operates.

Table 2 - Metropolitan Transportation Services Fixed-Route, Demand Response, and Vanpool Safety Performance Targets

Performance Target	Fixed-Route	Demand Response	Vanpool
Estimated Annual Vehicle Revenue Miles (VRM) (2021)	3,400,000	26,000,000	895,000
Annual Fatalities	0	0	0
Fatalities per 100k VRM	0	0	0
Annual Injuries	3	50	0
Injuries per 100k VRM	0.097	0.19	0
Annual Safety Events	50	45	0
Safety Events per 100k VRM	1.47	0.17	0
Annual Major Mechanical Failures	130	450	0
System Reliability – Miles Between Major Mechanical Failures	26,154	57,777	0

Minnesota Valley Transit Authority

MVTA's transit safety performance targets are based on the five-year average of performance metrics submitted to the National Transit Database. Performance metrics that formed the base line for the agency's performance metrics were gathered from annual reports submitted between 2015 and 2019.

Table 3 - Minnesota Valley Transit Authority Transit Safety Performance Targets

Performance Target	Fixed-Route Bus
Fatalities (Total)	0
Fatalities (per 100 thousand VRM)	0
Injuries (total)	8.4
Injuries (per 100 thousand VRM)	0.236
Safety Events (total)	11.6
Safety Events (per 100 thousand VRM)	0.326
System Reliability (VRM/failures)	9.000

Southwest Transit

Southwest Transit's transit safety performance targets are based on the five-year average of performance metrics submitted to the National Transit Database. Performance metrics that formed the base line for the agency's performance metrics were gathered from annual reports submitted between 2015 and 2019.

Table 4 - Southwest Transit Fixed-Route and Demand Response Safety Performance Targets

Performance Target	Fixed-Route	Demand Response
Annual Fatalities	0	0
Fatalities per 100k VRM	0	0
Annual Injuries	1	1
Injuries per 100k VRM	1	1
Annual Safety Events	2	1
Safety Events per 100k VRM	1	1
System Reliability (VRM / Failures)	25,000	53,000

Recommended Action and Next Steps

The safety performance targets of each transit service provider reflects the operating contexts and investments unique to each provider. The methodologies that each provider used to arrive at their safety performance targets were vetted by each agency's respective governing boards ensuring regional buy-in for those affected by these performance metrics. It is recommended that the Metropolitan Council adopt each transit providers TSPs as the regional transit safety performance targets. Should these metrics be adopted they will fulfill the Metropolitan Council's federal requirements as Metropolitan Planning Organization to have regional transit safety performance targets adopted and will be incorporated in our regional transportation planning policies and documents, including but not limited to the Transportation Policy Plan and the Transportation Improvement Program.

DATE: October 8, 2021

TO: TAB, TAC and TAC Planning Committee

FROM: Joe Barbeau, Senior Planner

SUBJECT: Regional Transit Safety Performance Targets – TIP Amendment

Performance Measures in the Transportation Improvement Program (TIP)

Shown below is the Performance Measures section in the 2022-2025 TIP, along with changes reflective of the attached memo provided by Daniel Peña.

3. FEDERAL PERFORMANCE MEASURES AND TARGETS

Pursuant to Title 23, Section 450.326(d) of the Code of Federal Regulations (CFR), the Metropolitan Council is required to incorporate a performance-based planning approach when developing the TIP. This includes an analysis of the anticipated effect the TIP may have towards achieving the performance targets adopted for the Council's MPO planning area. Specifically, the regulation states: *The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.*

This approach was first established in 2012 with the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which established performance-based planning and identified the federal performance measures for safety, pavement and bridge condition, reliability, freight, congestion mitigation and air quality improvement (CMAQ), and transit asset management. Regional ~~T~~transit safety performance ~~measures~~ targets will be adopted by the MPO in 2021 and included in the ~~2023-2026 TIP~~ TIP following that action. The requirements continue through the federal Fixing America's Surface Transportation (FAST) Act, signed into law in 2015. The following are the four broad performance measure categories that must be included in the 2022-2025 TIP:

- Highway Safety Performance Measure (PM1)
- Pavement and Bridge Performance Measure (PM2)
- System Performance Measures and CMAQ (PM3)
- Transit Asset Management (TAM)
- Transit Safety Performance

Highway Safety Performance Measure (PM1)

Council Activities and Progress

The Transportation Policy Plan (TPP), which serves as the MTP for the Council, includes an overarching goal related to safety—the Safety and Security Goal, as well as objectives and strategies (actions) the Council will employ to ensure that the desired safety outcomes are met. In addition, the five federally required safety performance measures and targets are included in the TPP in the Performance Outcomes chapter.

The region has implemented a number of proactive and reactive strategies to improve the safety for users of all modes within the metro area. These include a commitment to aggressively reduce the number of crashes involving fatalities and serious injuries annually, with the ultimate aspirational goal of achieving zero fatalities and serious injuries. Pursuant to federal requirements, the Council must annually adopt safety performance targets for the region. 2021 targets were adopted in coordination

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with the Council's Safety Advisory Work Group. This group, which is comprised of city and county representatives along with MnDOT staff, was formed in 2020 to help guide the region in setting short-term safety targets.

Table 2 shows the adopted targets for 2021.

Table 1: Adopted Safety Targets for 2021

Measure	2021 Target
Number of Traffic Fatalities	106
Fatality Rate (per 100 million VMT)	0.36
Number of Serious Injuries	738
Serious Injury Rate (per 100 million VMT)	2.49
Number of non-motorized fatalities and serious injuries	181

In addition to the TPP, the Council and its regional partners have completed several studies that directly address safety issues and propose strategies to improve safety in the metro area. These studies and plans include the Minnesota Strategic Highway Safety Plan; the Congestion Management and Safety Plan IV; the Principal Arterial Intersection Conversion Study; and applicable modal and county-produced safety plans. In early 2022, the Council will complete a regional Pedestrian Safety Action Plan.

Efforts like Towards Zero Deaths and Vision Zero strive to achieve the long-term goal of eliminating fatalities and serious injuries on the transportation network. The Council supports these goals and will consistently work towards reducing fatalities and serious injuries.

Anticipated Effect of the Safety Performance Measures

The 2022-2025 TIP is anticipated to have a positive effect towards meeting the region's established safety performance targets. The TIP reflects $78.8 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to state and local match funding of $3.4 million and $16.1 million, respectively. These projects address both existing high-incident locations (reactive projects) and the design of newer projects (proactive projects) that pre-emptively address safety in their design. Further, safety is a key scoring criterion for the strategic capacity, spot mobility/safety, roadway reconstruction/modernization, traffic management technology, multiuse trails and bicycle facilities, pedestrian facilities, and Safe Routes to School funding categories in the biennial Regional Solicitation for Transportation Projects. In addition to federal funding sources, the region has used a number of other revenue sources to improve transportation safety in the metro area. Examples include a number of county- and city-funded safety projects as well as MnDOT's CMSP funding set aside each year.

MPO Investment Priorities

The Council has adopted objectives and strategies intended to improve transportation safety. As outlined in the Transportation Policy Plan, a key objective is to reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport.

Specific strategies the Council and its partners will use and implement to meet the safety objective include:

- Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, and operation.
- Regional transportation partners should monitor and routinely analyze safety and security data by mode, severity, and location to identify priorities and progress.

- Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.
- The Metropolitan Council and regional transit providers will provide transit police services and coordinate with public safety agencies to provide a collaborative approach to safety and security.
- Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.
- The Council and its regional transportation partners will work to ensure that police and public safety agency enforcement programs and actions on the region's transportation system do not create or perpetuate racial inequities.

Pavement/Bridge Performance Measures (PM2)

Council Activities and Progress

The Council reviewed and adopted PM2 targets for the first time in early 2021. As an MPO, the Council has the option to either plan and program to support the adopted MnDOT statewide targets or chose to adopt targets specific to the region. Due to the difference in urban and rural areas, the Council chose to adopt metro-specific targets for non-interstate NHS pavement in good and poor condition. Table 3 depicts the existing metro area performance as well as the adopted statewide and regional targets.

Table 2: Existing Conditions and Adopted Condition Targets

Measure	Existing Performance	MnDOT Target	Council Target
Bridges			
1. % of bridges by deck area in good condition	32.7	35%	35%
2. % of bridges by deck area in poor condition	4.8%	4%	4%
Pavement			
1. % of interstate pavement in good condition	58.5%	55%	55%
2. % of interstate pavement in poor condition	1.6%	2%	2%
3. % of non-interstate NHS pavement in good condition	56%	50%	53%
4. % of non-interstate NHS pavement in poor condition	1%	4%	3%

Anticipated Effect of the Pavement/Bridge Performance Measures

The 2022-2025 TIP is anticipated to have a positive effect on the pavement and bridge performance measures, as there are projects programmed specifically for the purpose of improving bridge and pavement conditions. While both interstate and non-interstate NHS pavement conditions within the metro area is performing at a level greater than the targets, resources must be provided to ensure they continue to meet the needs of the region.

Currently, the metro area is not meeting the adopted target for the percent of bridges by deck area in good condition. Moving forward, the Council will continue to monitor bridge deck condition and explore mechanisms to ensure the future targets are met. Projects in the TIP that will help address bridge needs include:

- MN 65 over Mississippi River in Minneapolis (2710-42)
- Kellogg Avenue Bridge in St. Paul (164-158-025)

- Kellogg Avenue / 3rd Street Bridge in St. Paul (164-158-028)
- US 10 in Anoka (0215-76)
- CSAH 158 over CP Railroad in Edina (027-758-006)
- CSAH 9 Bridge replacement in Plymouth (027-609-042)
- Rehabilitation of ten bridges on I-94 and I-35E in St. Paul (6283-247 and 6283-255)
- MN 41 in Chaska (1008-87 and 1008-47A)
- MN 55 and MN 62 in Minneapolis and Inver Grove Heights (1909-99)
- MN 55 in Minneapolis (2724-124)
- US 952A near Downtown Minneapolis (2770-05)
- I-494 Bridge replacement (six bridges) in Bloomington, Richfield, and Edina (2785-424)
- I-494 in Bloomington (2785-433)
- I-94 on Plymouth Avenue in Minneapolis (2781-485)
- MN 55 over Minnesota River (1909-106)
- MN 65 at CSAH 10 in Spring Lake Park (0207-120)
- Shepard Road in St. Paul (164-194-033)
- US 169 in Plymouth (2772-115)
- US 212 in Cologne (1013-101)
- I-494 at Mississippi River in Newport and South St. Paul (8285-109)
- I-94 over St. Croix river (8281-06)
- MN 65 in Ham and East Bethel (0208-165)
- US 169 at 36th Avenue in New Hope and Plymouth (2772-125)
- I-35W in Burnsville (1981-140)
- I-94 in St. Paul (6280-391)
- MN 13 in Burnsville (1901-175)
- MN 13 in Savage (070-596-015, 070-596-015F, 7001-128, 7001-128A, 7001-128R)
- Randolph Ave in St. Paul (164-597-001)
- Pillsbury Avenue South in Minneapolis (141-597-001)
- MN 3 in Farmington (1921-110 and 1921-90)
- US 169 in Brooklyn Park and Maple Grove (2772-124)
- US 169 in Elk River (7106-87)

System Performance Measures and Congestion CMAQ (PM3)

Council Activities and Progress

The Council adopted both the initial system reliability (shown on Table 4) and congestion mitigation and air quality (CMAQ) (Table 5) targets for the region during in early 2021. All of the targets associated with these measures are specific to the metro area.

Because almost all congestion within the State of Minnesota occurs within the Metro Area, the Council adopted targets specific to the region that differed from the state-wide targets. The existing metro area performance for the percent of reliable person-miles traveled on the interstate system is approximately 69.5%. MnDOT established a state-wide target of greater than 80%, which would likely be unattainable within the metro area. Instead, the Council has adopted a target of greater than 70%. This target is appropriate in that it still aspires to be better than current conditions, but better fits the urban context than does the statewide target of 80%.

The Council has also elected to adopt targets that are different than MnDOT's for the truck travel time reliability index measure. This is because truck travel reliability is less in the metro area than in Greater Minnesota as a whole. The adopted MnDOT target truck travel time reliability of less than 1.5 would be very difficult to attain given the increased traffic in the metro area compared to greater Minnesota.

All of the adopted reliability targets aim for improvement over the existing conditions, and as such may be considered aspirational given recent trends. There is, however, no consequence to the Council for not meeting these targets, and the State of Minnesota as a whole is likely to meet their adopted targets. The Council has chosen these targets as a mechanism to aim for improvement in reliability in the immediate future and prioritize highway projects integrated within the TIP thusly.

Table 3: Existing Conditions and Adopted System Reliability Targets

Measure	Existing Performance	MnDOT Target	2022 Target
% of reliable person-miles traveled on the Interstate	69.5%	>80%	>70%
% of reliable person-miles traveled on the non-Interstate NHS	79.6%	>90%	>80%
Truck travel time reliability index	2.32	<1.5	<2.20

Table 4: Existing Conditions and Adopted CMAQ Targets

Measure	Existing Performance	Adopted Target
On-road mobile source emissions – sum of emissions reductions of pollutants, in kilograms per day, for all projects funded with CMAQ funds	2,648	2,647
% of non-single occupancy vehicles	23.9%	25%
Peak hour excessive delay – annual hours of delay per capita (delay is travel at less than 20 MPH or 60% of the posted speed	8.5	8.5

Anticipated Effect of the System Reliability and Congestion Reduction Performance Measures
In total, there is over $130 million in CMAQ funding programmed for projects in the 2022-2025 TIP. The net benefit these projects are meant to help achieve, as shown in Table 5, is a reduction of approximately 2,647 kg/day of mobile source pollution. The CMAQ projects include the purchase of a number of transit vehicles; activities to market and incentive the use of carpools, vanpools, and ride matching programs; and projects aimed at retiming and optimizing traffic signal coordination.

The 2022-2025 TIP also includes projects that are anticipated to have a positive effect on mobility and system reliability. This includes a number of spot mobility enhancements as well as large set-asides for future mobility projects. Two examples include construction of a reduced conflict intersection in at US 212 and CSAH 51 in Carver County (010-596-013) and construction of a roundabout at CSAH 11 and Burnsville Parkway in Burnsville (019-611-013).

Transit Asset Management (TAM) Performance Targets

Transit asset management (TAM), a best practice and a requirement under federal law, is a business model that prioritizes funding decisions based on the condition of transit assets. Transit providers are required to assess, track, and report on their assets to FTA, and develop annual targets for asset management to ensure a state of good repair. Transit providers also develop transit asset management plans that document the implementation actions for asset management within their transit systems. TAM plans must be coordinated with the Council, which is the region's MPO. The four FTA-required performance measures for transit asset management are:

- Rolling stock (buses and train used for serving customers): The percentage of revenue vehicles (by type) that exceed the useful life benchmark.
- Equipment (vehicles used in a support role): The percentage of non-revenue service vehicles (by type) that exceed the useful life benchmark.
- Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
- Infrastructure: The percentage of rail track segments (by mode) that have performance restrictions. Track segments are measured to the nearest one-hundredth of a mile.

The region's transit operators established regional performance targets in 2018 and will use them through 2022.Table 6 summarizes the adopted targets:

Table 5: Adopted Transit Asset Management Targets

Measure	Target
Rolling Stock: % exceeding useful life	
Articulated Bus	8%
Over-the-Road Bus	0%
Bus	2.4%
Cutaway	14%
Light Rail Vehicle	0%
Commuter Rail Locomotive	0%
Commuter Rail Passenger Coach	0%
Equipment: % exceeding useful life	
Automobiles	42%
Trucks/other Rubber Tire Vehicles	38%
Facility: % rated below 3 on condition scale	
Passenger/Parking Facilities	0%
Administrative/Maintenance Facilities	0%
Infrastructure: % of track with performance restrictions	
Light Rail	1%

Transit Investment Priorities

The Council's Transportation Policy Plan (TPP) outlines the goals, objectives, and strategies that are used to set transit investment priorities for the region. These factors, in turn, directly guide the investment plan and transit projects programmed within the TIP. The TPP guides transit investments through the following objectives and strategies:

- Efficiently preserve and maintain the regional transit system in a state of good repair;

- Manage the regional transit network and respond to demand as deemed appropriate based on the Transit Market Area;
- Provide transit police services and coordinate with other public safety agencies to ensure the safety and security of the transit system;
- Promote alternatives to single occupant vehicles and ensure transit services reach major job and commercial activity centers;
- Expand and modernize transit service, facilities, systems, and technology to meet demand, improve customer experience, and increase transit access to destinations.

In 2019, over $33 million in federal funds was spent on the purchase of replacement vehicles. The Region's commitment to vehicle replacement supports efforts to achieve the rolling stock target goals.

The Council's Fleet Management Procedures provide guidance for minimum vehicle life and inform the TAM performance targets established by the region's transit providers. This document outlines the conditions used to determine if the replacement of assets is necessary or can be deferred, including the point at which fleet vehicles are eligible for mid-life rehab procedures. The Fleet Management Procedures also set the principles used for determining the end vehicle's useful life, a preventative maintenance schedule, and the process for the purchase of new vehicles.

A key pool of funds used to replace aging assets is FTA Sections 5337 and 5339, which are prioritized via the Regional Transit Capital Improvement Program (CIP), developed by Metro Transit and the suburban transit providers.

Transit Safety Performance Measures Targets

Measures Overview

In order to reflect the broad and varied nature of public transportation, the FTA has identified standard Safety Performance Measures that can be applied to all modes of public transportation and are based on data currently submitted to the National Transit Database.

As part of transit provider ASPs, the FTA requires transit providers to establish, by mode, safety performance targets in four Safety Performance Measure categories, shown in Table 7.

