

ACTION TRANSMITTAL 2018-03

DATE: December 13, 2018

TO: TAC Funding and Programming Committee

PREPARED BY: Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: 2018 Regional Solicitation for Transportation Projects Public Comment Report

REQUESTED ACTION: Recommend the acceptance of the public comments for the 2018 Regional Solicitation for Transportation Projects

RECOMMENDED MOTION: That TAC Funding and Programming recommend to TAC the acceptance of the public comments for the 2018 Regional Solicitation for Transportation Projects

BACKGROUND AND PURPOSE OF ACTION: Following completion of the 2016 Regional Solicitation, staff worked with the TAC Funding & Programming Committee, TAC, and TAB on updating measures and scoring guidelines for the 2018 Regional Solicitation. A draft Solicitation with approved changes was subsequently released for public review. Comments were received from four respondents in response to the public review period, which ended on December 8, 2017. The comments are attached to this item. The respondents are Shakopee City Council Member Matt Lehman; Transportation Accessibility Advisory Committee (TAAC) members Ken Rodgers and Margo Imdieke-Cross; and Maple Grove Director of Public Works/City Engineer Ken Ashfeld.

Also included in this summary is a proposed solution to the question of whether to mandate signal timing to have occurred within the past five years on interchanges or projects expanding thru-lanes. At last month's meeting, the Committee suggested setting Synchro to reflect optimized signals. Page 5 of the attachment shows this option reflected in the congestion reduction measure within the Roadway Expansion category.

Committee members should review the comments and suggest whether any recommended changes should come from them.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding.

ROUTING

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

SUMMARY OF COMMENTS RECEIVED

First Comment (Page 4):

- Comment: Desperately need increased river crossing roadway capacity in the southwest metro to accommodate growth and economic growth.
- Submitted by: Matt Lehman, Shakopee City Council.
- Staff response: TAB voted to include at least \$10M in bridge funding in the 2018 Regional Solicitation as part of the draft application package that was released for public review. As part of the scoring, bridge projects that are further away from other bridges get more points because of the lack of crossings in the immediate area. Agencies across the region are encouraged to apply for the bridge funding to meet the needs they have identified.

Second Comment (Page 5):

- Comment: I want to add some emphasis that we're beyond people substantially working towards developing an ADA plan. Their plans were due 27 years ago. For entities just barely getting around to it now, they are so far out of compliance it's not even funny. I applaud the Council for blending this into eligibility requirements for funding moving forward, but I think this needs to be more rigid. These plans were due almost three decades ago. To not have them, they should be severely penalized for their lack of action. To be able to make them ineligible to apply for these funds is the least we could be doing to help them do what they need to do.
- Submitted by: Ken Rodgers, Transportation Accessibility Advisory Committee (TAAC).
- Staff response: While it's true that this is a long-standing requirement, this is the first instance of the MPO implementing a requirement before applicants can even apply for the federal funds. Making this a requirement is a major step forward for the region. The intent of this qualifying criterion is to assure that those applicants deficient in creation of these plans are moving in the right direction. The MPO will also be surveying agencies to gauge their progress on the ADA Transitions Plans in the coming months. The Federal Highway Administration has indicated that all agencies must be making progress for their Plans in the near future for their projects to be approved in the Transportation Improvement Program. This issue can be revisited for the next Regional Solicitation with consideration toward more rigid language in the qualifying requirement.

Third Comment (Page 5):

- Comment: I would like to see the language tightened up that applicants must have a plan in place. They could be updating that plan, but not just working towards one. They really should have them. What does it mean to be substantially working towards and how will we measure it? How will that be defined? Could we ask for deadlines, time completed, when anticipated done by to have that documentation in place?
- Submitted by: Margot Imdieke-Cross, Transportation Accessibility Advisory Committee (TAAC).
- Staff response: As discussed in the response to the second comment, the intent of this qualifying criterion is to assure that those applicants deficient in creation of these plans are moving in the right direction. This is an opportunity to gauge where our region's agencies stand regarding this requirement and, if needed, to provide stronger enforcement in the future. For the 2018 Regional Solicitation, substantially working towards completion of the plan means that work has been started on a plan and that a reasonable completion date is established. The on-line Solicitation application will ask for the date the plans have been completed along with the start date and anticipated completion date of in-progress plans. This will help the Council understand the needs and should help direct enforcement moving forward.

