

TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
PLANNING COMMITTEE
Thursday, June 9th, 2016
1:00 PM – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
 - 2) Adoption of Agenda
 - 3) Approval of the Minutes from the May 2016 Meeting
 - 4) Action Items
 - i) 2016-37: Lake Elmo Airport LTCP
 - 5) Info Items
 - i) Discussion of Activity Based Regional Model and 2018 Comprehensive Plan Update Traffic Forecasts, Part 3 – Filipi / Ehrlich
 - 6) Other Business
 - 7) Adjournment
- Full Meeting Packet
- .

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805

Notes of a Meeting of the
TAC-PLANNING COMMITTEE
May 12, 2016

MEMBERS PRESENT: Holly Anderson, Bob Byers, Jack Byers, Paul Czech, Bill Dermody, Innocent Eyoh, Mark Filipi, Jack Forslund, Lisa Freese, Ann Terwedo, Katie White, Rachel Wiken

OTHERS PRESENT: Brad Utecht, Steve Wilson, Cole Hiniker, Jonathan Ehrlich, Doug Abere (Bolton & Menk, Inc), Angie Stenson (Scott County)

1. Call to Order

The Meeting was called to order by Lisa Freese

2. Adoption of the Agenda

The agenda was adopted

3. Approval of the Minutes

Notes of the meeting of the March 2016 meeting were approved as submitted

4. Action Transmittal

2016-34: UPWP Amendment for TSPE work

Katie White presented the item to the committee.

Task B-2 of the UPWP references activities, “to develop, maintain, and disseminate information on the performance of the Twin Cities transportation system to inform policy decisions and funding allocations and to comply with state law.” This references the Transportation System Performance Evaluation, a document that is required by state law to be complete before the next update to the Transportation Policy Plan. However in the section labeled “Products” at the end of section B-2 the TSPE is not listed. This administrative amendment would include the TSPE in the list of Products at the end of section B-2.

MnDOT and FHWA are requesting an administrative amendment to the 2016 UPWP to document the Council’s approval to undertake this study prior to engaging a consultant. There is no budget impact as a result of this change.

Katie will be returning to present to the Committee in July to present the full 2017 UPWP.

The Committee had no questions. Bob Byers moved, Ann Terwedo seconded. Item passed unanimously.

5. Info Items

Performance Measures – Brad Utecht

Brad returned to the group to present the changes the performance measures after two meetings with the Ad Hoc work group. He walked the committee through the handout, where changes were highlighted in red.

The Ad Hoc group had added several new measures, including MnPASS reliability, transit farebox recovery, cost of transportation (of income), and transit supportive of comp plans.

The Ad Hoc committee also added comments to several other measures, including adding in transit as a mode to many other road/highway measures, especially in the safety and security goal area. Bill Dermody pointed out for average commute time, drive time is usually just driving, not parking and walking, whereas transit time is door to door, making these two numbers hard to compare. Brad Utecht replied the data used was from the ACS and self-reported, so we are unable to correct for that.

The committee has concerns about the new factor Solar Power Generated at Transit Facilities. There was discussion about what constitutes a transit facility and why only solar was considered for alternate energy tracking. Other suggestions were hybrid fuel or electric powered vehicles. In general, the committee felt some of the new measures needed more discussion and detail.

The committee also asked if there would be chance to reevaluate these measures at some point in the future. Brad responded that they would be used in the next TPP and evaluated after. Lisa Freese suggested we start goal setting for the measures before the next TPP process begins as to avoid being overwhelmed in the process, like the last cycle of writing the TPP and the performance measure definitions.

Principal Arterial Intersection Conversion Study – Steve Peterson, Doug Abere, Paul Czech

Steve Peterson presented to the group about nine months ago on the scope of this study. He and Doug Abere, the project manager for the study, jointly presented on the background and objectives for the study, mainly improving mobility and safety at PA intersections. The study will be used to guide investments by identifying regional priorities for grade separation with limited funding. The study was identified in the work program of the 2040 TPP.

Phase I of the project has been completed. Phase I identified at grade crossing on PAs, as well screening out many which were not good candidates for grade separation at this time. Phase I also included outreach meetings and refining the data and criteria used to select corridors and intersections. Phase I screening reduced 374 initial intersections to 104 intersections to be considered in detail in Phase II.

Phase II is beginning. The Technical Steering Committee (TSC) are establishing weights for criteria, including Mobility and Reliability (higher volumes of traffic and less variable travel times), Safety (fewer severe crashes), Corridor Context (accommodate grade separation, serves regional routes, other modes).