Table 7: Safety Performance Categories and Measures

Safety Performance Measure Category	Safety Performance Measure
Fatalities	Total number of reportable fatalities
Fatalities	Fatality rate per total vehicle revenue miles
Injuries	Total number of reportable injuries
Injuries	Injury rate per total vehicle revenue miles
Safety Events	Total number of reportable safety events
Safety Events	Rate of safety events per total vehicle revenue miles
System Reliability	Mean distance between major mechanical failures

The FTA provides the following definitions for safety performance measures in the National Transit Database:

- **Reportable fatalities:** These are fatalities reported to the NTD (deaths confirmed within 30 days) excluding deaths in or on transit property that are a result of illness or other natural causes. These include deaths due to collision, derailment, fire, hazardous material spill, acts of God, system or personal security event, or other safety event.
- **Reportable injuries:** These include instances of damage or harm to persons that require immediate medical attention away from the scene because of a reportable transit safety event. Serious, injuries which are defined based on severity, are always reportable, even if a person was not immediately transported from the scene for medical attention. This excludes injuries from assaults and other crimes.
- **Reportable safety events:** These include incidents (including accidents and derailments) meeting NTD major reporting thresholds for transit rail, bus and paratransit. These events may occur on transit right-of-way or infrastructure, or at a transit revenue facility, maintenance facility, or rail yard. They may take place during a transit-related maintenance activity or otherwise involve a transit revenue vehicle. Examples of these events include:
  - Collisions
  - Fires
  - Derailments (mainline and yard), including non-revenue vehicles
  - Hazardous materials spills
  - Acts of God[1]
- **Major mechanical failures:** The NTD defines major mechanical failures as "a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual

[1] FTA. *National Transit Database Safety and Security Policy Manual*. January 2020. Accessed March 29, 2021 at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/146986/2020-ntd-safety-and-security-policy-manual.pdf, pg. 18.

movement is limited or because of safety concerns. Examples of major mechanical failures include breakdowns of brakes, doors, engine cooling systems, steering, axles and suspension.

Targets Overview

The Federal Transit Administration has requirements and provides some guidance for transit providers in setting their Safety Performance Targets (SPTs). Transit agencies are required to set SPTs by mode. Agencies are allowed to set targets for mode categories as broad as "fixed-route bus," "non-fixed-route bus," and "rail" when setting SPTs. Each of these mode categories corresponds to the variety of modes reported to the NTD.

Transit agencies are required to set targets for total number of incidents and rates of incidents. When establishing SPTs for total numbers of incidents, transit providers may consider the total number of incidents they expect to experience per year as they define it. They may choose calendar, fiscal or NTD reporting year. When defining rates for SPTs, agencies may base rates on per vehicle revenue mile, or any multiple thereof, such as per 100,000 or million vehicle revenue miles.

When establishing SPTs, transit providers may choose to set aspirational SPTs or targets that represent improvement over current safety performance levels, among other options. To the extent possible, the FTA recommends that transit providers set realistic SPTs that consider relevant safety goals and objectives. While transit providers may select SPTs that reflect an improvement in safety performance, they do not necessarily have to do so and could focus on maintaining current safety performance.

Transit providers are not required to report their SPTs to the FTA at this time, however, the FTA will ensure that transit agencies comply with the PTASP regulation by reviewing safety plans through the existing Triennial Reviews and State Management Reviews. The FTA has not established and does not impose penalties for transit providers that do not meet the SPTs they set.

MPO Responsibilities

The PTASP rule requires that transit provider make their SPTs available to states and MPOs. These providers must also coordinate with states and MPOs as the MPO sets the regional transit safety performance targets. MPOs must incorporate regional transit SPTs into their planning process and documents, as is required for targets for all federal performance areas. In general, the Metropolitan Council can consider how the projects and programs it selects to receive federal funding improve transit safety outcomes. The Metropolitan Council would also have to incorporate regional transit safety performance targets into the Transportation Policy Plan. The Metropolitan Council would also have to incorporate the regional TSPs into the Transportation Improvement Program and "to the maximum extent practicable, provide a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan", with the intent of linking investment priorities to regional transit safety performance targets.

Regional Transit Agency Safety Targets

Metro Transit

Metro Transit monitor performance and sets federally required targets for rail and fixed-route bus service. The Strategic Initiatives department of Metro Transit works with data collected from many sources to identify significant risk factors and trends in accidents and injuries, leading to informed recommendations for accident reduction programs and more efficient use of limited resources.

Table 8 - Metro Transit Bus and Light Rail Safety Performance Targets

Performance Target	Bus	Light Rail
Collisions	3.8 per 100k Vehicle Miles	0.6 per 100k Vehicle Miles
Annual Fatalities from Vehicle Operations	0 per 100k Vehicle Miles	0 per 100k Vehicle Miles
Annual Injuries from Vehicle Operations	175 per Calendar Year	145 per Calendar Year
System Reliability – Vehicle mean distance between failures (MDBF)	7,731 miles MDBF	25,000 miles MDBF

Metropolitan Transportation Services Contracted Services

The Metropolitan Council's Metropolitan Transportation Services Contracted Services arrived at their transit safety performance targets in the development of their Agency Safety Plan. Safety performance targets are based on past performance of each mode that MTS Contracted Service operates.

Table9 - Metropolitan Transportation Services Fixed-Route, Demand Response, and Vanpool Safety Performance Targets

Performance Target	Fixed-Route	Demand Response	Vanpool
Estimated Annual Vehicle Revenue Miles (VRM) (2021)	3,400,000	26,000,000	895,000
Annual Fatalities	0	0	0
Fatalities per 100k VRM	0	0	0
Annual Injuries	3	50	0
Injuries per 100k VRM	0.097	0.19	0
Annual Safety Events	50	45	0
Safety Events per 100k VRM	1.47	0.17	0
Annual Major Mechanical Failures	130	450	0
System Reliability – Miles Between Major Mechanical Failures	26,154	57,777	0

Minnesota Valley Transit Authority

MVTA's transit safety performance targets are based on the five-year average of performance metrics submitted to the National Transit Database. Performance metrics that formed the base line for the agency's performance metrics were gathered from annual reports submitted between 2015 and 2019.

Table 10 - Minnesota Valley Transit Authority Transit Safety Performance Targets

Performance Target	Fixed-Route Bus
Fatalities (Total)	0
Fatalities (per 100 thousand VRM)	0
Injuries (total)	8.4
Injuries (per 100 thousand VRM)	0.236
Safety Events (total)	11.6
Safety Events (per 100 thousand VRM)	0.326
System Reliability (VRM/failures)	9,000

Southwest Transit

Southwest Transit's transit safety performance targets are based on the five-year average of performance metrics submitted to the National Transit Database. Performance metrics that formed the base line for the agency's performance metrics were gathered from annual reports submitted between 2015 and 2019.

Table 11 - Southwest Transit Fixed-Route and Demand Response Safety Performance Targets

Performance Target	Fixed-Route	Demand Response
Annual Fatalities	0	0
Fatalities per 100k VRM	0	0
Annual Injuries	1	1
Injuries per 100k VRM	1	1
Annual Safety Events	2	1
Safety Events per 100k VRM	1	1
System Reliability (VRM / Failures)	25,000	53,000

The Council supports the efforts to move towards a performance-based planning approach, and will continue to work closely with regional, state, and federal partners to proactively establish and monitor both the required federal and the regionally adopted performance measures over time. Moving forward, the Council will continue to devote substantial resources to this effort and work closely with stakeholders to assess the federal targets and the regional performance measures and adjust to changes in the performance of the system by shifting regional investment priorities.

ACTION TRANSMITTAL – 2021-46

DATE:	November 3, 2021
TO:	Technical Advisory Committee
PREPARED BY:	Steven Elmer, Planning Analyst (651) 602-1756
SUBJECT:	Updated Regional Truck Corridors for Regional Solicitation
REQUESTED ACTION:	Accept the updated Regional Truck Corridors map and recommend its use for the 2022 Regional Solicitation.
RECOMMENDED MOTION:	That the Technical Advisory Committee recommend to the Transportation Advisory Board to accept the updated Regional Truck Corridors for the 2022 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: Regional Truck Corridors were developed through the Regional Truck Highway Corridor Study (2017) and established in the region's Transportation Policy Plan through its 2018 update. These corridors represent the set of major highways most heavily relied upon by the trucking industry for delivering the region's freight and goods. They are grouped into prioritized tiers 1, 2, and 3, and are applied as criteria in the Regional Solicitation project selection process for distributing federal transportation funds. Prior to the open process for proposing new corridors, the corridors prioritization tool developed in the original study was updated with more current truck and general traffic volume data. Preliminary results of the updated prioritization analysis (as well as subsequent analysis iterations) were reviewed with agency members of the original study's technical work group to help ensure consistency with the original study assumptions and methodology.

The update to the prioritization analysis and the process for agencies to propose new corridors was presented at TAC Planning in April. Local agencies were notified in late May of the opportunity to propose new truck corridors and/or to propose new major freight facilities to be included in the regional truck corridors prioritization analysis. Proposal applications were due on July 2nd. Staff reviewed the applications to determine if minimum thresholds for average daily truck trips were met based on available data.

The purpose of this action is to accept the regional truck corridors map as updated to include the agency-proposed new corridors that met specified minimum thresholds for inclusion in the 2022 Regional Solicitation.

RELATIONSHIP TO REGIONAL POLICY: Regional truck corridors were established in the Transportation Policy Plan, 2018 Update. Regional truck corridors are used as selection criteria in the Regional Solicitation. Updates considered in this action will be incorporated into the TPP by early 2022.

STAFF ANALYSIS: Met Council received 14 proposals to add new regional truck corridors and 2 proposals to add major freight facilities. The proposals were assessed to determine if minimum thresholds for daily truck trips were met. Of the 14 proposed new corridors, 11 were determined to meet minimum thresholds and are recommended for acceptance; 2 corridors had partial segments meeting minimum thresholds which are also recommended for acceptance. Of the 2 proposed new major freight facilities, one met the minimum threshold for

daily truck trips and is recommended for acceptance. All of the recommended additions have been incorporated into the corridors prioritization analysis, as shown in the attached Regional Truck Corridor Scores Summary and as referenced in the online map of 2021 Updated Regional Truck Corridors.

COMMITTEE COMMENTS AND ACTION: At its October 14, 2021, meeting, the TAC Planning committee unanimously recommended that the Transportation Advisory Board accept the updated Regional Truck Corridors for the 2022 Regional Solicitation.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & recommend	October 14, 2021
Technical Advisory Committee	Review & recommend	November 3, 2021
Transportation Advisory Board	Review & adopt for Regional Solicitation	November 17, 2021
Transportation Committee	Review & recommend	November 22,2021
Metropolitan Council	Concurrence	December 8, 2021

Regional Truck Corridor Updated Scores Summary

Updated 10/6/21

Corr ID	Corridor Length (miles)	Route No.	Route Name	County	Function Class Category	Orig. Truck HCAADT Score (60% wt)	Original Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Proximity Score: Reg. Freight Facilities (10% wt)	Orig. Corridor Tier	Original Composite Score	Updated Truck HCAADT Score (60% wt)	Updated Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Updated Prox. Score: Reg. Freight Facilities (10% wt)	Updated Composite Score	Updated Corridor Tier
TIER 1 CORRIDORS																	
45	4.1	35	I-35W	Ramsey	Interstates	77.5	24.7	100.0	20.3	Tier 1	63.43	97.9	19.6	100.0	100.00	82.68	Tier 1
32	8.0	494	I-494	Washington	Interstates	100.0	56.3	64.9	38.9	Tier 1	81.65	100.0	26.2	64.9	100.00	81.74	Tier 1
20	4.9	694	I-694	Anoka	Interstates	100.0	40.1	59.0	15.5	Tier 1	75.47	100.0	25.1	59.0	100.00	80.92	Tier 1
80	9.8	52	US-52	Dakota	Principal Arterial	78.8	65.6	65.6	100.0	Tier 1	76.92	92.1	39.4	65.6	100.00	79.67	Tier 1
69	6.1	35	I-35W	Hennepin	Interstates	100.0	33.5	100.0	15.2	Tier 1	78.23	92.6	17.2	100.0	100.00	79.03	Tier 1
11	10.3	94	I-94	Hennepin	Interstates	100.0	49.1	8.0	3.2	Tier 1	70.94	100.0	37.4	8.0	100.00	78.27	Tier 1
19	5.8	94	I-94	Hennepin	Interstates	100.0	32.8	65.5	15.3	Tier 1	74.65	100.0	18.4	65.5	74.31	77.66	Tier 1
41	8.9	94	I-94	Ramsey	Interstates	71.3	16.6	93.6	57.2	Tier 1	61.18	99.6	13.0	93.6	57.21	77.47	Tier 1
18	2.0	94	I-94	Hennepin	Interstates	100.0	38.1	89.4	6.9	Tier 1	77.24	100.0	28.7	89.4	8.98	75.58	Tier 1
30	7.5	494	I-494	Hennepin	Interstates	77.8	24.5	80.4	37.8	Tier 1	63.35	99.4	18.4	80.4	40.53	75.42	Tier 1
46	5.8	35	I-35E	Ramsey	Interstates	57.7	16.1	62.4	58.1	Tier 1	49.88	100.0	15.8	62.4	58.05	75.21	Tier 1
34	7.9	169	US-169	Hennepin	Principal Arterial	46.9	22.1	100.0	8.8	Tier 1	43.40	99.2	23.6	100.0	8.86	75.09	Tier 1
29	6.6	494	I-494	Hennepin	Interstates	93.2	24.5	100.0	14.9	Tier 1	72.29	100.0	17.8	100.0	14.92	75.05	Tier 1
71	16.2	35	I-35	Dakota	Interstates	100.0	88.1	36.5	14.8	Tier 1	82.74	100.0	36.0	36.5	37.23	74.58	Tier 1
40	1.7	94	I-94	Hennepin	Interstates	58.0	12.4	100.0	17.0	Tier 1	48.97	100.0	13.0	100.0	18.00	74.40	Tier 1
31	4.6	494	I-494	Dakota	Interstates	100.0	45.0	69.1	16.1	Tier 1	77.51	100.0	20.1	69.1	33.62	74.29	Tier 1
22	12.1	694	I-694	Washington	Interstates	100.0	76.5	58.4	12.2	Tier 1	82.37	100.0	27.1	58.4	12.17	72.47	Tier 1
27	8.5	494	I-494	Hennepin	Interstates	55.8	22.1	80.2	5.9	Tier 1	46.52	98.0	23.0	80.2	7.09	72.11	Tier 1
21	5.5	694	I-694	Ramsey	Interstates	100.0	50.4	48.5	10.4	Tier 1	75.97	100.0	25.7	48.5	14.11	71.40	Tier 1
28	7.6	494	I-494	Hennepin	Interstates	67.1	24.4	68.4	7.4	Tier 1	52.72	100.0	18.5	68.4	7.42	71.29	Tier 1
79	5.6	52	US-52	Dakota	Principal Arterial	40.7	24.9	72.9	100.0	Tier 1	46.71	80.2	23.6	72.9	100.00	70.11	Tier 1
23	9.9	94	I-94	Washington	Interstates	100.0	97.9	8.2	12.0	Tier 1	81.59	100.0	38.2	8.2	11.99	69.66	Tier 1
70	6.1	13	TH 13	Scott	Principal Arterial	60.3	44.7	52.0	100.0	Tier 1	60.31	78.9	29.7	52.0	100.00	68.48	Tier 1
65	5.1	169	US-169	Hennepin	Principal Arterial	61.6	27.1	69.8	21.2	Tier 1	51.49	91.5	18.8	69.8	21.15	67.73	Tier 1
33	7.6	169	US-169	Hennepin	Principal Arterial	47.3	20.8	100.0	8.5	Tier 1	43.39	86.6	19.9	100.0	11.11	67.06	Tier 1
43	5.3	35	I-35W	Hennepin	Interstates	41.7	12.6	100.0	34.5	Tier 1	40.97	72.1	13.0	100.0	100.00	65.88	Tier 1
12	6.5	94	I-94	Hennepin	Interstates	100.0	47.0	22.4	5.4	Tier 1	72.18	96.4	17.0	22.4	11.53	64.63	Tier 1
39	7.2	94	I-94	Hennepin	Interstates	41.0	14.8	74.1	100.0	Tier 1	44.99	72.0	14.7	74.1	100.00	63.55	Tier 1
77	4.0	70	Juniper Way	Dakota	Minor Arterial	48.8	100.0	5.3	5.0	Tier 1	50.29	70.7	100.0	5.3	5.04	63.44	Tier 1
48	8.1	35	I-35W	Hennepin	Interstates	77.3	21.0	64.5	25.4	Tier 1	59.56	84.9	13.5	64.5	25.41	62.64	Tier 1
25	4.0	35	I-35W	Ramsey	Interstates	64.3	19.9	50.3	10.4	Tier 1	48.60	85.9	16.7	50.3	14.48	61.37	Tier 1
84	2.0	26	Lone Oak Rd	Dakota	Minor Arterial	30.9	81.9	100.0	11.5	Tier 1	46.05	44.2	62.0	100.0	100.00	58.91	Tier 1
66	9.0	169	US-169	Scott	Principal Arterial	40.7	34.7	17.5	19.0	Tier 1	34.99	73.4	30.0	17.5	20.58	53.87	Tier 1
160	3.9	32	Cliff Rd	Dakota	Minor Arterial	15.6	81.3	100.0	19.5	Tier 1	37.58	41.2	70.7	100.0	49.58	53.83	Tier 1
7	4.0	10	US-10	Anoka	Principal Arterial	42.1	17.3	34.2	6.9	Tier 1	32.81	73.7	16.5	34.2	10.69	52.00	Tier 1
9	7.9	81	CR 81	Hennepin	Minor Arterial	15.6	25.7	56.1	5.5	Tier 2	20.65	42.3	51.5	56.1	100.00	51.30	Tier 1
47	6.9	94	I-94	Ramsey	Interstates	53.8	18.2	60.2	100.0	Tier 1	51.94	54.9	10.7	60.2	100.00	51.08	Tier 1
44	5.5	36	TH 36	Ramsey	Principal Arterial	29.0	11.1	67.3	21.8	Tier 1	28.53	53.2	10.1	67.3	100.00	50.68	Tier 1
42	3.6	280	TH 280	Ramsey	Principal Arterial	37.1	29.9	100.0	100.0	Tier 1	48.25	42.4	17.0	100.0	100.00	48.86	Tier 1
104	2.2	23	29th Ave NE	Ramsey	Minor Arterial	19.0	35.4	100.0	20.9	Tier 1	30.58	32.5	43.9	100.0	100.00	48.30	Tier 1
3	10.5	101	TH 101/US 169	Wright	Principal Arterial	20.2	17.7	34.2	2.8	Tier 2	19.35	50.8	21.1	34.2	100.00	48.13	Tier 1
38	8.6	394	I-394	Hennepin	Interstates	31.7	9.6	72.9	15.1	Tier 1	29.76	59.5	9.5	72.9	15.10	46.43	Tier 1

