

TRANSPORTATION ADVISORY BOARD

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

NOTICE OF A MEETING
of the
PLANNING COMMITTEE

NOTE THE TIME CHANGE

Thursday, March 10th, 2016

**2:00 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 Jan 2016 Meeting
- 4) Action Items
 - i) 2016-26: Adoption of Functional Class Map for Regional Solicitation (Map PDF)
 - ii) 2016-30: Functional Class Change #1340 – Scott County Major Collector CSAH 60
 - iii) 2016-27: ITS Infrastructure
- 5) Info Items
 - i) Performance Measures Update – Brad Utecht
 - ii) Discussion of Activity Based Regional Model and 2018 Comprehensive Plan Update Traffic Forecasts – Filipi / Ehrlich
- 6) Other Business
- 7) Adjournment

Full Meeting Packet (without large format map for Functional class)

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

Notes of a Meeting of the
TAC-PLANNING COMMITTEE
Jan 14, 2016

MEMBERS PRESENT: Jean Kelly, Holly Anderson, Katie White, Amanda Smith, Kevin Roggenbuck, Ann Terwedo, Rachel Wiken, Michael Larson, Lisa Freese, Bob Byers, Jack Forslund, Elaine Koutsoukos, Bill Dermody

OTHERS PRESENT: Dave Vessel, Steve Peterson, Mark Filipi, Eriks Ludins (St Paul), Steven Hay (Minneapolis), Tony Hepplemen (WSB), Steve Lillehaug (Brooklyn Center)

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 Dec 2015 meeting were approved as submitted

4. Action Transmittal

2016-12: Functional Class City of St Paul # 1332 – 1336

Saint Paul staff Eriks Ludins presented on improvements to the arterial system in the West Midway area of the city. They requested A Minor Augmentors for Vandalia, Transfer Rd, Ellis and Territorial. This area of the city has extensive freight traffic and currently the truck route includes hard turns onto University Ave, which has narrowed turning radii because of LRT platforms and tracks. This has caused issue with trucks hitting buildings, etc.

The city is proposing improvements to Vandalia, Transfer Rd, Ellis and Territorial, which once completed, will create a parallel truck route, allowing trucks to stay off University and move between I-94, the BNSF yard on Pierce Butler, and Hwy 280.

The city initially submitted several requests for *Planned* Augmentors. The committee discussed and agreed with staff recommendation that they should be reviewed as existing augmentors, since the planned designation is only used for future unbuilt roads, and should not be applied over top of existing functional class roads.

Committee expressed concern with moving trucks off University and onto Territorial, which does have housing, including public housing complex. Mr Ludins said that the neighborhood district council has been an active participant in the NW Quadrant transportation Study and recognizes these concerns but were supportive of the movement

of freight traffic to these streets. There was also concern raised about bike traffic and the need to include improvements for bike and peds on these streets.

Committee moved to pass the recommendation as written, passed unanimously

2016-13: Functional Class City of Brooklyn Center #1339

Tony Hepplemen from WSB presented on behalf of the city. Brooklyn Center is requested an A Minor Reliever from TH 252 to Brooklyn Blvd. The alignment requested includes 66th Ave, Shingle Creek, and 69th Ave. The City hopes to build a highway interchange at TH252 and improve these roads to provide a parallel reliever route to I-694.

While I-694 in that area was not congested, staff and committee approved the request, as it met other characteristics and was a necessary reclassification to begin planning an interchange at that intersection. Staff also noted that previous actions sets precedent to approve this request. Committee raised questions regarding land use and alternative routes. Mr. Hepplemen highlighted other options, all with their own issues for access spacing and land use. Consensus was reached that the submitted route was best option for improvement.

MnDOT reviewed the proposal and concurs with the Metropolitan Council's concern that access spacing along portions of the route are not ideal, but are superior to other east-west alternatives for A Minor arterials (70th Avenue N). MnDOT anticipates that as improvements to the east and west of this area are made, traffic levels will increase, thereby underscoring the need for a reliever roadway.

Motion to move as submitted, passed unanimously.

2016-14: Functional Class City of Minneapolis #1337 & 1338

Steven Hay from Minneapolis presented the request to improve Nicollet Ave to an A Minor Reliever and add short segment of Planned Reliever at 31st Street (Kmart Site).

Committee raised concerns about the number of relievers for 35W in this area. Park/Portland and Lyndale area already parallel relievers. However, the street is functioning as such for a very congested I-35W. It is also a multimodal corridor and potential future street car route.

Motion to pass as requested, passed unanimously.