Phase II will include examining detailed turning volume data for each intersection, computing scores based on weights discussed above, and running volume / capacity scenarios. The final product for the study is hoped to be done by late 2016 / early 2017.

Activity Based Model - Comprehensive Planning Forecasting Coordination – Jonathan Ehrlich

The second part in a three part series on the new activity based model.

Jonathan started with the technology requirements for running the new model -
Hardware: 16 GB RAM, ~50 GB per scenario storage space, 8-16 core processors.
Software: Cube 6.1.1 or 6.4 or higher, ArcGIS 10.0 or higher, Python 2.6 or higher, Visual Studio 2010 or Visual Studio Redistributable

He then talked about model validation and the local data needed – socio economic and traffic volumes. He also discussed the new TAZ, which was developed in 2009 for 2010 TBI.

Several committee members expressed concern between coordination between city and county and the regional model, and how to coordinate timing in the comp plan process.

6. Meeting Adjourned 2:52 PM

ACTION TRANSMITTAL – 2016-37

DATE: June 1, 2016

TO: Technical Advisory Committee – Planning

PREPARED BY: Russ Owen, Senior Planner, MTS/Aviation, 651-602-1724
Amy Vennewitz, Dep. Director of Finance and Planning, 651-602-1058

SUBJECT: Final Draft Lake Elmo Airport 2035 Long Term Comprehensive Plan (LTCP) Review

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

RECOMMENDED MOTION: That TAC Planning recommend to TAC that the Final Draft Lake Elmo Airport 2035 LTCP conforms to the Council systems and is consistent with Council policies and has a multi-city impact.

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

RELATIONSHIP TO REGIONAL POLICY: Under the aviation planning process and TPP policy, airport LTCP's are to be periodically updated. MAC plans are to be consistent with the metropolitan development guide (Thrive MSP 2040). LTCP's are used as a basic input to the Council's update of the regional aviation system plan and in reviewing community comprehensive plans.

STAFF ANALYSIS: The Lake Elmo Airport is located primarily in Baytown Township. A small amount of the airport and the Runway Protection Zone (RPZ) overlay area is in West Lakeland Township and on the west side of Manning Ave. in Lake Elmo. This small section of RPZ overlay is private property which is planned for development in the City of Lake Elmo.

The Lake Elmo Airport (Attachment 1) is classified as a Minor Airport in the regional aviation system. The airport's primary role in the airport system is to accommodate personal, recreational and some business aviation users within Washington County and the eastern portion of the metropolitan area. The plan states that the airport will continue its current role in the system, and the aircraft that the plan is designed for is not changing. The primary runway (14/32) and the crosswind runway (04/22) at the Lake Elmo Airport

are the shortest in the system and some of the shortest in the state in relation to airport classification. The primary runway length is 2,850 feet and the crosswind runway is 2,497 feet today. Based on FAA guidance of runway length, the primary runway length should be between 3,300 feet and 3,900 feet. MAC has envisioned a longer primary runway at Lake Elmo Airport for years.

Four Alternatives were initially developed for consideration in the LTCP.

- Base Case – Reconstruct existing runways
- Alternative A – Reconstruct existing runways, and extend Crosswind Runway 04/22 to 3,600'
- Alternative B – Reconstruct Crosswind Runway 04/22 to 2,496', relocate Primary Runway 14/32 700 feet to the northeast and extend it to 3,600', construct a new Connector Rd., convert existing Runway 14/32 to a Taxiway and relocate the Service Rd. and 30th St. N.
- Alternative C – Same as Alternative B except relocated Primary Runway is extended to 3,900'.

The original preferred alternative recommended by MAC was Alternative B. However, after multiple community meetings, and opposition, MAC developed and selected Alternative B1 (Attachment 2). Below is a description and a list of advantages / disadvantages of the preferred alternative.

- Alternative B1 – Refined Concept: Reconstruct Crosswind Runway 04/22 to 2,496', relocate Primary Runway 14/32 615 feet to the northeast and extend it to 3,500', construct a new Connector Rd., convert existing Runway 14/32 to a Taxiway and realign 30th St. N around the new RPZ and reconnect to the existing 30th St. N. intersection with Neal Avenue.