Regional Truck Corridor Updated Scores Summary

Updated 10/6/21

Corr ID	Corridor Length (miles)	Route No.	Route Name	County	Function Class Category	Orig. Truck HCAADT Score (60% wt)	Original Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Proximity Score: Reg. Freight Facilities (10% wt)	Orig. Corridor Tier	Original Composite Score	Updated Truck HCAADT Score (60% wt)	Updated Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Updated Prox. Score: Reg. Freight Facilities (10% wt)	Updated Composite Score	Updated Corridor Tier
78	15.4	35	I-35E	Dakota	Interstates	34.8	17.9	65.9	10.7	Tier 1	32.15	46.0	10.8	65.9	69.74	43.33	Tier 1
110	5.8	81	Bottineau Blvd	Hennepin	Minor Arterial	9.4	13.4	100.0	8.9	Tier 2	19.18	38.3	41.2	100.0	13.88	42.61	Tier 1
218	2.2	0	7th Ave/Maxwell Ave	Washington	Minor Arterial	19.5	100.0	99.0	38.8	Tier 1	45.45	18.9	69.2	99.0	75.46	42.61	Tier 1
157	1.8	0	Lexington Ave S	Dakota	Minor Arterial	9.6	20.9	100.0	9.7	Tier 2	20.88	25.3	34.6	100.0	100.00	42.10	Tier 1
83	7.4	55	TH 55	Dakota	Principal Arterial	36.5	68.1	72.6	14.8	Tier 1	44.28	36.9	30.8	72.6	60.69	41.61	Tier 1
35	8.0	100	TH 100	Hennepin	Principal Arterial	28.9	12.3	22.6	18.1	Tier 1	23.87	52.0	10.9	22.6	48.67	40.53	Tier 1
195	0.4	0	Cretin Ave N	Ramsey	Minor Arterial	17.9	35.4	100.0	45.7	Tier 1	32.39	29.1	37.2	100.0	55.27	40.40	Tier 1
88	5.4	61	US-61	Ramsey	Principal Arterial	23.3	24.6	66.8	100.0	Tier 1	35.58	31.1	18.3	66.8	100.00	38.97	Tier 1
89	22.6	61	US-61/TH 316	Washington	Principal Arterial	24.1	41.6	53.3	29.8	Tier 1	31.08	32.5	19.5	53.3	100.00	38.70	Tier 1
64	9.7	212	US-212	Hennepin	Principal Arterial	27.4	20.2	70.8	7.4	Tier 1	28.29	45.8	15.8	70.8	7.57	38.46	Tier 1
81	16.7	52	US-52	Dakota	Principal Arterial	46.7	67.2	18.0	24.3	Tier 1	45.69	44.8	31.2	18.0	30.27	37.93	Tier 1
36	5.7	100	TH 100	Hennepin	Principal Arterial	33.1	10.1	36.4	10.8	Tier 1	26.61	52.3	8.0	36.4	10.77	37.71	Tier 1
109	2.6	130	Elm Creek Blvd N	Hennepin	Minor Arterial	11.6	18.7	100.0	7.0	Tier 2	21.36	34.1	31.0	100.0	9.31	37.60	Tier 1
49	6.6	62	TH 62/TH 55	Hennepin	Principal Arterial	25.0	11.6	46.6	47.0	Tier 1	26.65	43.0	12.0	46.6	47.04	37.55	Tier 1
8	12.4	610	TH 610	Hennepin	Principal Arterial	20.6	12.2	63.5	7.1	Tier 2	21.86	45.1	12.9	63.5	12.80	37.29	Tier 1
230	22.1	169	US-169	Scott	Principal Arterial	36.0	60.3	6.0	4.5	Tier 1	34.72	46.7	40.8	6.0	4.54	37.20	Tier 1
26	1.3	0	S Diamond Lake Rd	Hennepin	Minor Arterial	50.1	100.0	6.5	2.9	Tier 1	50.99	23.6	59.5	6.5	100.00	36.71	Tier 1
159	5.2	101	Hwy 101	Scott	Minor Arterial	8.2	16.6	14.8	11.9	Tier 3	10.89	42.2	38.1	14.8	18.54	36.28	Tier 1
111	4.2	109	85th Ave N	Hennepin	Minor Arterial	8.3	27.4	100.0	6.4	Tier 2	21.12	30.5	31.6	100.0	8.76	35.48	Tier 1
106	5.0	23	East River Rd	Hennepin	Minor Arterial	4.7	22.1	73.0	100.0	Tier 1	24.51	17.9	33.2	73.0	100.00	34.69	Tier 1
58	8.0	62	TH 62	Hennepin	Principal Arterial	21.4	10.7	90.6	17.4	Tier 1	25.75	36.0	9.7	90.6	17.40	34.33	Tier 1
94	1.5	0	E Hennepin Ave	Hennepin	Minor Arterial	10.9	25.9	100.0	52.1	Tier 1	26.93	16.7	21.0	100.0	97.35	33.96	Tier 1
85	10.8	32	Cliff Rd	Dakota	Minor Arterial	9.9	32.8	59.4	24.2	Tier 2	20.84	18.3	31.4	59.4	100.00	33.20	Tier 1
96	6.4	47	University Ave NE	Hennepin	Minor Arterial	5.7	12.5	78.4	100.0	Tier 1	23.74	17.8	23.1	78.4	100.00	33.16	Tier 1
74	2.3	77	TH 77	Hennepin	Principal Arterial	18.7	9.9	43.1	100.0	Tier 1	27.50	28.3	8.6	43.1	100.00	33.01	Tier 1
37	2.1	100	TH 100	Hennepin	Principal Arterial	19.0	9.6	100.0	9.5	Tier 1	24.29	33.3	8.6	100.0	10.17	32.72	Tier 1
51	4.1	51	TH 51	Ramsey	Minor Arterial	13.9	13.9	99.9	93.9	Tier 1	30.51	17.7	10.1	99.9	94.28	32.05	Tier 1
199	1.2	65	TH 65/5th Av	Hennepin	Principal Arterial	26.9	17.1	100.0	18.2	Tier 1	31.35	28.5	13.0	100.0	22.24	31.94	Tier 1
102	3.9	88	New Brighton Blvd	Hennepin	Minor Arterial	16.7	46.0	100.0	26.7	Tier 1	31.89	14.2	24.0	100.0	81.91	31.53	Tier 1
56	4.3	0	W Pierce Butler Route	Ramsey	Minor Arterial	14.6	59.3	82.9	100.0	Tier 1	38.91	12.5	27.1	82.9	100.00	31.19	Tier 1
53	5.0	5	TH 5	Hennepin	Principal Arterial	19.3	13.5	35.5	25.9	Tier 2	20.43	34.2	13.3	35.5	40.38	30.77	Tier 1
158	3.5	34	Normandale Blvd	Hennepin	Minor Arterial	10.0	20.3	83.9	28.0	Tier 2	21.27	25.2	20.9	83.9	29.65	30.62	Tier 1
231	8.8	10	US-10	Anoka	Principal Arterial	34.9	15.8	17.4	6.0	Tier 1	26.40	42.7	10.2	17.4	10.18	30.42	Tier 1
148	1.0	27	Stinson Blvd	Hennepin	Minor Arterial	7.5	23.4	100.0	35.2	Tier 2	22.71	11.7	22.5	100.0	86.70	30.18	Tier 1
112	1.4	0	Zachary Ln N	Hennepin	Minor Arterial	6.5	17.6	88.5	5.4	Tier 2	16.79	23.7	31.4	88.5	6.74	30.03	Tier 1
6	11.1	35	I-35W	Anoka	Interstates	25.1	19.6	15.8	6.8	Tier 2	21.25	39.8	18.1	15.8	8.96	29.97	Tier 1
55	3.4	0	Energy Park Dr/Kasota/Elm St	Ramsey/Henn	Minor Arterial	22.1	90.6	100.0	100.0	Tier 1	51.37	9.1	22.3	100.0	100.00	29.90	Tier 1
152	1.7	5	East 7th St/Fort Rd	Ramsey	Minor Arterial	10.4	20.6	88.0	91.0	Tier 1	28.27	13.9	16.7	88.0	90.96	29.59	Tier 1
155	4.7	28	Yankee Doodle Rd	Dakota	Minor Arterial	9.3	21.2	81.8	11.2	Tier 2	19.10	15.0	16.9	81.8	86.28	29.16	Tier 1
17	8.8	169	US-169	Hennepin	Principal Arterial	17.9	12.8	63.6	6.9	Tier 2	20.36	31.9	11.6	63.6	8.84	28.72	Tier 1
92	1.1	394	I-394	Hennepin	Interstates	10.2	11.2	100.0	18.9	Tier 2	20.25	23.8	11.9	100.0	20.12	28.66	Tier 1
72	5.8	1	W Old Shakopee Rd	Hennepin	Minor Arterial	15.2	26.7	83.9	29.5	Tier 1	25.81	21.6	17.8	83.9	35.64	28.51	Tier 1
10	4.5	101	Brockton Ln N	Hennepin	Minor Arterial	21.9	77.0	8.2	3.4	Tier 1	29.71	22.8	59.0	8.2	21.81	28.44	Tier 1

Regional Truck Corridor Updated Scores Summary

Updated 10/6/21

Corr ID	Corridor Length (miles)	Route No.	Route Name	County	Function Class Category	Orig. Truck HCAADT Score (60% wt)	Original Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Proximity Score: Reg. Freight Facilities (10% wt)	Orig. Corridor Tier	Original Composite Score	Updated Truck HCAADT Score (60% wt)	Updated Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Updated Prox. Score: Reg. Freight Facilities (10% wt)	Updated Composite Score	Updated Corridor Tier
135	1.0	10	Bass Lake Rd	Hennepin	Minor Arterial	7.9	16.5	100.0	9.1	Tier 2	18.92	20.3	21.8	100.0	13.51	27.90	Tier 1
13	13.3	35	I-35E	Anoka	Interstates	24.2	17.3	54.6	8.0	Tier 1	24.27	31.5	12.0	54.6	8.26	27.58	Tier 1
14	4.7	65	TH 65	Anoka	Principal Arterial	24.3	24.2	97.1	15.3	Tier 1	30.67	19.0	11.2	97.1	40.06	27.34	Tier 1
232	22.1	212	US-212	Carver	Principal Arterial	23.0	70.4	11.2	4.1	Tier 1	29.41	29.8	39.6	11.2	4.05	27.32	Tier 1
87	4.9	156	TH 156	Dakota	Minor Arterial	13.8	58.7	83.0	100.0	Tier 1	38.31	8.8	18.2	83.0	100.00	27.21	Tier 1
15	5.2	47	University Ave	Anoka	Minor Arterial	10.0	11.0	80.9	14.9	Tier 2	17.74	12.2	7.9	80.9	100.00	26.97	Tier 1
5	5.4	35	I-35	Washington	Interstates	30.7	17.6	3.9	2.8	Tier 2	22.59	39.9	11.7	3.9	3.14	26.94	Tier 1
117	1.8	0	White Bear Pkwy	Ramsey	Minor Arterial	12.6	84.5	21.2	5.2	Tier 1	27.08	18.8	63.9	21.2	5.95	26.75	Tier 1
138	2.7	152	N Washington Ave	Hennepin	Minor Arterial	9.9	59.5	100.0	100.0	Tier 1	37.82	7.0	11.0	100.0	100.00	26.39	Tier 1
46.9%	**603.9**	**Tier 1 Miles**															
TIER 2 CORRIDORS																	
219	1.7	31	Pilot Knob Rd	Dakota	Minor Arterial	4.2	22.0	100.0	14.0	Tier 2	18.31	14.1	20.1	100.0	36.82	26.15	Tier 2
183	3.9	3	Excelsior Blvd	Hennepin	Minor Arterial	11.3	18.8	100.0	6.7	Tier 2	21.21	19.5	17.9	100.0	6.91	25.98	Tier 2
181	2.0	6	CR 6	Hennepin	Minor Arterial	5.1	19.2	100.0	6.0	Tier 2	17.53	17.5	23.8	100.0	7.08	25.96	Tier 2
105	1.9	0	Old Hwy 8	Ramsey	Minor Arterial	7.2	21.0	100.0	15.7	Tier 2	20.09	11.8	22.7	100.0	42.74	25.88	Tier 2
189	8.3	37	Shepard Rd/Warner Rd	Ramsey	Principal Arterial	4.1	10.2	67.5	100.0	Tier 2	21.26	10.8	12.2	67.5	100.00	25.66	Tier 2
59	9.1	55	TH 55	Hennepin	Principal Arterial	9.9	11.7	85.5	18.8	Tier 2	18.68	21.0	13.2	85.5	18.75	25.63	Tier 2
73	9.7	13	TH 13	Dakota	Minor Arterial	13.7	25.9	77.5	14.9	Tier 2	22.63	18.7	16.8	77.5	31.87	25.51	Tier 2
16	4.2	252	TH 252	Hennepin	Principal Arterial	11.2	7.0	34.6	15.0	Tier 3	13.07	20.5	6.8	34.6	84.00	25.49	Tier 2
137	1.8	152	Brooklyn Blvd	Hennepin	Minor Arterial	5.4	14.5	18.9	22.5	Tier 3	10.28	17.1	16.1	18.9	100.00	25.37	Tier 2
50	5.5	55	TH 55	Hennepin	Principal Arterial	12.9	15.9	64.0	23.3	Tier 2	19.65	21.3	12.4	64.0	31.88	24.82	Tier 2
194	1.9	0	University Ave W	Ramsey	Minor Arterial	12.2	24.1	100.0	55.3	Tier 1	27.66	10.5	14.3	100.0	56.39	24.81	Tier 2
200	1.5	46	Cleveland Ave	Ramsey	Minor Arterial	16.4	83.1	100.0	16.7	Tier 1	38.14	5.2	11.1	100.0	93.38	24.65	Tier 2
107	1.9	0	County Rd B2 W	Ramsey	Minor Arterial	8.6	60.1	100.0	20.7	Tier 1	29.21	4.1	8.4	100.0	100.00	24.15	Tier 2
93	3.8	0	Broadway St NE	Hennepin	Minor Arterial	11.1	26.1	100.0	33.2	Tier 1	25.22	10.8	13.8	100.0	49.16	24.13	Tier 2
139	0.8	0	Lyndale Ave N	Hennepin	Minor Arterial	11.5	100.0	30.9	43.6	Tier 1	34.35	11.6	25.3	30.9	90.28	24.10	Tier 2
182	1.9	61	Xenium Ln N	Hennepin	Minor Arterial	5.9	20.4	100.0	6.0	Tier 2	18.25	14.2	22.5	100.0	7.07	23.75	Tier 2
86	9.5	55	TH 55	Dakota	Principal Arterial	14.5	35.1	55.5	100.0	Tier 1	31.24	9.1	13.4	55.5	100.00	23.67	Tier 2
150	3.4	5	7th St W	Ramsey	Minor Arterial	3.9	10.7	67.4	66.9	Tier 2	17.90	10.1	16.3	67.4	75.41	23.59	Tier 2
186	2.8	62	TH 62	Hennepin	Principal Arterial	10.1	9.5	100.0	6.6	Tier 2	18.61	18.0	10.4	100.0	6.63	23.53	Tier 2
98	2.3	10	US-10	Ramsey	Minor Arterial	33.7	23.6	32.0	8.8	Tier 1	28.99	27.5	11.8	32.0	13.88	23.44	Tier 2
97	6.4	65	Central Ave NE	Hennepin	Minor Arterial	5.7	11.2	74.0	86.4	Tier 2	21.67	8.9	10.0	74.0	86.36	23.39	Tier 2
4	15.5	10	US-10	Sherburne	Principal Arterial	15.7	15.7	56.2	3.6	Tier 2	18.51	23.0	13.3	56.2	12.74	23.36	Tier 2
261	0.7	19A	CR 19A	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	6.2	45.0	4.9	100.00	23.18	Tier 2
162	10.0	23	Cedar Ave	Dakota	Minor Arterial	7.6	21.4	9.4	6.3	Tier 3	10.39	27.2	24.9	9.4	8.52	23.10	Tier 2
130	1.0	19	County Rd D W	Ramsey	Minor Arterial	7.2	13.6	100.0	17.7	Tier 2	18.82	10.0	13.4	100.0	42.81	22.96	Tier 2
95	1.9	61	US-61	Ramsey	Minor Arterial	9.3	9.5	75.1	10.7	Tier 2	16.07	19.5	13.5	75.1	10.68	22.95	Tier 2
131	1.8	0	Main St NE	Anoka	Minor Arterial	13.3	100.0	21.5	22.9	Tier 1	32.40	8.2	27.8	21.5	100.00	22.60	Tier 2
190	1.4	0	University Ave E, Lafayette Rd	Ramsey	Minor Arterial	5.6	12.3	100.0	78.7	Tier 1	23.70	4.8	7.0	100.0	78.70	22.15	Tier 2
140	1.6	94	I-94 On-Ramp	Hennepin	Minor Arterial	6.4	12.9	100.0	29.8	Tier 2	19.43	11.2	12.3	100.0	29.78	22.14	Tier 2
205	2.5	0	Lyndale Ave S	Hennepin	Minor Arterial	2.8	6.7	100.0	17.5	Tier 3	14.79	12.4	14.2	100.0	17.49	22.01	Tier 2
1	19.4	65	TH 65	Anoka	Principal Arterial	12.6	13.5	18.1	6.3	Tier 3	12.68	26.7	15.2	18.1	10.79	21.98	Tier 2
235	1.3	0	Northdale Blvd	Anoka	Minor Arterial	5.5	14.4	9.8	4.6	Tier 3	7.62	24.6	27.2	9.8	6.48	21.80	Tier 2