2016-15: RBTN Changes and Map Approval

Steve Elmer, Met Council staff, presented on the Regional Bikeway Trails Network (RBTN). Staff had allowed administrative or technical changes for the RBTN, which must fit into one of these 3 areas: 1) Designating official alignment within an established RBTN corridor 2) Establishing designated alignment outside RBTN corridor that is parallel to and within ½-mile of original corridor 3) Moving a designated alignment to a parallel location within ½-mile of original alignment.

Three requests were submitted, two from Dakota County and one from Scott County. After review, the Scott County withdrew their request.

Staff used a detailed matrix to designate if the changes met the 11 guiding principles of the RBTN development.

The committee reviewed the Dakota County requests.

1) : Designate CSAH 38 as the Tier 2 alignment for the existing Tier 2 corridor between Nicollet Avenue in Burnsville and TH 3 in Rosemount. Staff found this request met all RBTN criteria and recommended approval

2) Designate a Tier 1 alignment approx. 1/8-mile to 1/2-mile east of & parallel to RBTN Tier 1 corridor centered along Galaxie Ave between CSAH 42 and CSAH 32. Staff found this also met most criteria and should be approved.

Committee moved to accept the two Dakota County changes and use the amended map with these changes for the Regional Solicitation.

5 . Other business

Bob Byers asked the new activity based model be a future information item at the committee, especially how the new model and data will fit into the comp plan process. Met Council staff agreed to discuss further with Bob and present at future meeting on the topic.

6. Meeting Adjourned 2:12 PM

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL 2016-26

DATE: February 4, 2016
TO: TAC-Planning Committee
PREPARED BY: Rachel Wiken, MTS Staff 651-602-1572
SUBJECT: Roadway Functional Classification Map for the Seven-County Twin Cities Region
REQUESTED ACTION: Recommend adoption of the Roadway Functional Classification Map for the Seven-County Region
RECOMMENDED MOTION: That the Transportation Advisory Board adopt the Roadway Functional Classification Map for the Seven-County Twin Cities Region.

BACKGROUND AND PURPOSE OF ACTION: The regional solicitation process is conducted biennially to allocate federal transportation funds. Federal rules allow recipients of these funds to focus or target them to meet defined regional needs. Roadway improvement projects must be on roadways functionally classified as "A" Minor Arterials or Non-Freeway Principal Arterials to be eligible for federal funds in the regional solicitation.

The Technical Advisory Committee has approved a number of roadway functional classification changes since the 2014 regional solicitation, and these changes have been recorded in the official map. The TAB will adopt the roadway functional classification map to provide an official map for applicants and project reviewers to use as a resource in determining project eligibility in the next regional solicitation.

The map will be made available on the Metropolitan Council's website and will be referenced in the next regional solicitation package, which is scheduled to be released in the May 2016.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board maintains a roadway functional classification system for all regional roads. TAB has delegated the responsibility of approving changes to the system to the Technical Advisory Committee, with the exception of Principal Arterials. The TAB adopts a functional classification map with the approved changes.

STAFF ANALYSIS: If closer review is desired, contact Rachel Wiken for GIS data or detailed map of smaller area.

COMMITTEE COMMENTS AND ACTION:

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review and Adopt	

Functional Classification Changes Made to the Regional TAB-Adopted Map since 2014

(Changes made between August 2014 and Jan 2016)