Advantages:

- Primary Runway 14/32 is extended to 3,500' consistent with FAA guidelines
- Runway 14/32 RPZ will comply with FAA compatibility criteria
- Runway 14/32 alignment retains optimal wind coverage
- Runway 14/32 can be constructed in new location while existing Runway 14/32 remains in operation prior to conversion to a taxiway, allowing for minimal operations disruptions
- Washington County can proceed with Manning Ave. improvements without delay associated with an RPZ Alternatives Analysis
- Existing airport operational footprint is maintained with no additional property acquisition
- Current Minor Airport classification does not change

Disadvantages:

- Relocation of 30th St. N will alter established traffic flows in the vicinity of the airport
- Existing north side end taxiway must be relocated
- Shifts existing air traffic patterns and noise impacts to the southeast to align with the relocated/lengthened Primary Runway, moving the Runway 32 end closer to an established West Lakeland Township residential neighborhood (from approximately 0.6 miles today to approximately 0.3 miles)
- Requires wetland mitigation

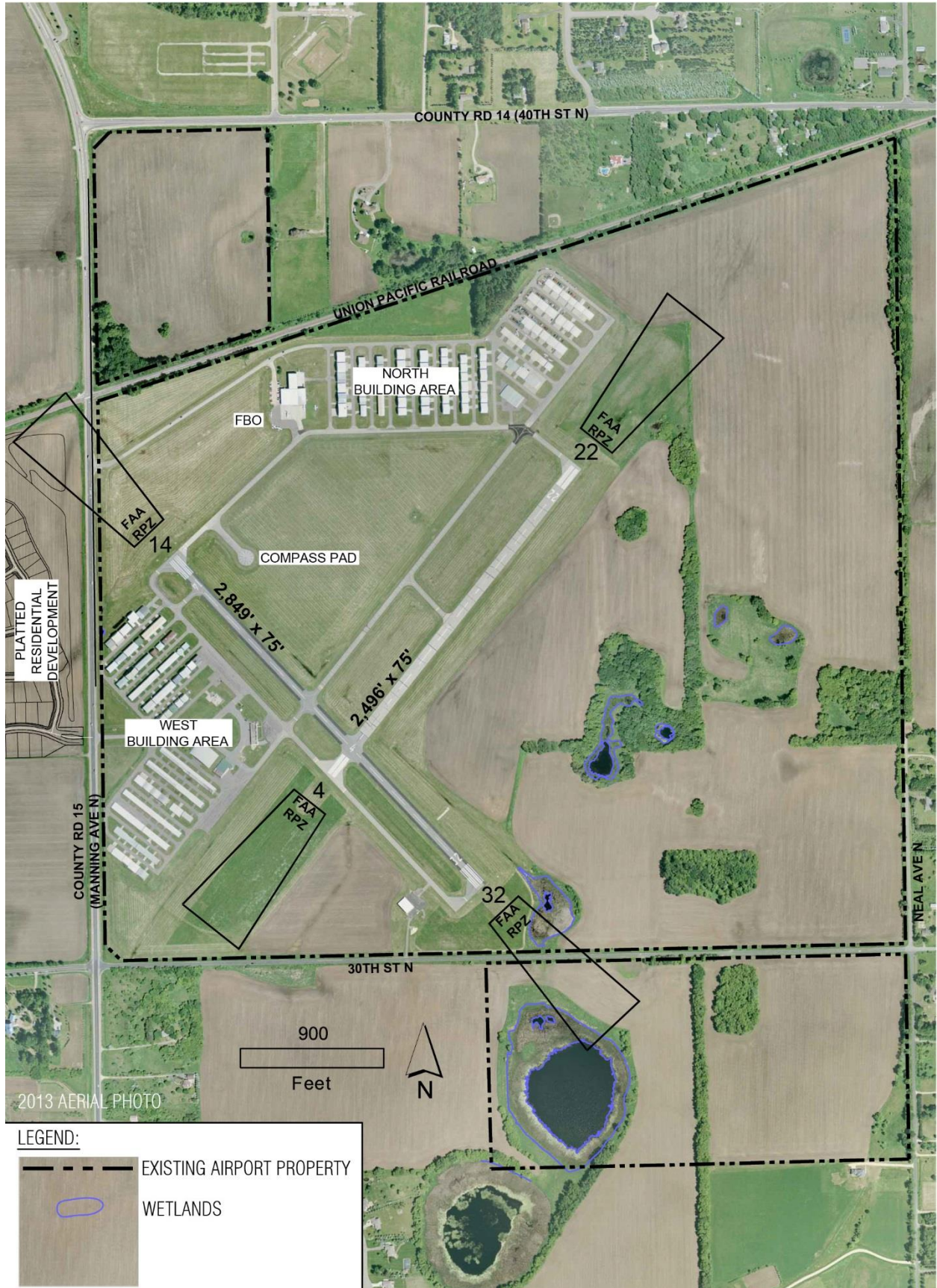
Alternative B1 provides compatible RPZs entirely on airport property for the relocated Runway 14/32. The Base Case and Alternative A do not satisfy this key objective of the LTCP. Alternative B1 also provides a runway length of 3,500 feet, which is the optimal length identified in the Facility Requirements analysis for the long-term demand at Lake Elmo Airport. Once the 3,500 foot length runway is constructed, the primary runway will be fully built-out in terms of RPZ compliance, with no further extensions contemplated during the 20-year planning horizon. This will give the surrounding communities assurance of the airport’s future footprint for comprehensive community planning.