Regional Truck Corridor Updated Scores Summary

Updated 10/6/21

Corr ID	Corridor Length (miles)	Route No.	Route Name	County	Function Class Category	Orig. Truck HCAADT Score (60% wt)	Original Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Proximity Score: Reg. Freight Facilities (10% wt)	Orig. Corridor Tier	Original Composite Score	Updated Truck HCAADT Score (60% wt)	Updated Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Updated Prox. Score: Reg. Freight Facilities (10% wt)	Updated Composite Score	Updated Corridor Tier
91	8.9	36	TH 36	Washington	Principal Arterial	10.3	11.8	10.2	6.4	Tier 3	10.21	28.3	14.4	10.2	6.36	21.48	Tier 2
61	16.5	12	US-12	Hennepin	Principal Arterial	17.5	27.7	46.4	5.2	Tier 2	21.19	21.0	17.5	46.4	5.71	21.33	Tier 2
221	1.3	0	Canterbury Rd S	Scott	Minor Arterial	17.0	57.1	11.5	8.9	Tier 1	23.68	18.1	42.0	11.5	8.91	21.33	Tier 2
151	5.7	952A	S Robert St	Dakota	Minor Arterial	4.5	9.6	69.2	100.0	Tier 2	21.55	4.7	6.6	69.2	100.00	21.07	Tier 2
128	1.5	9	County Rd H	Ramsey	Minor Arterial	12.6	65.6	52.0	9.2	Tier 1	26.80	10.3	38.5	52.0	16.35	20.72	Tier 2
141	3.3	0	Hennepin Ave/Dunwoody Blvd.	Hennepin	Minor Arterial	3.6	8.0	100.0	24.5	Tier 2	16.17	5.6	6.4	100.0	58.07	20.45	Tier 2
75	9.5	77	TH 77	Dakota	Principal Arterial	14.7	7.7	28.8	35.4	Tier 2	16.80	21.3	5.2	28.8	35.43	20.23	Tier 2
67	8.2	5	TH 5	Carver	Minor Arterial	9.3	10.4	71.4	6.2	Tier 2	15.42	17.1	10.0	71.4	6.59	20.08	Tier 2
126	2.0	0	Labore Rd	Ramsey	Minor Arterial	4.4	31.3	100.0	7.5	Tier 2	19.67	8.7	19.4	100.0	8.34	19.96	Tier 2
167	9.2	46	160th St W	Dakota	Minor Arterial	6.0	12.1	14.2	13.0	Tier 3	8.76	20.0	24.2	14.2	15.14	19.75	Tier 2
172	1.8	0	Jamaica Ave S, 100th St S	Washington	Minor Arterial	6.1	59.8	12.8	10.3	Tier 2	17.93	9.4	24.5	12.8	77.49	19.59	Tier 2
156	2.9	149	Dodd Rd	Dakota	Minor Arterial	8.7	20.2	66.1	13.3	Tier 2	17.22	8.3	10.8	66.1	57.31	19.50	Tier 2
114	3.5	241	TH 241	Wright	Minor Arterial	11.0	22.5	7.5	2.4	Tier 3	12.09	22.0	22.3	7.5	10.27	19.45	Tier 2
24	6.0	10	Mounds View Blvd	Anoka	Minor Arterial	9.2	15.9	67.5	8.5	Tier 2	16.31	14.4	13.0	67.5	13.24	19.32	Tier 2
229	1.1	0	Johnson St NE	Hennepin	Minor Arterial	6.6	40.5	100.0	31.0	Tier 1	25.18	3.0	8.3	100.0	57.63	19.20	Tier 2
204	4.0	0	American Blvd E	Hennepin	Minor Arterial	5.6	15.9	92.1	25.8	Tier 2	18.30	8.3	8.5	92.1	32.35	19.10	Tier 2
60	15.1	55	TH 55	Hennepin	Principal Arterial	8.8	14.1	54.0	5.7	Tier 3	14.09	16.6	14.7	54.0	6.70	18.94	Tier 2
90	3.6	51	TH 51	Ramsey	Minor Arterial	11.4	22.4	59.1	34.8	Tier 2	20.73	10.9	14.3	59.1	34.80	18.78	Tier 2
82	13.2	47	Northfield Blvd	Dakota	Minor Arterial	20.0	100.0	4.1	4.9	Tier 1	32.89	12.7	50.5	4.1	4.89	18.59	Tier 2
213	1.6	30	93rd Ave N	Hennepin	Minor Arterial	3.2	21.4	92.6	6.1	Tier 2	16.08	7.7	18.7	92.6	9.19	18.54	Tier 2
132	0.8	2	44th Ave NE	Anoka	Minor Arterial	5.1	38.7	26.2	29.7	Tier 2	16.41	4.8	14.9	26.2	100.00	18.47	Tier 2
191	2.2	0	Kellogg Blvd	Ramsey	Minor Arterial	5.5	15.1	61.6	34.0	Tier 2	15.89	5.9	6.6	61.6	73.56	18.35	Tier 2
233	1.9	0	Flying Cloud Dr, Valley View Rd	Hennepin	Minor Arterial	3.4	5.2	100.0	8.2	Tier 3	13.87	9.3	9.3	100.0	8.25	18.28	Tier 2
196	0.6	0	Cedar Ave	Hennepin	Minor Arterial	4.9	10.7	100.0	27.5	Tier 2	17.83	5.4	7.7	100.0	33.96	18.15	Tier 2
62	5.4	7	TH 7	Hennepin	Principal Arterial	7.5	8.3	73.8	7.8	Tier 3	14.33	13.8	8.3	73.8	7.83	18.11	Tier 2
100	2.6	32	County Rd J	Ramsey	Minor Arterial	9.7	24.9	26.3	6.6	Tier 3	14.06	16.8	21.7	26.3	10.93	18.11	Tier 2
103	3.7	51	TH 51	Ramsey	Minor Arterial	5.8	6.4	82.5	17.4	Tier 3	14.77	8.9	5.5	82.5	32.51	17.93	Tier 2
108	2.0	0	County Rd D W, Fairview Ave N	Ramsey	Minor Arterial	7.0	27.0	100.0	15.1	Tier 2	21.11	3.1	6.1	100.0	47.76	17.83	Tier 2
144	1.8	0	Hennepin Ave S	Hennepin	Minor Arterial	7.6	9.1	88.6	13.8	Tier 2	16.64	9.1	9.1	88.6	15.28	17.69	Tier 2
154	3.3	149	Dodd Rd	Dakota	Minor Arterial	10.2	22.7	74.5	14.7	Tier 2	19.61	4.9	8.1	74.5	54.99	17.49	Tier 2
134	1.5	156	Winnetka Ave N	Hennepin	Minor Arterial	10.8	34.9	100.0	10.0	Tier 1	24.46	6.2	11.1	100.0	14.24	17.37	Tier 2
212	1.6	0	42nd Ave N	Hennepin	Minor Arterial	11.3	100.0	46.2	73.2	Tier 1	38.73	4.0	12.3	46.2	77.12	17.21	Tier 2
163	4.0	50	212th St W	Dakota	Minor Arterial	10.1	35.4	5.1	4.8	Tier 3	14.15	18.6	24.8	5.1	5.19	17.15	Tier 2
136	1.0	0	Boone Ave N	Hennepin	Minor Arterial	6.9	27.9	100.0	7.1	Tier 2	20.40	5.7	12.2	100.0	10.16	16.88	Tier 2
203	2.0	0	Shady Oak Rd	Hennepin	Minor Arterial	9.4	96.1	100.0	8.3	Tier 1	35.71	4.7	15.5	100.0	8.33	16.76	Tier 2
185	1.1	5	Franklin Ave	Hennepin	Minor Arterial	2.8	18.1	100.0	13.6	Tier 2	16.64	5.8	7.0	100.0	18.24	16.68	Tier 2
214	3.2	18	Lyman Blvd	Carver	Minor Arterial	4.8	29.0	88.3	5.1	Tier 2	18.03	6.4	17.1	88.3	5.09	16.62	Tier 2
57	6.6	36	TH 36	Ramsey	Principal Arterial	13.8	10.7	24.6	11.4	Tier 3	14.02	18.5	7.1	24.6	11.96	16.14	Tier 2
76	12.4	42	CR 42 E (150th St)	Dakota	Principal Arterial	11.4	21.8	24.2	24.9	Tier 2	16.14	14.0	12.1	24.2	28.81	16.10	Tier 2
115	2.9	52	Radisson Rd NE	Anoka	Minor Arterial	3.0	5.5	15.0	5.3	Tier 3	4.90	17.3	16.7	15.0	7.83	15.98	Tier 2
173	2.0	0	E Point Douglas Rd	Washington	Minor Arterial	6.3	56.0	20.7	9.5	Tier 2	18.01	2.8	10.9	20.7	100.00	15.91	Tier 2
180	5.0	42	CR 42 W (Egan Dr)	Dakota	Principal Arterial	7.8	8.3	17.4	19.8	Tier 3	10.07	17.0	9.3	17.4	19.80	15.76	Tier 2
197	1.0	0	Riverside Ave	Hennepin	Minor Arterial	10.6	31.9	95.6	36.1	Tier 1	25.88	2.5	4.9	95.6	36.08	15.67	Tier 2

Regional Truck Corridor Updated Scores Summary

Updated 10/6/21

Corr ID	Corridor Length (miles)	Route No.	Route Name	County	Function Class Category	Orig. Truck HCAADT Score (60% wt)	Original Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Proximity Score: Reg. Freight Facilities (10% wt)	Orig. Corridor Tier	Original Composite Score	Updated Truck HCAADT Score (60% wt)	Updated Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Updated Prox. Score: Reg. Freight Facilities (10% wt)	Updated Composite Score	Updated Corridor Tier
68	10.4	41	TH 41	Carver	Minor Arterial	9.1	19.4	33.9	4.7	Tier 3	13.18	14.0	16.9	33.9	4.89	15.66	Tier 2
165	6.7	50	TH 50	Dakota	Minor Arterial	5.1	36.8	4.2	4.5	Tier 3	11.30	10.5	41.3	4.2	4.50	15.44	Tier 2
26.8%	**345.4**	**Tier 2 Miles**															
TIER 3 CORRIDORS																	
54	4.7	110	TH 110	Dakota	Minor Arterial	7.0	10.3	51.1	15.2	Tier 3	12.88	10.6	7.5	51.1	21.65	15.16	Tier 3
184	1.5	0	Louisiana Ave S	Hennepin	Minor Arterial	3.9	9.3	32.0	8.8	Tier 3	8.26	13.2	15.1	32.0	9.02	15.02	Tier 3
146	1.2	0	Minnehaha Ave	Hennepin	Minor Arterial	4.4	21.7	77.3	25.6	Tier 2	17.29	4.5	8.6	77.3	28.55	14.99	Tier 3
133	2.0	9	42nd Ave N	Hennepin	Minor Arterial	3.6	6.1	55.1	12.0	Tier 3	10.06	9.6	8.5	55.1	19.57	14.92	Tier 3
147	0.7	5	E Franklin Ave	Hennepin	Minor Arterial	3.4	8.6	74.4	27.5	Tier 3	13.98	4.4	6.2	74.4	31.23	14.42	Tier 3
121	4.6	97	TH 97	Anoka	Minor Arterial	5.9	14.0	3.7	2.6	Tier 3	6.97	16.8	17.2	3.7	2.89	14.16	Tier 3
179	17.4	13	TH 13/TH 282	Scott	Minor Arterial	4.4	16.1	17.9	43.2	Tier 3	11.97	8.5	14.3	17.9	43.87	14.12	Tier 3
116	0.8	96	Hwy 96 E	Ramsey	Minor Arterial	6.7	9.9	26.1	5.4	Tier 3	9.13	14.0	11.4	26.1	6.10	13.91	Tier 3
201	1.8	8	US-8	Washington	Principal Arterial	9.3	15.5	3.0	2.3	Tier 3	9.19	17.2	14.9	3.0	2.51	13.85	Tier 3
178	9.9	21	TH 21	Scott	Minor Arterial	3.1	19.4	3.5	3.3	Tier 3	6.39	10.9	32.1	3.5	3.33	13.67	Tier 3
127	3.0	77	Old Hwy 8	Ramsey	Minor Arterial	19.3	100.0	42.6	10.3	Tier 1	36.87	6.9	15.7	42.6	18.66	13.43	Tier 3
255	10.5	0	Hudson Rd	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	12.7	20.9	6.6	9.69	13.40	Tier 3
119	18.1	61	US-61	Washington	Minor Arterial	4.2	10.0	53.2	7.6	Tier 3	10.58	8.8	9.5	53.2	8.14	13.34	Tier 3
63	28.9	7	TH 7	Carver	Principal Arterial	9.7	26.7	14.9	4.6	Tier 3	13.10	13.4	14.7	14.9	4.78	12.96	Tier 3
250	1.5	19	CSAH 19	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	14.9	11.7	5.9	8.42	12.70	Tier 3
153	1.5	0	Maryland Ave E	Ramsey	Minor Arterial	8.8	15.8	28.5	23.0	Tier 3	13.62	9.0	8.5	28.5	25.05	12.47	Tier 3
251	1.8	2	CSAH 2	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	15.1	13.7	3.1	2.57	12.35	Tier 3
207	1.8	0	White Bear Ave	Ramsey	Minor Arterial	10.8	19.8	16.9	28.3	Tier 3	14.95	8.7	8.4	16.9	36.82	12.28	Tier 3
223	7.0	95	TH 95	Washington	Minor Arterial	3.6	4.4	4.3	3.9	Tier 3	3.83	12.6	19.2	4.3	3.93	12.22	Tier 3
169	3.1	10	US-10	Washington	Minor Arterial	13.6	9.2	5.5	6.7	Tier 3	11.18	11.9	14.4	5.5	16.29	12.17	Tier 3
225	2.9	95	TH 95	Washington	Minor Arterial	3.8	17.3	2.5	1.9	Tier 3	6.16	10.3	27.5	2.5	1.95	12.14	Tier 3
211	3.1	40	Glenwood Ave	Hennepin	Minor Arterial	2.4	11.5	72.5	16.8	Tier 3	12.67	2.4	7.3	72.5	16.93	11.82	Tier 3
198	1.1	48	26th Ave S	Hennepin	Minor Arterial	2.7	12.2	45.2	30.5	Tier 3	11.61	3.3	8.9	45.2	34.25	11.67	Tier 3
145	3.1	3	Lake St	Hennepin	Minor Arterial	6.2	7.3	42.7	21.0	Tier 3	11.52	6.4	6.7	42.7	21.04	11.52	Tier 3
192	1.2	0	Como Ave	Ramsey	Minor Arterial	4.6	19.2	44.9	29.8	Tier 3	14.08	3.6	7.5	44.9	32.04	11.36	Tier 3
166	11.3	61	US-61	Dakota	Minor Arterial	4.7	33.7	4.6	5.9	Tier 3	10.60	6.9	28.6	4.6	8.60	11.16	Tier 3
234	2.5	0	Chaska Blvd	Carver	Minor Arterial	4.2	26.5	10.0	4.1	Tier 3	9.23	8.8	22.1	10.0	4.13	11.13	Tier 3
253	1.5	13	CSAH 13	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	12.5	7.2	7.1	9.91	10.63	Tier 3
252	8.7	120	TH 120	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	7.7	12.0	10.1	24.82	10.51	Tier 3
257	12.3	11	CSAH 11	Carver	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	8.0	24.3	4.2	3.55	10.43	Tier 3
226	2.1	5	Stillwater Blvd N	Washington	Minor Arterial	3.8	6.7	5.8	4.8	Tier 3	4.67	11.9	10.1	5.8	4.82	10.19	Tier 3
113	3.3	0	95th Ave N, Maple Grove Pkwy	Hennepin	Minor Arterial	4.9	20.2	13.5	4.1	Tier 3	8.73	9.9	9.7	13.5	9.26	10.16	Tier 3
149	1.5	53	Dale St N	Ramsey	Minor Arterial	6.4	11.8	29.2	21.3	Tier 3	11.21	4.8	5.3	29.2	27.42	9.61	Tier 3
193	1.2	49	Rice St	Ramsey	Minor Arterial	3.1	7.1	41.4	28.4	Tier 3	10.28	2.6	3.7	41.4	30.37	9.50	Tier 3
176	6.2	56	TH 56	Dakota	Minor Arterial	3.8	58.8	4.0	4.5	Tier 3	14.89	3.7	31.9	4.0	4.49	9.47	Tier 3
120	10.7	97	TH 97	Washington	Minor Arterial	5.2	21.7	3.2	2.3	Tier 3	8.03	8.3	18.7	3.2	2.56	9.31	Tier 3
101	2.0	109	85th Ave N	Hennepin	Minor Arterial	3.4	7.1	18.5	8.0	Tier 3	6.11	6.5	6.8	18.5	17.05	8.80	Tier 3
161	25.8	3	TH 3	Dakota	Minor Arterial	5.4	24.9	13.4	14.6	Tier 3	11.01	5.4	11.8	13.4	18.33	8.74	Tier 3
258	2.9	15	CSAH 15	Carver	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	6.6	16.6	6.6	4.54	8.40	Tier 3