Action Item	Id	APPLICANT	NAME	ROAD_FROM	ROAD_TO	EXISTING	CURRENT	REQUESTED	NOTES	TAC Planning Date	TAC Planning Action
2016-12	1335	CITY OF ST PAUL	TRANSFER	PIERCE BUTLER	ELLIS	Existing	Other Minor	A Minor Augmentor	All passed as existing augmentors	1/14/2016	approve with changes
2016-12	1336	CITY OF ST PAUL	VANDALIA	94	UNIVERSITY	Existing	Other Minor	A Minor Augmentor	All passed as existing augmentors	1/14/2016	approve with changes
2016-12	1332	CITY OF ST PAUL	ELLIS	TRANSFER	VANDALIA	Planned	Major Collector	A Minor Augmentor	All passed as existing augmentors	1/14/2016	approve with changes
2016-12	1334	CITY OF ST PAUL	VANDALIA	UNIVERSITY	ELLIS	Planned	Major Collector	A Minor Augmentor	All passed as existing augmentors	1/14/2016	approve with changes
2016-12	1333	CITY OF ST PAUL	TERRITORIAL RD	VANDALIA	280 OFF RAMP	Planned	Local	A Minor Augmentor	All passed as existing augmentors	1/14/2016	approve with changes
2016-14	1338	CITY OF MINNEAPOLIS	NICOLLET	28TH	LAKE	Planned	NA	A Minor Reliever	#1337 RELATED	1/14/2016	approve
2016-14	1337	CITY OF MINNEAPOLIS	NICOLLET	61ST	FRANKLIN	Existing	Other Minor	A Minor Reliever	#1338 IS SHORT PLANNED SECTION AT LAKE	1/14/2016	approve
2016-13	1339	BROOKLYN CENTER	66TH / 69TH / SHINGLE CREEK	252	BROOKLYN BLVD	Existing	Major Collector	A Minor Reliever	SHORT SECTION IS LOCAL, MOSTLY 310	1/14/2016	approve
2014-67	1327	HENN CO / CHAMPLIN	HAYDEN LAKE	WEST RIVER RD	169	Existing	Local	A Minor Reliever	RELATED TO 1328 - CITY COUNTY JURISDICTION SWITCH	10/9/2014	approve
2014-70	1325	RAMSEY COUNTY	TCAAP SPINE ROAD	CSAH 96	35w	Planned	NA	A Minor Expander		10/9/2014	approve
2016-07	1330	DAYTON	RIDGEVIEW CROSSING	CSAH 81	CSAH 101	Planned	NA	A Minor Expander	REQUESTED CONNECTOR, APPROVED AS EXPANDER. ALSO RELATED TO #13309 - BROCKTON RECLASS WHEN BUILT	12/10/2015	approve
2014-70	1326	RAMSEY COUNTY	HIGHWAY AVE	TH10	E. 35W RAMP	Existing	Other Minor	A Minor Expander		10/9/2014	approve
2016-06	1331	WASHINGTON CO	CSAH26	CSAH 24	CSAH 23	Existing	Local	Major Collector		12/10/2015	approve
2014-67	1328	HENN CO / CHAMPLIN	WEST RIVER RD	HAYDEN LAKE	169	Existing	A Minor Reliever	Local	RELATED TO 1327 - SWITCHING LOCAL AND COUNTY ROADS	10/9/2014	approve

ACTION TRANSMITTAL – 2016-30

DATE: 2-24-16
TO: Technical Advisory Committee – Planning
FROM: Metropolitan Transit Services
PREPARED BY: Rachel Wiken, Planner 651-602-1572
SUBJECT: Functional Class Change #1340 Scott County Maj. Collector
REQUESTED ACTION: Scott County requests approval for CR 60 to become a major collector and for CSAH 1 to return to Local status.
RECOMMENDED MOTION: That TAC Planning recommend to TAC the approval of the request as submitted.

BACKGROUND AND PURPOSE OF ACTION: The request is for the reclassification of Scott County Road (CR) 60 from a local road to Major Collector. The parallel road CSAH 1 is proposed to be reclassified from Major Collector to local road designation. CR 60 is the preferred route between Scott and Sibley Counties and the hamlet of Blakeley to TH 169. CR 60 is the primary road used for emergency services access to the hamlet of Blakeley, and to the Minnesota River crossing into Sibley County. The roadway is also used by area aggregate mining facilities (on both sides of the Minnesota River) and agricultural operations to access TH169. The steep grades, geometric deficiencies and less direct route to TH169 of the CSAH 1 facility makes that roadway less utilized by these types of traffic generators.

CR 60 is currently closed due to the flood damage in June 2014. This spring is the planned reconstruction of a 0.55 mile (2,908') portion of CR 60 on a new alignment (to be complete in the fall of 2016). Even prior to this closure CR 60 was the preferred Truck Route. The project improves roadway alignment and profile by straightening a hairpin curve and reducing the steep grade. These implemented improvements will make the roadway even more desirable and enhancing the utilization of CR 60 as the major collector road in the area. As part of the request, CSAH 1 will be designated as the local road in the area.

The County is working with Metro State Aid for a system revision where CR 60 will become the CSAH route and renumber to CSAH 1. The system revision will become effective in the fall of 2016 at project completion.