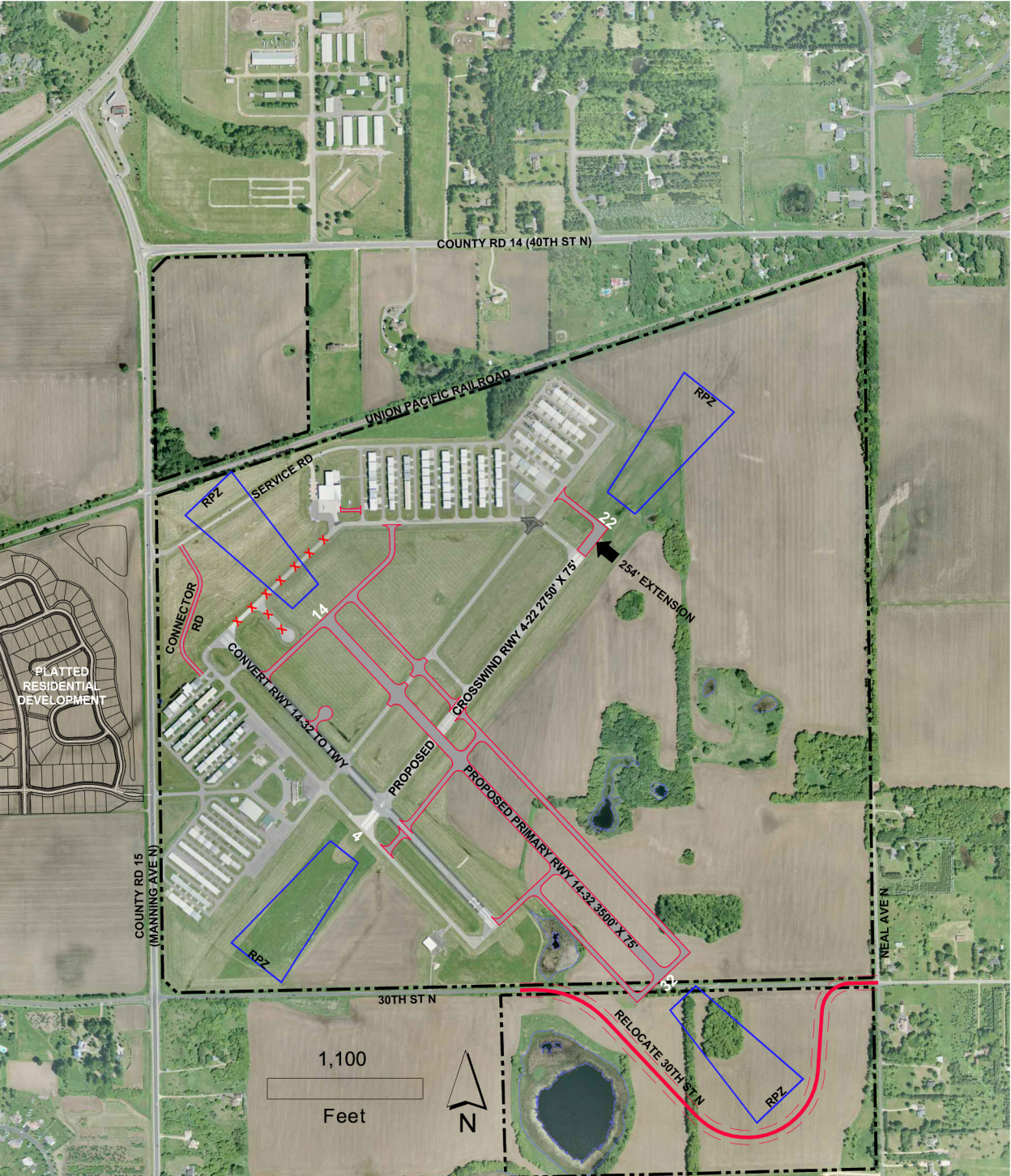
COMMITTEE COMMENTS AND ACTION:

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Determine	

Figure ES-1: Existing Airport Layout





2013 AERIAL PHOTO

LEGEND:

- EXISTING AIRPORT PROPERTY
- WETLANDS
- PROPOSED RWY/TWY EXTENSIONS
- X PAVEMENT REMOVAL
- RUNWAY PROTECTION ZONE