Regional Truck Corridor Updated Scores Summary

Updated 10/6/21

Corr ID	Corridor Length (miles)	Route No.	Route Name	County	Function Class Category	Orig. Truck HCAADT Score (60% wt)	Original Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Proximity Score: Reg. Freight Facilities (10% wt)	Orig. Corridor Tier	Original Composite Score	Updated Truck HCAADT Score (60% wt)	Updated Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Updated Prox. Score: Reg. Freight Facilities (10% wt)	Updated Composite Score	Updated Corridor Tier
260	4.1	101	CSAH 101	Carver	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	6.8	14.2	9.0	5.41	8.34	Tier 3
256	9.1	10	CSAH 10	Carver	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	7.8	13.8	4.7	4.10	8.32	Tier 3
125	2.1	148	Otter Lake Rd	Ramsey	Minor Arterial	3.7	20.6	38.4	5.8	Tier 3	10.77	3.3	9.2	38.4	6.11	8.27	Tier 3
254	3.8	8	CSAH 8	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	9.1	9.7	4.7	3.88	8.26	Tier 3
170	1.5	38	CSAH 38/McAndrews Rd	Dakota	Minor Arterial	4.2	7.6	29.3	10.0	Tier 3	7.97	4.4	4.6	29.3	15.89	8.05	Tier 3
222	17.1	19	TH 19	Scott	Minor Arterial	2.7	25.1	2.5	2.8	Tier 3	7.14	4.6	22.8	2.5	2.77	7.85	Tier 3
209	1.2	5	34th St N	Washington	Minor Arterial	3.5	12.4	12.5	9.4	Tier 3	6.74	6.0	9.4	12.5	9.90	7.73	Tier 3
99	3.2	0	Main St	Anoka	Minor Arterial	5.4	10.4	9.8	4.0	Tier 3	6.68	7.3	7.5	9.8	7.03	7.54	Tier 3
259	4.6	17	CSAH 17	Carver	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	6.5	11.5	8.2	4.93	7.49	Tier 3
177	20.7	86	280th St W, Pillsbudy Ave	Dakota	Minor Arterial	6.2	83.1	3.3	3.3	Tier 2	20.98	3.8	22.5	3.3	3.39	7.45	Tier 3
262	2.7	14	CSAH 14	Carver	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	6.0	11.1	6.6	4.67	6.94	Tier 3
164	9.2	50	TH 50	Dakota	Minor Arterial	8.0	23.8	5.4	5.5	Tier 3	10.65	3.6	17.7	5.4	5.49	6.80	Tier 3
124	3.2	54	20th Ave S	Anoka	Minor Arterial	2.0	21.9	8.3	3.8	Tier 3	6.78	3.8	15.4	8.3	4.98	6.72	Tier 3
216	1.3	10	W 13th St	Carver	Minor Arterial	3.9	28.6	4.9	2.4	Tier 3	8.79	5.4	12.6	4.9	2.36	6.48	Tier 3
224	2.1	95	TH 95	Washington	Minor Arterial	6.1	3.3	6.1	6.3	Tier 3	5.56	5.3	7.7	6.1	6.27	5.94	Tier 3
187	8.7	5	TH 5	Carver	Minor Arterial	3.8	10.8	11.7	3.3	Tier 3	5.93	4.6	7.1	11.7	3.33	5.67	Tier 3
188	3.5	5	TH 25	Carver	Minor Arterial	5.7	53.5	2.4	1.6	Tier 3	14.49	3.0	16.6	2.4	1.63	5.50	Tier 3
2	15.9	47	TH 47	Anoka	Minor Arterial	6.4	30.3	7.3	3.6	Tier 3	10.96	3.6	7.6	7.3	6.67	5.06	Tier 3
26.3%	**338.8**	**Tier 3 Miles**															
1288.1	**Total Miles**																

ACTION TRANSMITTAL 2021-47

DATE:	October 29, 2021
TO:	Technical Advisory Committee
PREPARED BY:	David Burns, Planning Analyst (david.burns@metc.state.mn.us)
SUBJECT:	Functional Classification Map for Use in the 2022 Regional Solicitation
REQUESTED ACTION:	Recommend adoption of the Roadway Functional Classification Map for use in the 2022 Regional Solicitation
RECOMMENDED MOTION:	That TAC recommend that TAB adopt the Roadway Functional Classification Map for use in the 2022 Regional Solicitation

BACKGROUND AND PURPOSE OF ACTION: The regional solicitation process is a competitive process conducted biennially in order to allocate federal transportation funds on projects within the Council's Metropolitan Planning Area. Federal rules allow recipients of these funds to focus or target them to meet defined regional needs. Funded roadway projects are required to be on roadways functionally classified by the Council as A-Minor or Principal Arterials to be eligible for federal funds in the Regional Solicitation.

MnDOT, in coordination with the Council, FHWA, and local cities and counties recently completed a comprehensive update to the functional classification system within the Council's planning area. Additionally, the Council has classified roadways within the A-Minor designation as per Council policy. This action will put into effect the adopted changes to the functional classification system for use in the 2022 Regional Solicitation. The map, which will be available on the Council's website, reflects the adopted changes to the functional classification system.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) maintains the roadway functional classification system for all public roads within the Metropolitan Planning Area. TAB has delegated the responsibility of approving changes to the system to the Technical Advisory Committee except for Principal Arterials, which must be approved by the Council. The TAB adopts a functional classification map with the approved changes for use in the 2022 Regional Solicitation.

STAFF ANALYSIS: The proposed roadway map fit the designation criteria of Appendix D of the 2020 update of the Transportation Policy Plan. Additionally, the map reflects the approved changes made by the TAB.

COMMITTEE COMMENTS AND ACTION: At its October 14, 2021, meeting, the TAC Planning committee unanimously recommended that the Transportation Advisory Board adopt the Functional Classification map for the 2022 Regional Solicitation.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/ COMPLETED
TAC Planning Committee	Review & Recommend	October 14, 2021
Technical Advisory Committee	Review & Recommend	November 3, 2021
Transportation Advisory Board	Review & Approve	November 17, 2021

Revised Classification

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

N

ACTION TRANSMITTAL No. 2021-48

DATE:	October 27, 2021
TO:	Technical Advisory Committee
FROM:	TAC Funding & Programming Committee Steve Peterson, Mgr of Highway Planning and TAB/TAC Process (steven.peterson@metc.state.mn.us)
PREPARED BY:	Joe Barbeau, Senior Planner (joe.barbeau@metc.state.mn.us) Elaine Koutsoukos, TAB Coordinator (elaine.koutsoukos@metc.state.mn.us)
SUBJECT:	Distribution of $5,044,400 in Unused CMAQ Funding
REQUESTED ACTION:	MTS staff requests that TAB award $5,044,400 in CMAQ funding recently made available.
RECOMMENDED MOTION:	That TAC recommend to TAB distribution of roughly $5,044,400 in CMAQ funding to transit project(s).

On November 11, 2020, Metro Transit sent a letter to TAB Chair Hovland that the I-94 park-and-ride lot at Manning Avenue is no longer needed and that it will be returning $4.5M to 5M[1] of CMAQ funding to the region for redistribution. This occurred during the closing weeks of TAB's decision on awarding the over $200 million Regional Solicitation program, leading TAB to vote to delay any decisions on distribution of these funds after the 2020 Regional Solicitation process was finalized. At its October 6, 2021, meeting, the Technical Advisory Committee recommended to the Transportation Advisory Board that Metro Transit return $5,044,400 from its 2009 award.[2]

By federal rule, CMAQ funds are to be spent on projects that directly lead to emissions reduction. The funding the region receives for CMAQ tends to be used on transit projects, travel demand management (TDM), and traffic management technology projects. This returned CMAQ funding comes from a transit expansion project. That said, the attached Federal Funds Reallocation Policy favors spending funds within the same mode.

BACKGROUND AND PURPOSE OF ACTION: The Federal Funds Reallocation Policy provides a process for redistribution, dividing into processes for funds slated for the current program year and funds slated for future program years. Funds that are awarded to Federal Transportation Administration (FTA) projects are far more flexible than Federal Highway Administration (FHWA) funds in terms of year-of-programming (though less flexible in that advance construction is not an option). Therefore, staff recommends that the funds be treated

[1] The exact amount was unknown because the project had not been closed out and the decision on the amount of federal funding that Metro Transit can retain had not been made

[2] TAB is scheduled to decide on the amount at its October 20, 2021, meeting. Should the decision differ from this recommendation, staff will adjust accordingly at the meeting.

as future year funds. The below excerpt from the policy shows the first priority as spending funds in a "future TAB solicitation process if at all possible."

> "The first priority for use of future-year funds will be to include the funds in a future TAB solicitation process if at all possible. When not possible, TAB should first consider items 1-3 and 5 from the above list. It can also consider other options such as selecting an unfunded project from the most recent solicitation that could be delivered within the required timeframe. Other options could include setting up a special solicitation, depending on the amount of funds and time available, or other measures as TAB deems appropriate to address unique opportunities. TAB will consider the established "Guiding Principles" in making its decisions."

It is possible to move the funds to the 2022 Regional Solicitation.[3] Therefore, a rigid interpretation of the policy would point in that direction. Following that preference, options include using items 1-3 and 5 in the attached policy (page 5). Items 1-3 are not ideal for transit projects, as there are no projects known to need timing changes. Item 5 (providing funding to projects with federal capacity) is an option.

However, the policy also states that TAB "can also consider other options such as selecting an unfunded project from the most recent Regional Solicitation that could be delivered within the required timeframe. Given that these funds are from a project awarded several years ago, and that this solution is still easily manageable, staff suggests consideration of using this funding on a 2020 Regional Solicitation Project. Tables 1 and 2 show the high-scoring transit projects from the 2020 Regional Solicitation. From the perspective of interpreting the rules, there are three rules at play:

1. First priority for future year funds is to use future solicitation. Possible interpretations:
    a. Applies (Funding would be moved to the 2022 Regional Solicitation).
    b. Doesn't apply because while staff is treating this like future-year (as opposed to present-year) funds, these are past year funds. Or "it can also consider other options such as selecting an unfunded project from the most recent solicitation that could be delivered within the required timeframe" provides flexibility (2020 project(s) could be funded).
    c. Defer to FTA's preference to use funds sooner. (Fund 2020 project(s))
2. (Assuming the funding is not moved to the 2022 Regional Solicitation) In the 2020 Regional Solicitation only $32M can be spent on bus rapid transit projects (this amount was reached in 2020). Possible interpretations:
    a. Limit applies to this money. (Could only fund the bottom project in Table 1 or 2)
    b. Limit does not apply to new/past money (could fund any of the unfunded projects in Table 1 or 2)
3. (Assuming the funding is not moved to the 2022 Regional Solicitation) In the 2020 Regional Solicitation, any transit corridor can only receive on project. Possible interpretations:
    a. Limit applies to this money. (Could only fund one of the two Red Line projects and/or one of the bottom projects in Table 1 or 2)
    b. Limit does not apply to new/past money (could fund any of the unfunded projects in Table 1 or 2)

[3] This topic was discussed in January 2021, right after the 2020 Regional Solicitation decision, so this option was not considered. As this issue has been delayed, timing for the 2022 Solicitation has grown more practical.

Table 1: Transit Expansion Projects

Rank	Applicant	Project Name	Funded?	Fed Request	Match	Total Cost	Score
1	Washington Co	I-494 Park & Ride in Woodbury	-	$7,000,000	$8,170,946	$15,170,946	**852**
2	Metro Transit	Route 17 Service	Funded	$2,511,123	$627,781	$3,138,904	**607**
3	Metro Transit	Route 54 Service	Funded	$1,762,070	$440,518	$2,202,588	**589**
4	Metro Transit	New Route 757	Funded	$4,669,486	$1,167,372	$5,836,858	**566**
5	SouthWest Transit	I-494 N SW Prime Service	-	$5,600,000	$1,400,000	$7,000,000	**555**

Table 2: Transit Modernization Projects

Rank	Applicant	Project Name	Funded?	Fed Request	Match	Total Cost	Score
1	Metro Transit	Gold Line DT St Paul	Funded	$7,000,000	$3,500,000	$10,500,000	**721**
2	Metro Transit	Farebox Upgrade	Funded	$7,000,000	$1,750,000	$8,750,000	**637**
3	Dakota Co	140th Red Line Ped/Bike Overpass	-	$2,400,000	$600,000	$3,000,000	**610**
4	MVTA	Bus Garage	Funded	$2,800,000	$700,000	$3,500,000	**604**
5	Apple Valley	Red Line BRT 147th St Station Skyway	-	$3,810,400	$952,600	$4,763,000	**602**
6	SouthWest Transit	Signal Prioritization at East Creek P/R	Funded	$443,520	$110,800	$554,320	**582**
7	SouthWest Transit	Solar Array at SouthWest Village	-	$4,840,000	$1,210,000	$6,050,000	**436**

Staff provides the following options for use of this funding:

1. Moving the $5,044,400 to the 2022 Regional Solicitation, increasing the midpoint of the transit amount by that amount.
2. Providing funding to existing Regional Solicitation Projects with capacity to accept federal funding. The recently approved TIP shows three transit projects with a total capacity of $2.7M (non-transit CMAQ projects could also accept funds).
3. Funding a project(s) from the 2020 Regional Solicitation.
    i) Providing the entire amount to the Washington County I-494 parking structure in Woodbury. This project was easily the top-rated project in the Transit Expansion funding category, scoring 245 more points than the second-ranked project. It was not funded because the top-rated project in the Transit Modernization category was on the same corridor (the Gold Line). Solicitation rules dictate that two projects along the same transitway corridor cannot be funded. The rules also do not allow more than $7M along BRT corridors (beyond the F-Line), which had been met. It could be interpreted that these rules do not apply to this reallocation funding, as this money was not part of the 2020 Regional Solicitation and was originally awarded in 2009.
    ii) Proportionally fund the top transit projects in each category that were skipped. Assuming $5,044,400 available, this approach would fund just over 50% of each request. It would result in funding the top transit expansion project, the Washington County parking structure, at $3.76M award ($7M requested) and the Dakota County 140th Street Red Line Pedestrian/Bicycle Overpass in Apple Valley at $1.29M ($2.4M requested).The Dakota County project was the third-highest scoring transit modernization project and was also skipped over due to the rule limiting awarding to BRT projects. This approach would also provide funding to Dakota County, where only 4% of the total Regional Solicitation funding was provided, while 14% of the region's population resides there.

iii) Fully fund the Dakota County project (#3 on Table 2). The remaining $2,644,400 could be allocated either to the Washington County project (#1 on Table 1) or the Apple Valley project (#5 on Table 2)
iv) Provide the entire amount to the fifth-ranked Transit Expansion project, the SouthWest Transit's I-494 Prime Service project, which requested $5.6M. This option treats this funding as a continuation of the 2020 Regional Solicitation, retaining the rule of a maximum of $7M for BRT corridors (i.e., the top-ranked project in Transit Expansion should continue to be skipped over for funding as a result).

COMMITTEE COMMENTS AND ACTION: At its October 21, 2021, meeting, the TAC Funding & Programming Committee voted 15-3 to recommend providing the funding to the Washington County I-494 parking structure in Woodbury. There were two points of contention. First, some members felt that funding from the previous Regional Solicitation should carry through the rules that limit total funding to bus rapid transit projects (which would eliminate all projects listed above except for the Southwest Transit project) along with funding multiple projects on the same corridor (which would eliminate the Washington County and Apple Valley projects). Second, some members felt that the policy clearly states that the funding should be moved to the next Regional Solicitation. There was disagreement with this based on staff's report that FTA prefer the funds be spent by 2025 and by the fact that these are not future year funds; they are past-year funds and the statement favoring using the next Regional Solicitation relates to future-year funds.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	10/21/2021
Technical Advisory Committee	Review & Recommend	11/3/2021
Transportation Advisory Board	Review & Approve	11/17/2021

Federal Funds Reallocation Policy

Projects awarded federal funds by the Transportation Advisory Board (TAB) as part of the Regional Solicitation or Highway Safety Improvement Program (HSIP) can be advanced or deferred based on TAB policy, project deliverability and funding availability, provided fiscal balance is maintained. The process assumes some projects will be deferred, withdrawn, or advanced. This process establishes policy and priority in assigning alternative uses for federal transportation funds when TAB-selected projects in the Transportation Improvement Program (TIP) are deferred, withdrawn, or advanced. This process also addresses the distribution of the limited amount of federal funds available to the region at the end of the fiscal year, known as "August Redistribution." This process does **not** address how to distribute new federal dollars available through larger, specific programs. TAB will make separate decisions specific to those kinds of programs and timing.

Current Program Year Funds

For funding that is available due to project deferrals or withdrawals, the funds shall be reallocated as shown in the below priority order. When there is insufficient time to go through the TAB committee process, TAB authorizes staff (Minnesota Department of Transportation (MnDOT) Metro District State Aid or Metropolitan Council Grants Department, as appropriate), working with the TAB Coordinator, to reallocate funds to projects that have been selected through the regional solicitation per the below priorities on TAB's behalf.

Reallocation priorities[1] for available funding programmed for the current fiscal year:

1. Regionally selected projects in the same mode slated for advanced construction/advanced construction authority (AC/ACA)[2] payback that have already advanced because sponsors were able to complete them sooner. If more than one project is slated for AC/ACA payback, the projects using the smallest amount of federal funding will be funded first. Partial AC/ACA payback can be paid on a project up to available levels of funds.
2. Projects in the same mode slated for AC/ACA payback that have been moved due to previous deferrals. If more than one project is slated for AC/ACA payback, the projects using the smallest amount of federal funding will be funded first. Partial AC/ACA payback can be paid on a project up to available levels of funds.
3. Regionally selected projects in the same mode that are able to be advanced.
4. Regionally-selected project(s) from another mode to pay back or advance using steps 1-3 above. Should this action be used, TAB shall consider the amount when addressing modal distribution in programming the next regional solicitation.
5. Regionally-selected projects programmed in the current program year in the same mode up to the federally allowed maximum. If more than one project can accept additional federal funds, the project needing the smallest amount of funds to achieve full federal participation[3] based on the latest engineer's estimate will be funded first up to the federal

[1] Regional Solicitation and HSIP funds should be considered separately for purposes of this policy.