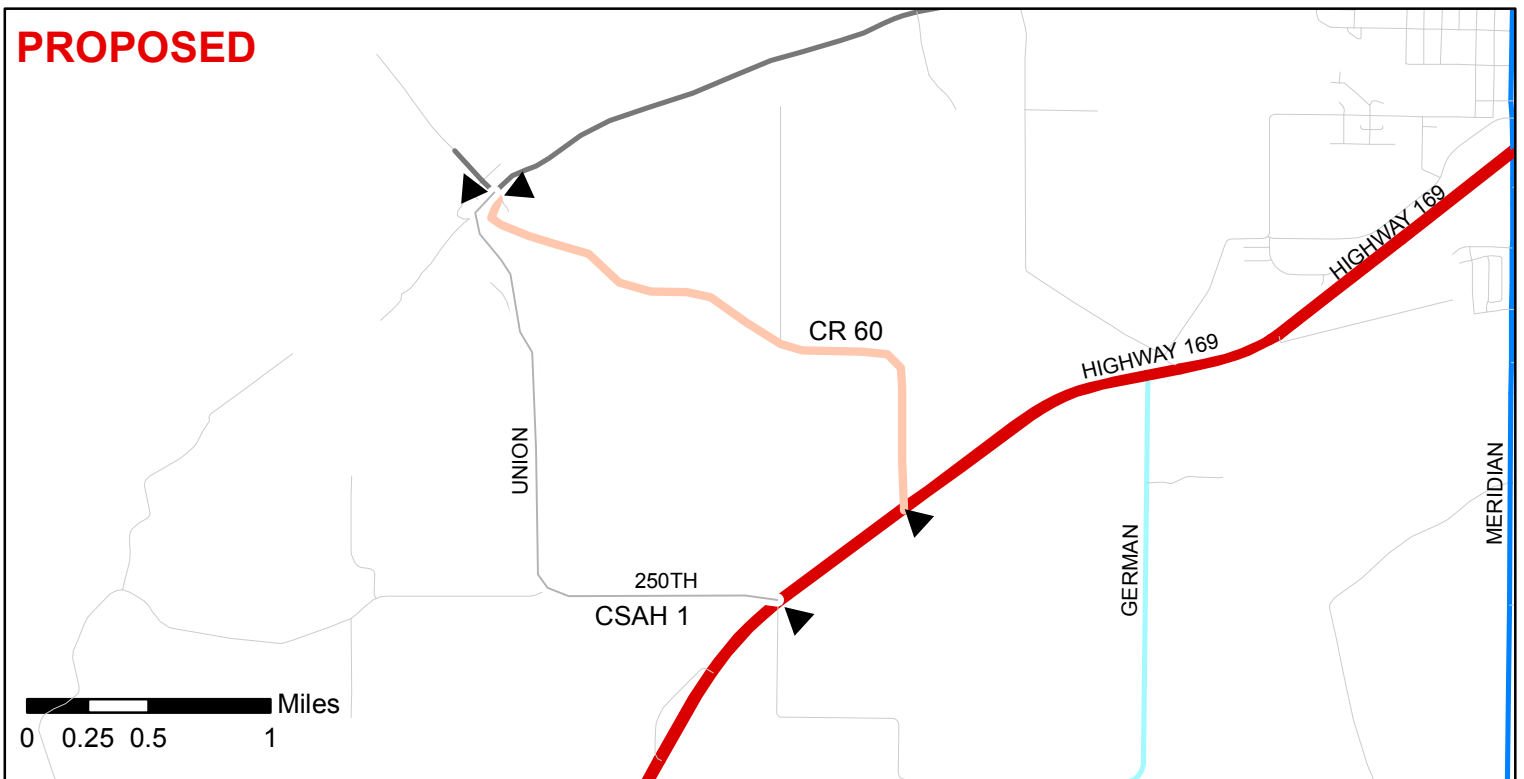
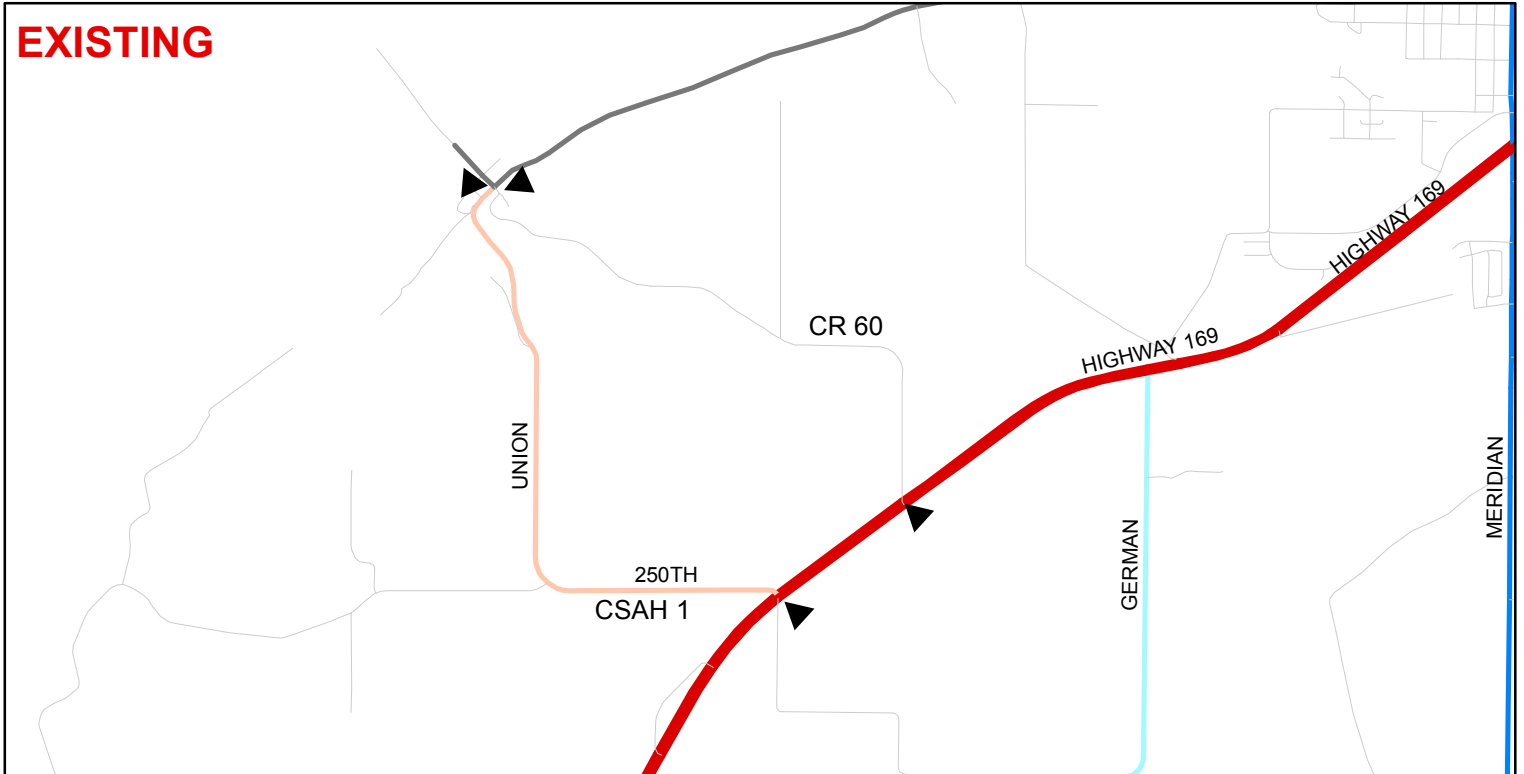
STAFF ANALYSIS: Staff agrees with the changes as submitted. MnDOT has also reviewed and agreed.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning or Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Approve	