Fourth Comment (Attached Letter):

- Summary of comments (full comment letter attached):
 - The City supports increased weighting of Role in the Transportation System and Economy in the Roadway Expansion category. However, revised scoring measures for Role in the Transportation System and Economy in the Roadway Expansion category disadvantages new corridors, which were not incorporated into the studies highlighted in measures A and C.
 - Projected growth will lead to the need for new regional corridors within the suburban edge and emerging suburban. However, the criteria and measures favor management of existing corridors.
- Submitted by: Ken Ashfeld, City of Maple Grove Director of Public Works / City Engineer.
- Staff response: Given the high demand and limited supply for Regional Solicitation funds, approved scoring measures largely focus on existing, as opposed to future, problems. Regarding the scoring measure that includes the Principal Arterial Intersection Conversion Study, applicants will score points either on the results of this study or on the level of congestion on parallel routes, whichever method gives the applicant the most points. As such, new roadways would be awarded points based on congestion on parallel routes. With regard to the Regional Truck Corridor Study scoring measure, new roadways would be eligible for 10 of the 80 points if they directly connect to a Tier 1, 2, or 3 freight corridor. The technical committees may want to consider whether a new roadway should be awarded points based on the freight tier of the roadway on which it will connect to once built.

From: [PublicInfo](#)
To: [Koutsoukos, Elaine](#)
Cc: [Fure, Michelle](#); [PublicInfo](#)
Subject: FW: Regional Solicitation Public Comment
Date: Monday, November 20, 2017 9:19:45 AM

A public comment from PublicInfo.

From: mattlehmansr@comcast.net [mailto:mattlehmansr@comcast.net]
Sent: Saturday, November 18, 2017 11:23 AM
To: PublicInfo <public.info@metc.state.mn.us>
Subject: Regional Solicitation Public Comment

Desperately need increased river crossing roadway capacity in the southwest metro to accommodate growth and economic growth.
Matt Lehman shakopee city council

Sent from my HTC

On December 6, 2017, Council staff presented an informational item to the Transportation Accessibility Advisory Committee about the work being done in the region to respond to the Federal Highway Administration's initiative to ensure that public agencies are complying with Title II of the Americans with Disabilities Act of 1990 by having current ADA transition plans or self-evaluations. This presentation included information about the draft qualifying criterion in the Regional Solicitation relating to ADA transition plans or self-evaluations. One of the members of the committee had the following comments related to this qualifying criterion.

Ken Rodgers: I want to add some emphasis that we're beyond people substantially working towards developing an ADA plan. Their plans were due 27 years ago. For entities just barely getting around to it now, they are so far out of compliance it's not even funny. I applaud the Council for blending this into eligibility requirements for funding moving forward, but I think this needs to be more rigid. These plans were due almost three decades ago. To not have them, they should be severely penalized for their lack of action. To be able to make them ineligible to apply for these funds is the least we could be doing to help them do what they need to do.

[Heidi Schallberg, AICP](#)

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City of Maple Grove

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December 8, 2017

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

Subject: Draft 2018 Regional Solicitation – Comments

Dear Ms. Koutsoukos:

We have reviewed the Draft 2018 Regional Solicitation for the Surface Transportation Block Grant Program (STBGP) that was adopted at the Transportation Advisory Board (TAB) November 15, 2017 meeting, and offer the following comments for consideration:

- We support the increased weighting of the Role in the Transportation System and Economy criteria for Roadway Expansion projects, as we believe that expansion projects must serve a regional transportation purpose.
- However, the revised scoring measures for the Role in the Transportation System and Economy criteria, specifically as they apply to Roadway Expansion applications; create a disadvantage to new or non-improved corridors. Since new roadways were not incorporated into regional prioritization studies such as the *Principal Arterial Intersection Conversion Study* and/or the *Regional Truck Corridor Study*, they cannot receive any points in their respective sub-sections under Measures A and C.
- According to the *2040 Transportation Policy Plan (TPP)*, the metropolitan area will add approximately 824,000 new residents and 550,000 new jobs. This growth will lead to more travel. Not all of this new growth will occur within the Urban Core/Urban/Suburban communities where the regional transportation system is well established. Therefore, new regional corridors will be needed within the Suburban Edge/Emerging Suburban Edge communities to accommodate the anticipated growth that will occur within the 2040 TPP planning horizon.
- As currently written, the scoring criteria and measures tend to focus on modernization or management of existing corridors within the Urban Core/Urban/Suburban communities, while essentially ignore new corridors of regional significance within the Suburban Edge/Emerging Suburban Edge communities.

December 8, 2017

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Thank you for the opportunity to provide comments on the Draft 2018 Regional Solicitation for the Surface Transportation Block Grant Program. If you have any questions regarding any of our comments, please contact me at (763) 494-6351, or kashfeld@maplegrovern.gov.

Sincerely,



Ken Ashfeld, P.E.

Director of Public Works/City Engineer

KA/JH:rkg

cc: Heidi Nelson, City Administrator
Jupe Hale, Assistant City Engineer
John Hagen, Transportation Operations Engineer

Application: Roadway Expansion
Measure: Congestion Reduction

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

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

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

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

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

RESPONSE (Calculation):

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

SCORING GUIDANCE (100 Points)

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