[2] Note: Advanced construction (AC) is used for Federal Highway Administration-funded projects. Federal Transit Administration-funded projects use advanced construction authority (ACA).

[3] Up to 80% of eligible project costs paid for with the federal funds, except in the case of HSIP, which funds up to 90% of eligible costs with federal funds.

maximum, followed by the project needing the second smallest amount of federal funds, and so on.

Future Program Year Funds

While history shows that most deferrals and withdrawals will be in the current program year, even current year withdrawals can affect future year funding by advancing a project from a future year into the current year. For future-year funds, the TAB Coordinator will work with MnDOT Metro State Aid and/or Metro Transit Grants staff, Metropolitan Council staff and project sponsors to provide a set of options to be considered by the Technical Advisory Committee (TAC) Funding & Programming Committee, TAC, and TAB.

The first priority for use of future-year funds will be to include the funds in a future TAB solicitation process if at all possible. When not possible, TAB should first consider items 1-3 and 5 from the above list. It can also consider other options such as selecting an unfunded project from the most recent solicitation[4] that could be delivered within the required timeframe. Other options could include setting up a special solicitation, depending on the amount of funds and time available, or other measures as TAB deems appropriate to address unique opportunities. TAB will consider the established "Guiding Principles" in making its decisions.

[4] Note that projects must be selected prior to December 1 of the program year.

ACTION TRANSMITTAL No. 2021-49

DATE:	October 27, 2021
TO:	Technical Advisory Committee
FROM:	TAC Funding & Programming Committee
PREPARED BY:	Steve Peterson, Manager of Highway Planning and TAB/TAC Process (steven.peterson@metc.state.mn.us) Joe Barbeau, Senior Planner (joe.barbeau@metc.state.mn.us)
SUBJECT:	Distribution of $20M of Coronavirus Response and Relief Supplemental Appropriation Act federal funding
REQUESTED ACTION:	MTS staff requests that the Transportation Advisory Board recommend an option for spending $20M of federal funding.
RECOMMENDED MOTION:	That the Technical Advisory Committee recommend that TAB recommend distribution of $20M of Coronavirus Response and Relief Supplemental Appropriation Act federal funding to State Aid communities to cover transportation revenue loss (Option 1).

As part of the December 2020 federal Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA), the Metropolitan Council was allocated $20M by the federal government. The intent of the funding was to provide emergency assistance and health care response for individuals, families, and businesses affected by the COVID-19 pandemic. Funds must be authorized before September 30, 2024.

BACKGROUND AND PURPOSE OF ACTION: The distribution of new, special funding such as the CRRSAA funds is not covered by any TAB policy. The USDOT has approved a limited number of uses to date, such as:

1. Transportation revenue losses incurred as a result of the pandemic:
2. New projects
3. More fully fund existing projects

MnDOT has reported that FHWA is providing direction that loss-replacement cannot be mixed with project funds because it would be impossible to track whether the CRRSAA federal funds are matching other federal funds. Mixing of options would require a separate approval from FHWA and likely would delay the TAB approval process.

Option 1: Transportation Revenue Loss (State-Aid)

In Greater Minnesota, lost transportation revenue was documented from County State Aid Highway (CSAH) and Municipal State Aid Street (MSAS) funds and then CRRSAA funds were distributed via the state-aid formula. State and city recipients are being asked to indicate how they plan to use the allocation and then also complete year-end reporting to MnDOT State-Aid on how the funding was used.

A similar approach could be used for the $20M allocated to the Metropolitan Council. Attached is the potential distribution of funding using the state-aid formula. This approach meets the stated intent of CRRSAA. MnDOT State-Aid also suggests that this process would distribute the funding in a shorter amount of time than applying it to projects. If used, this approach would be a one-time allocation of resources and not the normal course of action for distributing federal funding through the MPO.

Option 2: New Projects from 2020 Funding Cycle

One approach used in the past when new federal money became available was for TAB to fund the next highest-scoring projects on the last Regional Solicitation scoring list. One challenge with this approach is that the projects must be for 2024 program year (or earlier). If TAB would like to select more projects, Council staff would need to inquire with project sponsors regarding whether the timeline would work before awarding the funds. There are several options to explore if TAB would like to go to the project list:

- Split the funding based on the midpoints of their modal ranges as approved in the Regional Solicitation and look to the attached project lists to fund additional projects.

- Use the money for a special purpose such as funding as many multiuse trail projects as possible or funding unique projects.

- Fund additional unfunded projects from the 2020 HSIP solicitation (see attached list).

Option 3: More Fully Fund Existing Projects

Another possible option is to split the funding among already-selected projects that are not funded at 80% federal share of the total project cost, thereby reducing local financial burdens caused by COVID. Based on the numbers shown in the draft TIP, a preliminary estimate (see attachment) shows the federal funding would go to 41 different projects, usually in modest amounts, using the methodology described in TAB's Federal Funds Reallocation Policy.

RELATIONSHIP TO REGIONAL POLICY: The Metropolitan Council, as the metropolitan planning organization (MPO) for the Twin Cities metropolitan area, was provided $20M and therefore is tasked with providing direction on how to distribute the funding.

STAFF ANALYSIS: At their respective September 16, October 6, and October 20 meetings, the Funding & Programming Committee, TAC, and TAB reviewed these three options. Members of the Funding & Programming Committee and TAC overwhelmingly voiced support for Option 1, primarily because it addresses the CRRSAA's purpose of recovering lost revenue due to COVID-19. Technical Committee members showed no support for the other options. The only point of contention is that Option 1 does not consider addition of funds to parks agencies, though cities and counties could pay for bicycle and pedestrian infrastructure and/or maintenance for these multimodal facilities. At each technical committee, members contributed to the pros and cons in each option shown in Table 1.

TAB members generally showed support for Option 1 and while no support was shown specifically for the other options, some members commented that the options do not provide support for transit and it was suggested to give all the funding to transit. Following the meeting it was noted that $725M has been provided to transit in the region through federal coronavirus stimulus funds to cover transit operating losses. The transit operating budget is balanced using

federal funds and reserves through early 2025. Therefore, the CRRSAA funds are not needed to cover operating losses given their expiration date but could be used to fund additional transit capital projects.

COMMITTEE COMMENTS AND ACTION: At its October 21, 2021, meeting, the TAC Funding & Programming Committee voted unanimously to recommend distribution of $20M of CRRSAA federal funding to State Aid communities to cover transportation revenue loss (Option 1).

Table 1: Pros and Cons of Each CRRSAA Funding Option

Option	Pros	Cons
1. Transportation Revenue Loss (State Aid)	• Meets intent of CRRSAA • Consistent with Greater Minnesota approach • Ease of implementation • Built in geographic distribution • Local flexibility in spending • Addresses MnDOT's desire for projects to be closed quickly • Gets money to local agencies quickly • Maintenance can be funded (retroactive to Jan, 2020)	• Council/TAB would not play a role in what funds will be spent on
2. New Projects from 2020 Funding Cycle	• Funds projects from a competitive 2020 Solicitation • Regional prioritization and projects	• Short program year window (2024) • Does not meet intent of CRRSAA
3. More Fully Fund Existing Projects	• Better assurance of Regional Solicitation project completion	• No new projects and somewhat random geographic distribution • Indirectly meets intent of CRRSAA

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	10/21/2021
Technical Advisory Committee	Review & Recommend	11/3/2021
Transportation Advisory Board	Review & Recommend	11/17/2021
Metropolitan Council Transportation Committee	Review & Recommend	12/6/2021
Metropolitan Council	Review & Adopt	12/22/2021

Metro District
1500 West County Road B2
Roseville, MN 55113

September 9, 2021

James Hovland, Chair
Transportation Advisory Board (TAB)
Metropolitan Council
390 North Robert Street Saint Paul, MN 55101

Greetings Chair Hovland,

This letter outlines guidance and decision-making related to the Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) funding to the seven-county metropolitan area.

The State of Minnesota received $161,773,894 in highway funding from CRRSAA. In the legislation, $19,820,941 was designated to the Twin Cities urban area to be distributed by the Metropolitan Council, the region's metropolitan planning organization (MPO). Direction from state leadership was to split the funding between the state and local partners, rounding up to $20,000,000 for Metropolitan Council distribution, $20,000,000 to counties and cities in Greater Minnesota, and $121,773,894 to Minnesota Department of Transportation (MnDOT). MnDOT-Metro District is receiving CRRSAA funds and will coordinate with the Metropolitan Council and TAB in the fall on criteria and projects in the district. CRRSAA funding is to be encumbered by the end of federal fiscal year 2024 (September 30, 2024).

The guidance from FHWA/USDOT for CRRSAA allocated to the Metropolitan Council may be used for any mechanism eligible under the law. MnDOT worked with FHWA on various eligible mechanisms and, in addition to use on projects, has received approval to use these funds for revenue losses that have been documented to the CSAH and MSAS funds. The funding may be provided by formula to the counties and cities for lost revenue from the County State Aid Highway (CSAH) and Municipal State Aid Streets (MSAS) funds. The funding may also be allocated through a project solicitation process. Funds using the revenue losses and distributed through a formula can be used on activities normally eligible through the CSAH and MSAS funds or a project(s) identified through a new selection process or to more fully fund the federal eligible share of a project that is already in the STIP. At this time, FHWA does not recommend splitting the funds between a formula distribution and new project selection, as this would require more communication and coordination with FHWA Headquarters in Washington DC needing approval and possible impact the development and delivery window of September 30, 2024.

MnDOT's Office of State Aid led discussion with Greater Minnesota counties and cities that resulted in the decision that the funding would be brought in through revenue losses to the CSAH and MSAS fund and allocated to the counties and cities by the current formula for CSAH and MSAS funds. Counties and cities have to provide where they plan to spend their share on eligible activities under the CSAH and MSAS funds and provide a report at the end of the year on how they actually spent their share of the funds.

Projects using CRRSAA funding will be added or modified to the Metropolitan Council's Transportation Improvement Program (TIP) and Minnesota State Transportation Improvement Program (STIP). CRRSAA funds must be authorized by September 30, 2024.

Sincerely,

Michael Barnes
MnDOT-Metro District Engineer

CC: Amy Vennewitz, Steve Peterson – Metropolitan Council
Jon Solberg, TAC Chair, Michael Thompson TAC-Funding and Programming Chair

Option 1

Distribution via State-Aid Formulas

Anoka Co	$ 1,534,718
Andover	$ 119,090
Anoka	$ 63,580
Blaine	$ 218,503
Circle Pines	$ 14,315
Columbia Heights	$ 57,713
Coon Rapids	$ 207,720
East Bethel	$ 58,694
Fridley	$ 90,246
Ham Lake	$ 74,352
Lino Lakes	$ 73,333
Oak Grove	$ 50,642
Ramsey	$ 102,316
Spring Lake Park	$ 21,533
St. Francis	$ 34,533
TOTAL	**$ 2,721,288**
% of $20M	14%

Carver Co	$ 650,421
Chanhassen	$ 88,720
Chaska	$ 88,952
Victoria	$ 31,179
Waconia	$ 48,609
TOTAL	**$ 907,881**
% of $20M	**5%**

Dakota Co	$ 1,459,383
Apple Valley	$ 170,287
Burnsville	$ 204,517
Eagan	$ 223,739
Farmington	$ 68,649
Hastings	$ 81,487
Inver Grove Hts	$ 122,430
Lakeville	$ 240,464
Mendota Hts	$ 45,964
Rosemount	$ 93,226
S. St. Paul	$ 64,920
W. St. Paul	$ 61,181
TOTAL	**$ 2,836,247**
% of $20M	**14%**

Hennepin Co	$ 3,427,468
Bloomington	$ 327,192
Brooklyn Ctr	$ 100,735
Brooklyn Park	$ 261,167
Champlin	$ 79,328
Corcoran	$ 31,899
Crystal	$ 68,366
Dayton	$ 25,842
Eden Prairie	$ 215,512
Edina	$ 182,486
Golden Valley	$ 85,814
Hopkins	$ 55,094
Maple Grove	$ 233,154
Medina	$ 29,196
Minneapolis	$ 1,299,458
Minnetonka	$ 187,023
Minnetrista	$ 31,459
Mound	$ 29,340
New Hope	$ 63,641
Orono	$ 30,725
Plymouth	$ 276,653
Richfield	$ 121,485
Robbinsdale	$ 43,790
Rogers	$ 60,258
Shorewood	$ 28,903
St. Anthony	$ 27,957
St. Louis Park	$ 159,559
TOTAL	**$ 7,483,504**
% of $20M	**37%**

Ramsey Co	$ 1,543,115
Arden Hills	$ 28,822
Falcon Hts	$ 14,626
Little Canada	$ 36,618
Maplewood	$ 140,244
Moundsview	$ 40,532
New Brighton	$ 64,580
N. St. Paul	$ 39,564
Roseville	$ 115,495
St. Paul	$ 988,992
Shoreview	$ 79,084
Vadnais Hts	$ 38,387
White Bear Lake	$ 79,723
TOTAL	**$ 3,209,782**
% of $20M	**16%**

Scott Co	$ 775,373
Belle Plain	$ 28,859
Jordan	$ 22,066
Prior Lake	$ 85,420
Savage	$ 103,936
Shakopee	$ 144,355
TOTAL	**$ 1,160,009**
% of $20M	**6%**

Washington Co	$ 900,639
Cottage Grove	$ 132,934
Forest Lake	$ 88,727
Hugo	$ 59,701
Lake Elmo	$ 48,716
Mahtomedi	$ 28,066
Oakdale	$ 86,934
St. Paul Park	$ 20,542
Stillwater	$ 66,637
Woodbury	$ 248,393
TOTAL	**$ 1,681,289**
% of $20M	**8%**

2020 APPROVED FUNDING SCENARIO

ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS

Option 2

Traffic Management Technologies

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14361	Minneapolis	Hennepin	Minneapolis	Minneapolis City-Wide Signal Retiming	Augmentor		$2,500,000	$625,000	$3,125,000	$2,500,000	**817**
2	14083	St. Paul	Ramsey	St. Paul	Dale Street Traffic Signal Modernization	Reliver, Augmentor	$4,500,800	$2,000,800	$500,200	$2,501,000	$4,500,800	**811**
3	14090	Minneapolis	Hennepin	Minneapolis	City of Minneapolis ITS Upgrades and Enhancements	Augmentor		$3,000,000	$750,000	$3,750,000	$7,500,800	**807**
4	14027	Carver Co	Carver	4 Cities; 1 Township	Carver County Traffic Signal Tech and ITS Enhancements	Expanders, Con		$1,580,000	$395,000	$1,975,000	$9,080,800	**776**
5	14126	Ramsey Co	Ramsey	Mounds View	Mounds View Blvd Traffic Management Tech.	Reliever		$2,536,085	$634,021	$3,170,106	$11,616,885	**630**

Spot Mobility and Safety

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14059	Minneapolis	Hennepin	Minneapolis	Johnson St. NE/ I-35W South Ramps Intersection Improvements	Augmentor		$1,497,200	$374,300	$1,871,500	$1,497,200	**630**
2*	14067	Hennepin Co	Hennepin	Minneapolis	Hi/Lake Safety Project	Augmentor		$3,500,000	$2,159,400	$5,659,400	$4,997,200	**592**
3	14050	Carver Co	Carver	Benton Township	US 212 & CSAH 51 Intersection Safety Project	PA		$3,500,000	$4,763,000	$8,263,000	$8,497,200	**590**
4	14198	Dakota Co	Dakota	Burnsville	Dakota Co Project 11-27: Roundabout - CSAH 11 & Burnsville Pkwy	Expander, Reliever	$9,897,200	$1,400,000	$350,000	$1,750,000	$9,897,200	**586**
5	14346	Carver Co	Carver	Laketown Township	Highway 11 Intersection Improvement Project	Connector		$2,937,600	$734,400	$3,672,000	$12,834,800	**575**
6	14368	Woodbury	Washington	Woodbury	Lake Road and Pioneer Drive Intersection Improvement Project	Expander		$2,057,591	$514,398	$2,571,989	$14,892,391	**496**
7	14292	Rogers	Hennepin	Rogers, Dayton	CSAH 144 and CSAH 13 Signal & Intersection Geometric Improvements	Expander, Connector		$1,747,512	$436,878	$2,184,390	$16,639,903	**483**
8	14023	Ramsey Co	Ramsey	Maplewood, St. Paul	Larpenteur Avenue (CSAH 30)/White Bear Avenue (CSAH 650/North St. Paul Road (CSAH 29) Safety and Mobility Project	Augmentor		$3,500,000	$3,816,771	$7,316,771	$20,139,903	**368**
9	14164	Hennepin Co	Hennepin	Corcoran, Greenfield, Rogers	CSAH 19 Spot Mobility & Safety Project	Connector		$2,712,000	$678,000	$3,390,000	$22,851,903	**337**
10	14291	Rogers	Hennepin	Rogers	CSAH 116 and CSAH 150 Roundabout	Connector, Expander		$1,245,120	$311,280	$1,556,400	$24,097,023	**291**