Functional Class Roads Change Requests Scott County

ID# 1340



Existing Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- B Minor
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

City / Township Boundaries

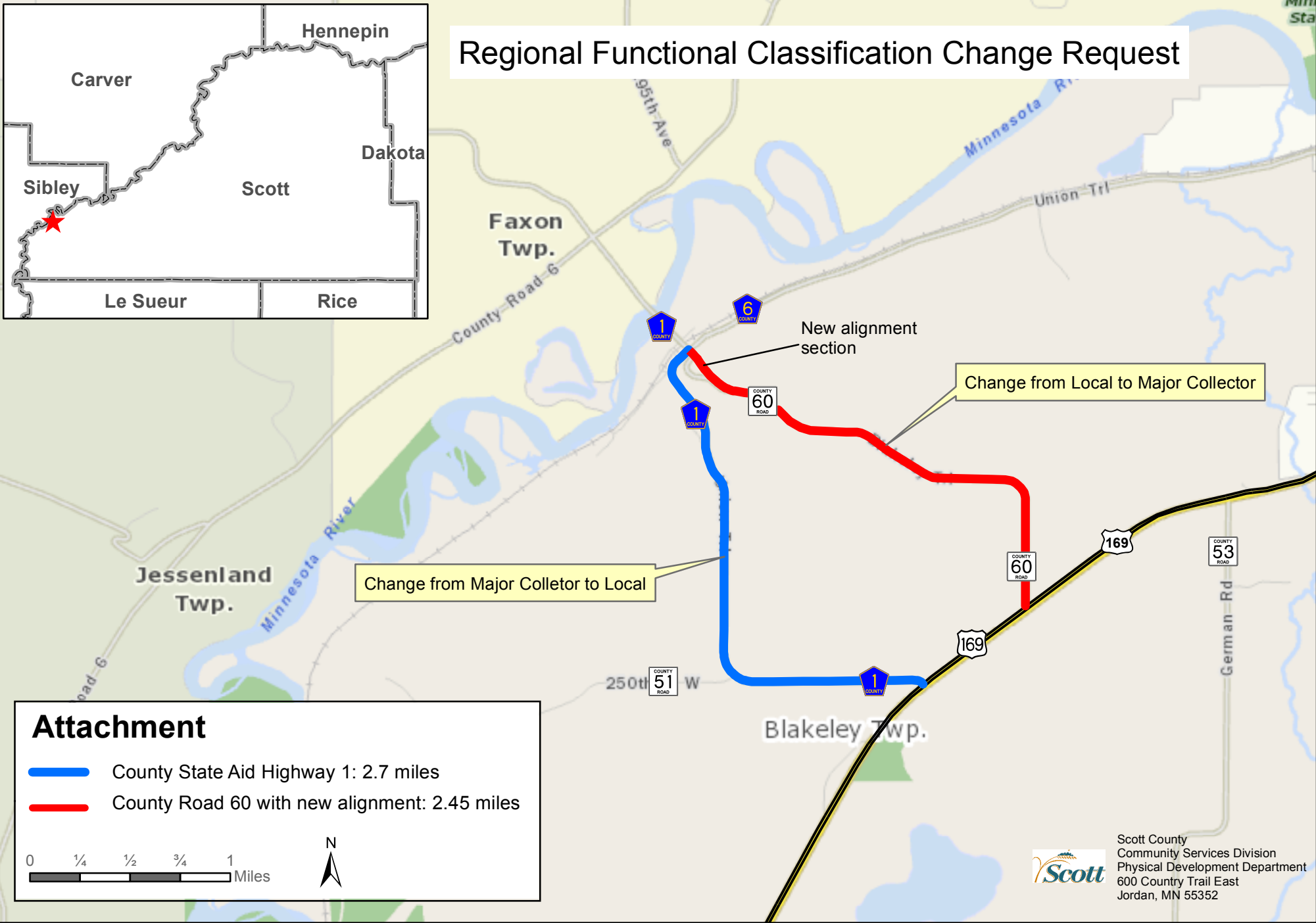
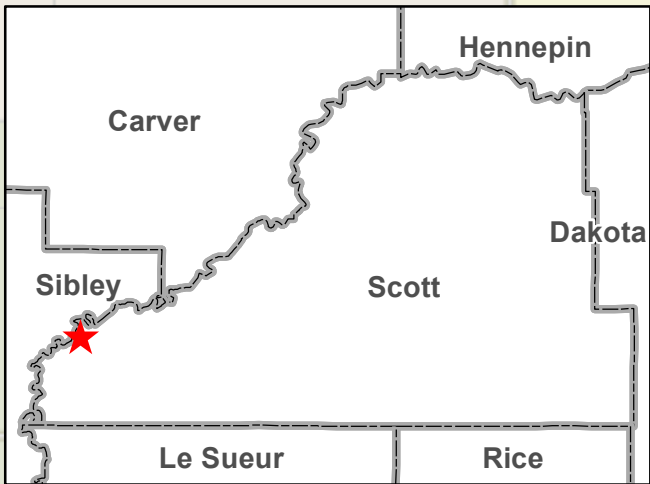
Street Centerlines

County Boundaries





County Road 60 and County State Aid Highway 1, Scott County


Regional Functional Classification Change Request



Attachment

-  County State Aid Highway 1: 2.7 miles
-  County Road 60 with new alignment: 2.45 miles

0 1/4 1/2 3/4 1 Miles



Regional Functional Classification Change Request Form

ID Number: 1340

Date of Request: 2-24-16

Roadway Name: 250th St. W./Union Trail, Blakeley Trail

Roadway CSAH # 1

Roadway MSA #

Roadway County Rd # 60

Request Type: Existing

Functional Classification Information:

Existing Roadway

Current Classification: Local

Requested Classification: Major Collector

If other:

Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

Planned to existing Contingent Conditions: other

Other / Explain: Two Part Request - CSAH 1 would go from Major Collector to Local, CR 60 would upgrade from Local to Major Collector

Request Information:

Change Start Location: CSAH 1/CSAH 6/ CR 60 Intersection

Change End Location: TH 169

Length of Requested Change (Miles): CSAH 1: 2.7 Miles; CR 60 2.45

Dependent on other Requested Changes: No

Road name(s) or ID Number(s) of dependent requests:

Involves other jurisdictions (No) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change

The request is for Scott County Road (CR) 60 to become a Major Collector roadway and CSAH 1 to become a local road designation. CR 60 is the preferred route between Scott and Sibley Counties and the hamlet of Blakeley to TH 169. CR 60 is the primary road used for emergency services access to the hamlet of Blakeley, and to the Minnesota River crossing into Sibley County. The roadway is also used by area aggregate mining facilities (on both sides of the Minnesota River) and agricultural operations to access TH169. The steep grades, geometric deficiencies and less direct route to TH169 of the CSAH 1 facility makes that roadway less utilized by these types of traffic generators.

CR 60 is currently closed due to the flood damage in June 2014. This spring is the planned reconstruction of a 0.55 mile (2,908') portion of CR 60 on a new alignment (to be complete in the fall of 2016). Even prior to this closure CR 60 was the preferred Truck Route. The project improves roadway alignment and profile by straightening a hairpin curve and reducing the steep grade. These implemented improvements will make the roadway even more desirable and enhancing the utilization of CR 60 as the major collector road in the area. As part of the request, CSAH 1 will be designated as the local road in the area.

The County is working with Metro State Aid for a system revision where CR 60 will become the CSAH route and renumber to CSAH 1. The system revision will become effective in the fall of 2016 at project completion.

Regional Functional Classification Change Request Form

ID Number: 1340

Date of Request: 2-24-16

Following Section Required for All Principal and Minor Arterial Requests

Criteria: Illustrate how the requested change to a roadway functional classification complies with the following criteria:

Place Connections:

Spacing:

Management:

System Connections & Access Spacing:

Trip Making Services:

Mobility vs. Land Access:

IF request impacts the A-Minor Arterial Sub-Classification, provide these attributes:

(from Table D-4 in TPP, [http://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx](http://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1)/Final-2040-Transportation-Policy-Plan/2040-TPP-Appendix-D-Functional-Class.aspx))

Use:

Location:

Trip Length:

Problem Addressed:

(Optional) **Typical Characteristics:** Providing the following to support the request

Intersection Treatments:

Present AADT: 380

Estimated Future AADT/Year: 720

Source of Estimated AADT/Date:

Posted Speed:

----- **Required for All Requests** -----

MAP: Please attach an 8.5 by 11 map of the requested change. Please include all appropriate labels and highlight the roadway in question.

Regional Functional Classification Change Request Form

ID Number: 1340

Date of Request: 2-24-16

Contact Information:

Agency/City/County: Scott County

Contact Person: Craig Jensen, Transportation Planner

Phone: 952-496-8329

Fax:

Email: cjensen@co.scott.mn.us

Address: 600 Country Trail East

City: Jordan

State: MN

Zip: 55352

----- *Committee Staff ONLY* -----

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation: Approval

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Change Tracking:

TAC Planning Record of Decision:

Date:

TAC Record of Decision:

Date:

TAB Record of Decision (PA ONLY):

Date:

Mn/DOT Notification:

Date:

Geography Recorded: Yes

Date: 2-24-16

Previous Action ID:

Date:

ACTION TRANSMITTAL – 2016-27

DATE: March 3, 2016
TO: Technical Advisory Committee – Planning
FROM: Metropolitan Transit Services
PREPARED BY: Katie White, Senior Planner 651-602-1716
SUBJECT: Intelligent Transportation Systems (ITS) Architecture
REQUESTED ACTION: MnDOT requests adoption of the statewide ITS architecture through the attached resolution.
RECOMMENDED MOTION: That TAC Planning recommend to TAC the adoption of the statewide ITS architecture through the attached resolution.

BACKGROUND AND PURPOSE OF ACTION: ITS architecture refers to the signals, systems, and networks that control and monitor travel movement across our road and transit networks. ITS architecture should describe the region, boundaries, participating agencies, and stakeholders. It defines how agencies, modes, and systems will interact and operate, and provides framework for planning, defining, and integrating ITS systems. MnDOT has partnered with FHWA to ensure consistency between the systems, which are managed by MnDOT, Metro Transit, counties, and other entities. A successful ITS architecture supports regional goals, maximizes integration of projects identified by the planning process, is both an ongoing and iterative process, and supports maintenance efforts over time.

ITS architecture is required by federal planning law and guidance. MnDOT is requesting that all Minnesota MPOs adopt the statewide ITS architecture for planning purposes. Adoption will be considered complete when the attached resolution is adopted.

RELATIONSHIP TO REGIONAL POLICY: The Technical Advisory Committee, Transportation Advisory Board, and Metropolitan Council comprise the MPO for the Twin Cities metropolitan area.

STAFF ANALYSIS: MTS staff met with representatives from the Council's Information Security department and Metro Transit to determine existing ITS policies, procedures, and needs. The group also discussed what impact this agreement would have on operations, such as altering monitoring or documentation needs. The decision of the group was that adopting this policy would not result in any meaningful changes for how the MPO and Metro Transit operate various ITS systems. However further work will be undertaken by the Information Security department and Metro Transit to ensure proper documentation and coordination with MnDOT as new systems come on line (such as the A Line and Blue and Green Line Extensions). Council staff agreed to coordinate with MnDOT to identify gaps in the architecture.

ROUTING

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

METROPOLITAN COUNCIL

390 Robert Street North, St. Paul, Minnesota 55101-1805

RESOLUTION NO. 2014-34

RESOLUTION RECOGNIZING THE MINNESOTA DEPARTMENT OF TRANSPORTATION
STATEWIDE ITS ARCHIECTURE

Whereas, the US Department of Transportation has an adopted national intelligent transportation systems (ITS) architecture which specifies the proper relationships, such as information exchanges, among the components of all ITS projects implemented (in whole or in part) with federal funds; and

Whereas, the development of a Regional Intelligent Transportation Systems (ITS) Architecture has been mandated in national transportation legislation in an effort to integrate technological solutions into the transportation network to alleviate congestion and improve safety and efficiency; and

Whereas, the Minnesota Department of Transportation has updated the Minnesota Statewide Regional ITS Architecture to address changes statewide relating to ITS Systems, Stakeholders, Interconnections, Service Packages, and Project Inventory; and in conformance with the National ITS Architecture and Standards in accordance with 23 CFR 940 (FHWA Final Rule 940); and

Whereas, the FHWA Final Rule 940 ("Intelligent Transportation System Architecture and Standards") and Federal Transit Administration's "National Architecture Policy on Transit Projects" require each metropolitan planning organization (MPO) to adopt or recognize a regional ITS architecture that is consistent with its Long-Range Transportation Plan; and

Whereas, ITS projects in a metropolitan transportation planning area must be consistent with a Regional ITS Architecture to be eligible to receive federal funds for implementation; and

Whereas, the Metropolitan Council recognizes the Minnesota Statewide Regional ITS Architecture as the regional architecture that shall identify and guide all ITS improvements statewide and within its metropolitan transportation planning area;

NOW, THEREFORE, BE IT RESOLVED:

THAT the Metropolitan Council hereby recognizes the Updated Minnesota Department of Transportation's Statewide Regional ITS Architecture and any subsequent updates as the regional architecture that shall govern all ITS improvements within its metropolitan transportation planning area.

Adopted this _____ day of _____, 2016.

Adam Duininck, Chair

Emily Getty, Recording Secretary

A. Transportation System Stewardship	
Pavement Condition*	Highway
% of Deck Area on Good or Poor Condition Bridges*	Highway
Runway Pavement Condition	Aviation
Airline Cost per Enplaned Passenger	Aviation
Average Aircraft Delay at MSP	Aviation
Federal State of Good Repair Measure*	Transit
B. Safety and Security	
Number of Fatalities and Fatality Rate*	Multimodal
Number of Serious Injuries and Serious Injury rate*	Multimodal
Bicycle/Pedestrian Crashes	Bike/Ped
C. Access to Destinations	
Mode Share/Mode Participation Rate (Bicycle/Pedestrian/Transit)	Multimodal
# of Jobs accessible in x minutes (Auto/Transit/Pedestrian)	Multimodal
Reliability Index (Auto/Freight)	Multimodal
Regional Bicycle Transportation Network (RBTN) Implementation	Bike/Ped
Annual Hours of Delay	Highway
Average Commute Time	Highway
Transit Ridership	Transit
D. Competitive Economy	
% of Highway System that is 10-ton	Freight
Truck Travel Time Index	Freight
E. Healthy Environment	
Greenhouse Gas and Criteria Pollutant Emissions	Multimodal
Bicycle/Pedestrian miles traveled	Bike/Ped
% of the population with access to high-frequency transit service	Transit
F. Leveraging Transportation Investments to Guide Land Use	
Change in acres of riverfront/rail-accessible land	Freight
% of forecasted job and population growth near high frequency transit service	Transit

*Required federal measure