Strategic Capacity

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14030	Brooklyn Park	Hennepin	Brooklyn Park	TH 252/Brookdale Drive Interchange	PA		$10,000,000	$23,215,015	$33,215,015	$10,000,000	**830**
2	14165	Blaine	Anoka	Blaine	TH 65 at 99th Ave NE Grade Separation	PA		$10,000,000	$19,800,000	$29,800,000	$20,000,000	**686**
3**	14139	Anoka Co	Anoka	Ramsey, Dayton	CSAH 56 (Ramsey Blvd) & Highway 10 Interchange	PA, Expander		$10,000,000	$19,300,000	$29,300,000	$30,000,000	**616**
4-T	14324	Washington Co	Washington	Grant, Lake Elmo	CSAH 17 (Lake Elmo Ave) & TH 36 Interchange	PA, Connector		$10,000,000	$24,733,130	$34,733,130	$40,000,000	**572**
4-T	14347	Carver Co	Carver	Chanhassen, Victoria	Highway 5 Arboretum Area Mobility and Access Project	Expander	$50,000,000	$10,000,000	$3,440,000	$13,440,000	$50,000,000	**572**
6	14345	Carver Co	Carver	Chaska	Highway 41 and CSAH 10 Mobility and Access Improvement	PA, Expander	Overprogram	$9,049,600	$2,262,400	$11,312,000	$59,049,600	**542**
7	14015	Scott Co	Scott	Jordan	TH 169, TH 282 and CSAH 9 Interchange	PA, Connector	Overprogram	$10,000,000	$14,000,000	$24,000,000	$69,049,600	**541**
8	14375	Washington Co	Washington	Mahtomedi, White Bear Lake	TH 120 (Century Avenue) Expansion	Expander		$6,601,884	$1,650,471	$8,252,355	$75,651,484	**500**
9	14074	Coon Rapids	Anoka	Coon Rapids	TH 610 & East River Road Interchange Reconstruction	Expander		$9,752,000	$2,438,000	$12,190,000	$85,403,484	**459**
10	14018	Ramsey Co	Ramsey	White Bear Twp, Lino Lakes, North Oaks	I-35E/County Road J Interchange	Expander		$8,618,210	$2,154,553	$10,772,763	$94,021,694	**437**

Roadway Reconstruction/Modernization

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	13970	Hennepin Co	Hennepin	Minneapolis	CSAH 5 (Franklin Ave) Reconstruction Project	Reliever		$7,000,000	$6,782,000	$13,782,000	$7,000,000	**912**
2	14012	Hennepin Co	Hennepin	Minneapolis	CSAH 153 (Lowry Ave NE) Reconstruction Project	Augmentor		$7,000,000	$2,022,600	$9,022,600	$14,000,000	**716**
3	14013	St. Paul	Ramsey	St. Paul	Robert Street Reconstruction	Reliever		$7,000,000	$11,000,000	$18,000,000	$21,000,000	**699**
4	14327	Hennepin Co	Hennepin	St. Louis Park	CSAH 5 (Minnetonka Blvd) Reconstruction Project	Augmentor	$28,000,000	$7,000,000	$3,357,000	$10,357,000	$28,000,000	**683**
5	14071	Maple Grove	Hennepin	Maple Grove, Brooklyn Park, Osseo	Highway 169 and County Road 130 Interchange Reconstruction	Reliever		$7,000,000	$6,795,000	$13,795,000	$35,000,000	**610**
6	14303	Dakota Co	Dakota	Eagan	Reconstruction of CSAH 32 from CSAH 43 to 0.2 miles east of Dodd Road in Eagan	Expander		$7,000,000	$3,900,000	$10,900,000	$42,000,000	**588**
7	14396	Anoka (City)	Anoka	Anoka	TH 47 Corridor Improvements Project	Connector		$4,152,000	$1,038,000	$5,190,000	$46,152,000	**585**
8	14141	Anoka Co	Anoka	Coon Rapids	Anoka CSAH 11 (Northdale Boulevard NW) Reconstruction Project	Expander		$5,214,400	$1,303,600	$6,518,000	$51,366,400	**583**

Bridges

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1-T	14061	Hennepin Co	Hennepin	Plymouth, New Hope	CSAH 9 (Rockford Rd) Bridge Replacement Project	Augmenter		$6,888,000	$1,722,000	$8,610,000	$6,888,000	778
1-T	14087	St. Paul	Ramsey	St. Paul	Replacement of Kellogg-Third Street Bridge No. 62080 & 62080A	Reliever	$13,888,000	$7,000,000	$56,903,000	$63,903,000	$13,888,000	778
3	14138	Ramsey Co	Ramsey	New Brighton	Replacement of Bridge 4533, Old Highway 8 (CSAH 77) over the Minnesota Commercial Railroad	Reliever		$1,937,365	$484,341	$2,421,706	$15,825,365	728
4	14042	Hennepin Co	Hennepin	Minneapolis, Robbinsdale, Crystal, Brooklyn Center	CSAH 152 (Washington Ave N) Bridge Replacement Project	Reliever		$2,848,000	$712,000	$3,560,000	$18,673,365	723
5	14332	Hennepin Co	Hennepin	Minneapolis	CSAH 152 (Osseo Rd) Rehabilitation Project	Reliever		$2,738,400	$684,600	$3,423,000	$21,411,765	615
6	14117	Ramsey Co	Ramsey	Roseville	Replacement of Bridge No. 62519, Count Road C over BNSF RR	Augmenter		$5,000,000	$6,098,829	$11,098,829	$26,411,765	597
7	14359	Minneapolis	Hennepin	Minneapolis	Nicollet Avenue South over Minnehaha Creek	Reliever		$7,000,000	$13,500,000	$20,500,000	$33,411,765	577

2020 APPROVED FUNDING SCENARIO

TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

Transit Expansion

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1*	14365	Washington Co	Washington	Woodbury	✔	✔	I-494 Park & Ride Structure in Woodbury	Skip due to	$7,000,000	$8,170,946	$15,170,946	$7,000,000	**852**
2	14176	Metro Transit	Hennepin	Minneapolis, St. Louis Park, Hopkins			Route 17 Service Improvement in Minneapolis, St. Louis Park, and Hopkins		$2,511,123	$627,781	$3,138,904	$9,511,123	**607**
3	14173	Metro Transit	Hennepin, Ramsey	Bloomington, St. Paul		✔	Route 54 Service Improvement in St. Paul and Bloomington		$1,762,070	$440,518	$2,202,588	$11,273,193	**589**
4	14298	Metro Transit	Hennepin	Minneapolis, Golden Valley, Plymough		✔	New Route 757 Limited Stop in Minneapolis, Golden Valley, and Plymouth	$8,942,679	$4,669,486	$1,167,372	$5,836,858	$15,942,679	**566**
5	14024	SouthWest Transit	Hennepin	Eden Prairie, Maple Grove, Plymouth, Minnetonka		✔	I-494 North SW Prime Service in Eden Prairie, Minnetonka, Plymouth, and Maple Grove		$5,600,000	$1,400,000	$7,000,000	$21,542,679	**555**
6	14340	MVTA	Hennepin, Dakota	Minneapolis, Mendota Heights, Eagan		✔	Route 436 Expansion - Viking Lakes in Eagan, Mendota Heights, and Minneapolis		$2,600,000	$650,000	$3,250,000	$24,142,679	**495**
7	14146	Metro Transit	Washington, Hennepin	Stillwater		✔	New Route 274 Express in Stillwater and Minneapolis		$1,321,553	$330,388	$1,651,941	$25,464,232	**453**
8	14296	Metro Transit	Hennepin, Ramsey	Minneapolis, St. Paul			Route 23 Service Improvement in Minneapolis and St. Paul		$3,018,668	$754,667	$3,773,336	$28,482,901	**337**
9	14178	Metro Transit	Ramsey, Washington	7 Cities		✔	Route 219 Service Improvement in Maplewood, White Bear Lake, Mahtomedi, North St. Paul, Oakdale, Landfall, and St. Paul		$1,750,320	$437,580	$2,187,900	$30,233,221	**328**
10	14330	SouthWest Transit	Hennepin, Carver	Eden Prairie, Chaska, Chanhassen, Carver, Victoria		✔	SouthWest Transit Golden Triangle Mobility Hub in Eden Prairie, Chaska, Chanhassen, Carver, Victoria		$4,055,200	$1,013,800	$5,069,000	$34,288,421	**295**
									$34,288,421	$14,993,052	$49,281,473		

Transit Modernization

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1*	14392	Metro Transit	Ramsey	St. Paul	✔		Gold Line Ramsey Washington Saint Paul Downtown Modernization		$7,000,000	$3,500,000	$10,500,000	$7,000,000	**721**
2	14357	Metro Transit	Regional	Regional			Bus Farebox Upgrade for All Regional Transit Providers		$7,000,000	$1,750,000	$8,750,000	$14,000,000	**637**
3	14078	Dakota Co	Dakota	Apple Valley	✔	✔	140th Red Line Pedestrian Bicycle Overpass in Apple Valley	Skip due to	$2,400,000	$600,000	$3,000,000	$16,400,000	**610**
4	14171	MVTA	Dakota	7 Cities		✔	Burnsville Bus Garage (BBG) Modernization		$2,800,000	$700,000	$3,500,000	$19,200,000	**604**
5	14084	Apple Valley	Dakota	Apple Valley	✔	✔	Apple Valley Red Line BRT 147th Street Station Skyway	Skip due to	$3,810,400	$952,600	$4,763,000	$23,010,400	**602**
6	14191	SouthWest Transit	Carver	Chaska		✔	Signal Prioritization at East Creek Park and Ride in Chaska	$17,243,520	$443,520	$110,800	$554,320	$23,453,920	**582**
7	14076	SouthWest Transit	Carver	Chanhassen		✔	Solar Array at SouthWest Village in Chanhassen		$4,840,000	$1,210,000	$6,050,000	$28,293,920	**436**
8	14190	MVTA	Dakota, Hennepin, Scott	7 Cities		✔	Burnsville Transit Station (BTS) Modernization-Elevator Installation		$656,000	$164,000	$820,000	$28,949,920	**411**
9	14295	MVTA	Dakota, Hennepin, Ramsey	7 Cities		✔	Eagan Transit Station (ETS) Modernization-Elevator Installation		$440,000	$110,000	$550,000	$29,389,920	**247**

* Gold Line BRT projects are top scores in both transit categories. Gold Line project partners indicated preference for Transit Modernization project if only one can be funded.

2020 APPROVED FUNDING SCENARIO
BICYCLE AND PEDESTRIAN FACILITIES
Multiuse Trails and Bicycle Facilities

Rank	ID	Applicant	County	City	Project Name	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14160	Minneapolis	Hennepin	Minneapolis	Hennepin/Dunwoody Protected Bikeway & Multiuse Trail		$3,760,000	$940,000	$4,700,000	$3,760,000	**943**
2	14112	St Paul	Ramsey	St. Paul	Samuel Morgan Regional Trail Segments 1 & 4 Reconstruction		$4,956,800	$1,239,200	$6,196,000	$8,716,800	**883**
3	14335	St Paul	Ramsey	St. Paul	Kellogg Blvd Capital City Bikeway - St. Peter to 7th St		$5,500,000	$1,444,759	$6,944,759	$14,216,800	**870**
4	14115	Burnsville	Dakota	Burnsville	I-35W Frontage Trail /I-35W Minnesota River Crossing		$388,000	$97,000	$485,000	$14,604,800	**804**
5	13983	Three Rivers PD	Hennepin	Golden Valley	Bassett Creek Reg Trail Gap / Duluth St		$2,561,876	$640,469	$3,202,345	$17,166,676	**786**
6-T	14302	Brooklyn Park	Hennepin	Brooklyn Park	63rd Avenue Multiuse Trail		$744,000	$186,000	$930,000	$17,910,676	**783**
6-T	14350	Washington Co	Washington	Oakdale	Century-Greenway Trail		$825,865	$206,466	$1,032,331	$18,736,541	**783**
8	14131	West St Paul	Dakota	West St Paul	CSAH 73 Oakdale Multiuse Trail		$1,785,600	$446,400	$2,232,000	$20,522,141	**779**
9	14026	Coon Rapids	Anoka	Coon Rapids	Coon Creek Reg Trail and Bridge over Coon Rapids Blvd		$2,400,000	$2,350,000	$4,750,000	$22,922,141	**775**
10	14287	Chaska	Carver	Chaska	Circle the Brick Trail Connection	$24,167,773	$1,245,632	$315,408	$1,561,040	$24,167,773	**750**
11	14062	Minnetonka	Hennepin	Minnetonka	Hopkins Crossroad Multi-Use Trail	Overprogram	$2,364,700	$591,100	$2,955,800	$26,532,473	**731**
12	14113	St Paul	Ramsey	St Paul	Point Douglas Regional Trail Phase 1 Construction		$5,040,930	$1,260,233	$6,301,163	$31,573,403	**726**
13	14092	Ramsey Co	Ramsey	White Bear Lake, Vadnais Hts, White Bear Twp	Bruce Vento Regional Trail Extension		$4,688,000	$1,172,000	$5,860,000	$36,261,403	**725**
14-T	14097	Burnsville	Dakota	Burnsville	Multiuse Trail Along Nicollet Avenue Between Trunk Highway 13 and CSAH 32 (Cliff Road)		$760,000	$190,000	$950,000	$37,021,403	**723**
14-T	14367	Woodbury	Washington	Woodbury	Woodbury Gold Line Station Trail & Pedestrian Connections		$1,113,500	$278,375	$1,391,875	$38,134,903	**723**
16	14322	Anoka (City)	Anoka	Anoka	City of Anoka T.H. 169/Ferry Street Underpass		$1,440,000	$360,000	$1,800,000	$39,574,903	**711**
17	14341	Inver Grove Hts	Dakota	Inver Grove Hts	Inver Grove Heights Babcock Trail		$383,040	$95,760	$478,800	$39,957,943	**710**
18	14389	Washington Co	Washington	Woodbury	Valley Creek Road Multiuse Trail Project		$508,000	$127,000	$635,000	$40,465,943	**701**
19	13971	Dakota Co	Dakota	Eagan	MN River Regional Greenway - Ft Snelling State Park UP Rail Overpass		$3,777,940	$944,485	$4,722,425	$44,243,883	**694**
20	14057	Fridley	Anoka	Fridley	53rd Avenue Trail and Sidewalk		$1,843,313	$460,829	$2,304,142	$46,087,196	**684**
21	14073	Dakota Co	Dakota	Mendota Heights	TH 149 Trail and Underpass		$2,104,100	$526,025	$2,630,125	$48,191,296	**669**

2024 / 2025 HSIP Projects (Proactive)

12/3/2020

The projects down to red line are FUNDED:

Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP FUNDING: 2022 HSIP $ Awarded	2023 HSIP $ Awarded	2024 HSIP $ Awarded	2025 HSIP $ Awarded	Local Match (10%)	TOTAL PROJECT COST	POINTS: Connection to SHSP (100)	Cost per exposure (300)	Correctable F and A Crashes (100)	Crash Modification Factor (200)	Part of a Plan (200)	Ped and Bike Safety (100)	TOTAL POINTS (1,000)	Project #
P2	Bloomington	3 locations	98th St at Xerxes Ave, Lyndale Ave at 96th St, Old Shakopee Road at 3rd Ave	Ped safety improvements, refuge island, bump outs, overhead mast arms, RRFB's, LED lighting, ADA upgrades	$331,200			$331,200		$36,800	$368,000	100	300	14	171	200	100	885	P2
P21	Washington County	CSAH 15	from CSAH 12 to 240th Street	Install centerline rumble strips and wet reflective striping	$111,657	$111,657				$12,406	$124,063	100	300	74	20	200	75	769	P21
P20	MnDOT	TH 212	from TH 62 to TH 5	Install continuous lighting	$450,000	$450,000				$50,000	$500,000	75	199	34	152	200	50	710	P20
P3	Carver County	County Wide	Multiple locations	Install 56 miles (page 16) of enhanced pavement markings	$785,570		$785,570			$87,285	$872,855	100	73	47	193	200	50	663	P3
P15	MnDOT	TH 13	from Lynn Ave to Nicollet Ave in Savage	Install cable median barrier	$425,250				$425,250	$47,250	$472,500	100	275	14	92	150	0	631	P15
P13	MnDOT	TH 8	at Hazel Ave and 250th St in Wyoming Twp	Construct left turn lane at Hazel Ave Close 250th Street	$544,500				$544,500	$60,500	$605,000	25	275	0	105	200	25	630	P13
P5	Carver County	CSAH 40	between TH 25 and CSAH 52	Shoulder widening, safety edge, mumble strips, wet reflective ground in pavement markings	$2,000,000			$2,000,000		$2,274,600	$4,274,600	75	1	100	145	200	75	596	P5
P10	Hennepin County	3 locations	CSAH 52 at 67th St CSAH 66 at Noble Ave CSAH 66 at Hidden Lakes Pkwy	Install FYA's, ped ramps, APS, countdown timers	$1,737,000				$1,737,000	$193,000	$1,930,000	50	189	7	79	200	50	575	P10
P1	Andover	CSAH 18 (Crosstown Blvd)	at Nightingale Street	Construct roundabout	$1,902,600				$1,902,600	$211,400	$2,114,000	50	59	0	193	200	50	552	P1
P11	Minneapolis	26th Street 28th Street	at Dupont Ave, 26th St, Emerson Av at Dupont Ave,28th St, Emerson Av, 3rd Av,18th St	Ped ramp upgrades, traffic visibility improvements	$1,620,000			$1,620,000		$180,000	$1,800,000	50	91	0	163	180	40	524	P11
P12	MnDOT	TH 3	at 142nd Street in Rosemount	Construct roundabout	$1,107,000				$1,107,000	$123,000	$1,230,000	25	122	0	193	150	25	515	P12
P24	Blaine	99th Ave	at Baltimore Street	Construct roundabout	$1,530,000	$1,530,000				$170,000	$1,700,000	25	58	7	193	200	25	508	P24
P4	Carver County	CSAH 10	at Waconia Parkway	Construct a turbo roundabout	$1,759,895				$1,759,895	$195,544	$1,955,439	25	53	0	193	200	25	496	P4
P14	MnDOT	TH 13	at Wachtler Ave in Mendota Heights	Construct roundabout	$1,152,000				$1,152,000	$128,000	$1,280,000	25	89	0	193	150	25	482	P14

The projects below are NOT funded:

P8	Hennepin County	CSAH 19	at 109th Ave (CR 117)	Reconstruct intersection, raised medians for ped refuge, upgrad bike connections, ADA, lighting	$2,000,000					$1,390,000	$3,390,000	50	29	7	200	150	25	461	P8
P7	Dakota County	CSAH 54	at CSAH 68	Construct roundabout	$1,395,000					$155,000	$1,550,000	20	45	14	180	200	0	459	P7
P16	MnDOT (Hennepin)	TH 55	from Old Rockford Road to General Mills Blvd	Construct RCI's at Old Rockford Road, Urbandale, 18th Ave, Larch Lane, Ives lane, Goldenrod Lane, Evergreen Lane	$1,070,820					$118,980	$1,189,800	75	121	7	105	150	0	458	P16
P17	MnDOT (Anoka)	TH 65	from Bunker Lake Blvd to 237th Ave	Install cable median barrier	$2,000,000					$306,062	$2,306,062	75	116	20	92	150	0	453	P17
P22	Washington County	CSAH 19	80th Street	Construct roundabout	$2,000,000					$1,103,000	$3,103,000	25	70	0	180	100	25	400	P22
P6	Carver County	TH 25	at CSAH 20	Realign intersection to remove skew, widen shoulders, add turn lanes, improve sight lines	$1,073,700					$119,300	$1,193,000	40	29	0	84	200	0	353	P6
P19	MnDOT (Carver)	TH 212	From west jct TH 5 to east jct TH 5 in Norwood Young America	Install cable median barrier. Construct RCI intersections at CSAH 131, Wells Ave, CSAH 31, and Railroad Street	$1,216,329					$135,148	$1,351,477	75	18	0	92	150	0	335	P19
P18	MnDOT	TH 95	at 392nd (301st Ave) in North Branch	Construct left turn lane	$1,280,064					$142,229	$1,422,293	50	2	14	105	150	0	321	P18
P23	Washington County	CSAH 19	at CSAH 10	Construct roundabout	$2,000,000					$1,638,000	$3,638,000	25	28	0	193	0	25	271	P23
P9	Hennepin County	CSAH 3	from 22nd Ave to Snelling Ave	Widen sidewalk, crossing improvements, signal upgrades, ADA, lane configuration	$2,000,000	This project was withdrawn by applicant, due to receiving federal funding from another source.				$3,659,000	$5,659,000	50	39	27	132	200	50	498	P9
					$31,492,585	$2,091,657	$785,570	$3,951,200	$8,628,245	$12,536,504	$44,029,089								

2024 / 2025 HSIP Projects (Reactive)

12/3/2020

The projects down to red line are FUNDED:

Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP FUNDING 2022 HSIP $ Awarded	2023 HSIP $ Awarded	2024 HSIP $ Awarded	2025 HSIP $ Awarded	Local Match (10%)	TOTAL PROJECT COST	POINTS B / C Points (600)	Meets Intent of HSIP Program Points (200)	Correctable F and A crashes Points (100)	Ped and Bike Safety Points (100)	TOTAL POINTS (1,000)	Project #
R12	Fridley	TH 47 (University Ave)	from 53rd Ave to 85th Ave	Enhanced lighting at ped crossings, lighting at bus stops, concrete sidewalk at bus stop NE corner at Osborne Rd	$1,947,240			$1,947,240		$216,360	$2,163,600	600	200	100	63	963	R12
R20	Ramsey County	University Ave	at Simpson St, at Albert St, at Syndicate St, at Arundel St	Install RRFB's, APS, reconstruct ped ramps	$504,000	$504,000				$56,000	$560,000	530	184	4	70	788	R20
R13	Hennepin County	CSAH 52 (Hennepin Ave)	from 10th Ave to 11th Ave (over I-35W)	Modifing intersections, reduce conflicting vehicle and ped speeds, traffic signal mods, ADA upgrades	$1,368,000			$1,368,000		$152,000	$1,520,000	400	128	10	83	621	R13
R15	Minneapolis	3 locations	Lake St at 28th Ave Franklin Ave btwn 13th and 14th Ave Cedar Ave at 6th Street	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	$1,080,000	$1,080,000				$120,000	$1,200,000	370	112	16	90	588	R15
R16	Minneapolis	LaSalle Ave Nicollet Ave	at Grant St, at 15th St, at Groveland Ave at Grant St, at 15th St, at 18th St	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	$1,800,000			$1,800,000		$200,000	$2,000,000	339	120	19	90	568	R16
R23	Scott County	CSAH 78	at CSAH / CR 69	Construct roundabout	$1,595,700			$1,595,700		$177,300	$1,773,000	234	176	10	90	510	R23
R17	Minneapolis	Lyndale Ave	at 18th Ave, 24th Ave, 29th Ave, 36th Ave	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	$1,260,000				$1,260,000	$140,000	$1,400,000	274	120	7	90	491	R17
R11	Dakota County	CR 6 (Thompson Ave)	at CSAH 73 (Oakdale Ave)	Construct roundabout	$1,395,000		$1,395,000			$155,000	$1,550,000	245	144	4	87	480	R11
R6	Anoka County	CSAH 22 (Viking Blvd)	at CSAH 7 (Rum River Road)	Construct roundabout	$1,350,000				$1,350,000	$150,000	$1,500,000	245	144	7	80	476	R6
R14	Minneapolis	Broadway Street	at Washington St, Monroe St, Filmore St, Buchannan St	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	$1,170,000		$1,170,000			$130,000	$1,300,000	223	128	16	73	440	R14
R18	MnDOT	I-35W	from TH 13 to I-35E	Install continuous lighting	$720,000			$720,000		$80,000	$800,000	229	136	7	33	405	R18
R21	Ramsey County	Dale Street	from Como Ave to North TH 36 ramps	Construct 4 lane to 3 lane conversion	$2,000,000			$2,000,000		$1,525,048	$3,525,048	132	152	13	97	394	R21
R26	Woodbury	Lake Road	from Woodlane Drive to Pioneer Drive	Reconstruct from 4 lane to 3 lane conversion	$1,620,000			$1,620,000		$180,000	$1,800,000	141	144	13	93	391	R26

The projects below are NOT funded:

R19	MnDOT (Dakota)	I-494	from Minnesota River to TH 3	Install continuous lighting	$1,710,000					$190,000	$1,900,000	163	144	16	33	356	R19
R8	Anoka County	CSAH 34 (Birch Street)	at CSAH 54 (20th Ave)	Construct roundabout	$1,170,000					$130,000	$1,300,000	110	152	4	80	346	R8
R9	Anoka County	CSAH 52 (Radisson Road)	at Cloud Drive	Construct a Traffic Signal, widen side street approaches to develop two lanes of approach.	$540,000					$60,000	$600,000	133	128	0	77	338	R9
R24	Shakopee	Marystown Road	from Vierling Drive to CSAH 16 (17th Ave)	Construct 4 roundabouts (at Vierling Dr, N 169 ramps, S 169 ramps, 17th Av), and install ped/bike shared use paths and sidewalks	$2,000,000					$5,380,500	$7,380,500	39	168	7	100	314	R24
R2	Anoka County	CSAH 6 (Mississippi St)	from TH 65 to CSAH 35	Construct 4 to 3 lane conversion with mini roundabout at CSAH 35 (Old Central Ave)	$954,000					$106,000	$1,060,000	73	136	0	97	306	R2
R4	Anoka County	CSAH 22 (Viking Blvd)	at CR 66 (Cleary Road)	Construct roundabout	$1,440,000					$160,000	$1,600,000	72	144	4	80	300	R4
R1	Anoka County	CSAH 6 (Mississippi St)	from TH 47 to TH 65	Construct 4 to 3 lane conversion with mini roundabouts at 7th St and Monroe intersections	$1,922,400					$213,600	$2,136,000	50	144	7	97	298	R1
R25	Woodbury	Lake Road	from Blue Ridge Drive to Cherry Lane	Reconstruct from 4 lane to 3 lane conversion	$2,000,000					$970,520	$2,970,520	58	136	4	93	291	R25
R7	Anoka County	CSAH 34 (Birch Street)	at CSAH 21 (Centerville Road)	Construct roundabout	$1,440,000					$160,000	$1,600,000	68	128	4	80	280	R7
R3	Anoka County	CSAH 9 (Lake George Blvd)	at 221st Ave	Construct roundabout	$1,350,000					$150,000	$1,500,000	60	128	0	80	268	R3
R5	Anoka County	CSAH 22 (Viking Blvd)	at CSAH 5 (Nowthen Blvd)	Construct roundabout	$1,440,000					$160,000	$1,600,000	53	120	4	80	257	R5
R22	St. Paul	4 locations	Cretin / St. Clair, Cretin / Randolph, East 7th / Forest, Hamline / Thomas	Replace signals, full mast arms, ADA, red light confirmation, ped count down timers, ped ramp improvements	$1,296,000					$144,000	$1,440,000	78	112	0	60	250	R22
					$33,125,100	$1,584,000	$2,565,000	$11,050,940	$2,610,000	$10,889,968	$44,015,068						

Option 3

Existing Projects with Capacity for Federal Funds (Per 2022-2025 TIP)

Route	Projnum	Year	Agency	Activity	Federal	Project Total	Federal Capacity	Cumulative
999	178-030-001	2024	INVER GROVE HEIGHTS	Reconstruct Curb Ramps to ADA	$ 250,240	$ 337,824	$ 20,019	$ 20,019
CSAH 12	082-612-025	2024	WASHINGTON COUNTY	Bike Trail	$ 256,800	$ 346,680	$ 20,544	$ 40,563
Local Street	219-591-001	2024	MAHTOMEDI	Sidewalks, meidan	$ 335,583	$ 453,037	$ 26,847	$ 67,410
Local Street	107-591-006	2023	BLOOMINGTON	SRTS (Olson Elementary and Middle School)	$ 301,782	$ 414,950	$ 30,178	$ 97,588
MSAS 236	185-236-003	2024	OAKDALE	Greenway Ave Trail	$ 400,000	$ 540,000	$ 32,000	$ 129,588
Local Street	173-591-004	2023	WEST SAINT PAUL	Bidwell St. Sidewalk, ADA	$ 640,000	$ 848,000	$ 38,400	$ 167,988
Local Street	113-591-001	2024	COLUMBIA HEIGHTS	49th Avenue pedestrain project	$ 484,400	$ 653,940	$ 38,752	$ 206,740
MSAS 312	127-312-002	2022	FRIDLEY	7th St and 57th Ave Trail	$ 516,120	$ 696,762	$ 41,290	$ 248,029
CSAH 38	082-638-015	2023	WASHINGTON COUNTY	Sidewalk, trail	$ 460,800	$ 633,600	$ 46,080	$ 294,109
Local Street	110-090-004	2024	BROOKLYN PARK	63rd Ave sidewalk, trail	$ 744,000	$ 1,004,400	$ 59,520	$ 353,629
MN 41	196-591-001	2024	CHASKA	Pedestrian underpass	$ 933,360	$ 1,260,036	$ 74,669	$ 428,298
Local Street	141-591-013	2022	MINNEAPOLIS	16th Ave Traffic Calming	$ 1,000,000	$ 1,350,000	$ 80,000	$ 508,298
MSAS 216	164-216-021	2024	SAINT PAUL	Sidewalk, ADA	$ 1,000,000	$ 1,350,000	$ 80,000	$ 588,298
MSAS 342	141-342-007	2022	MINNEAPOLIS	Pedestrian, signals	$ 1,000,000	$ 1,350,000	$ 80,000	$ 668,298
Local Street	164-591-004	2023	SAINT PAUL	SRTS (Bruce Vento Elementary School)	$ 842,528	$ 1,158,476	$ 84,253	$ 752,551
CSAH 40	027-640-008	2024	HENNEPIN COUNTY	Ped ramps and accessible signals	$ 1,000,000	$ 1,366,200	$ 92,960	$ 845,511
CSAH 61	196-090-002	2024	CHASKA	Trail	$ 1,245,632	$ 1,685,923	$ 103,106	$ 948,617
Local Street	027-090-026	2023	HENNEPIN COUNTY	Trail	$ 1,120,000	$ 1,540,000	$ 112,000	$ 1,060,617
CSAH 11	019-611-013	2024	DAKOTA COUNTY	Roundabout	$ 1,400,000	$ 1,890,000	$ 112,000	$ 1,172,617
CSAH 38	019-638-020	2022	DAKOTA COUNTY	Traffic Management Tech	$ 1,440,000	$ 1,944,000	$ 115,200	$ 1,287,817
MSAS 183	141-183-014	2024	MINNEAPOLIS	Turn lanes, intersecton, bike/ped	$ 1,497,200	$ 2,021,220	$ 119,776	$ 1,407,593
CSAH 51	062-651-067	2022	RAMSEY COUNTY	Lexington Parkway Extension	$ 1,535,420	$ 2,072,817	$ 122,834	$ 1,530,427
CSAH 73	173-090-001	2024	WEST SAINT PAUL	Multi-use Trail	$ 1,785,600	$ 2,410,560	$ 142,848	$ 1,673,275
CSAH 73	142-090-004	2024	MINNETONKA	Trail	$ 2,364,700	$ 3,192,264	$ 189,111	$ 1,862,386
Local Street	164-090-017	2023	SAINT PAUL	Ped/Bike Trail	$ 2,216,800	$ 3,048,100	$ 221,680	$ 2,084,066
NA	090-595-016	2022	MET COUNCIL	Travel Behavior Inventory	$ 1,170,000	$ 1,755,000	$ 234,000	$ 2,318,066
Transit	TRS-TCMT-22F	2022	MET COUNCIL-MT	Southwest Transit Mobility Hub	$ 3,672,800	$ 4,958,280	$ 293,824	$ 2,611,890
Local Street	141-090-040	2024	MINNEAPOLIS	Protected bike facility	$ 3,760,000	$ 5,076,000	$ 300,800	$ 2,912,690
999	141-030-054	2024	MINNEAPOLIS	Pedestrian/intersection upgrades	$ 1,000,000	$ 1,736,640	$ 389,312	$ 3,302,002
Local Street	164-090-018	2024	SAINT PAUL	Trail reconstruciton	$ 4,956,800	$ 6,691,680	$ 396,544	$ 3,698,546
MSAS 158	164-158-026	2023	SAINT PAUL	Protected bike facility	$ 5,312,000	$ 7,304,000	$ 531,200	$ 4,229,746
Local Street	019-090-023	2022	DAKOTA COUNTY	Trail and bridge	$ 480,000	$ 1,500,000	$ 720,000	$ 4,949,746
Local Street	141-591-015	2024	MINNEAPOLIS	improvements	$ 1,000,000	$ 2,150,280	$ 720,224	$ 5,669,970
TRANSIT	TRS-TCMT-23A	2023	MET COUNCIL-MT	Buses and Transit stations	$ 6,000,000	$ 8,750,000	$ 1,000,000	$ 6,669,970
CSAH 158	027-758-006	2023	HENNEPIN COUNTY	Roadway approaches, signal modifications, ADA	$ 7,000,000	$ 10,065,000	$ 1,052,000	$ 7,721,970
CSAH 42	019-642-066	2022	DAKOTA COUNTY	Trail and grade-separated crossing	$ 1,256,000	$ 2,908,498	$ 1,070,798	$ 8,792,769
CSAH 3	027-603-075	2024	HENNEPIN COUNTY	Sidewalk and other pedestrian improvements	$ 3,500,000	$ 6,112,152	$ 1,389,722	$ 10,182,490
TRANSIT	TRS-TCMT-24B	2024	MET COUNCIL-MT	Gold Line Stations	$ 7,000,000	$ 10,500,000	$ 1,400,000	$ 11,582,490
CSAH 52	027-652-042	2023	HENNEPIN COUNTY	Bikeway and interseciton crossing improvements	$ 5,500,000	$ 8,659,735	$ 1,427,788	$ 13,010,278
Local Street	114-090-002	2024	COON RAPIDS	Pedestrian bridge	$ 2,400,000	$ 5,130,000	$ 1,704,000	$ 14,714,278
CSAH 5	027-605-033	2024	HENNEPIN COUNTY	Reconstruct	$ 7,000,000	$ 11,185,560	$ 1,948,448	$ 16,662,726
CSAH 153	027-753-020	2023	HENNEPIN COUNTY	Reconstruct	$ 7,000,000	$ 11,539,000	$ 2,231,200	$ 18,893,926
CSAH 36	*027-636-012*	*2022*	*HENNEPIN COUNTY*	*Bikeway enhancements, pavement marking, ADA*	*$ 5,500,000*	*$10,341,158*	*$ 2,772,926*	*$ 21,666,853*
CSAH 10	010-610-056	2024	CARVER COUNTY	Reconstruction	$ 7,000,000	$ 12,216,960	$ 2,773,568	$ 24,440,421
Local Street	062-090-003	2024	RAMSEY COUNTY	Replace pedestrian bridge	$ 1,000,000	$ 5,246,640	$ 3,197,312	$ 27,637,733
MN 13	070-596-015	2022	SCOTT COUNTY	Interchange	$ 5,750,000	$ 13,130,000	$ 4,754,000	$ 32,391,733
CSAH 152	027-752-035	2022	HENNEPIN COUNTY	Reconstruction	$ 2,000,000	$ 11,500,000	$ 7,200,000	$ 39,591,733
MSAS 425	141-425-008	2023	MINNEAPOLIS	Reconstruction	$ 7,550,000	$ 26,350,900	$ 13,530,720	$ 53,122,453
US 10	0215-76	2022	MNDOT	Bridge Replacement	$ 36,415,000	$ 62,842,000	$ 13,858,600	$ 66,981,053
MN 65	106-010-020	2024	BLAINE	Grade Separation	$ 10,000,000	$ 32,184,000	$ 15,747,200	$ 82,728,253