

TRANSPORTATION ADVISORY BOARD

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

NOTICE OF A MEETING
of the
PLANNING COMMITTEE
Thursday, April 13th, 2017
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 March 2017 Meeting
- 4) Action items
 1. 2017-13 Saint Paul Functional Class Changes – Paul St Martin (#1344-1346)
- 5) Info Items
 1. MnSHIP – Brad Utecht (MnDOT)
 2. FHWA/MnDOT Functional Class Review - Mark Nelson (MnDOT) /Mark Filipi (Met Council)
- 6) Other Business
- 7) Adjournment

Full Meeting Packet

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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
March 9, 2017

MEMBERS PRESENT: Holly Anderson, Bill Dermody, Dan McCormick, Mike Larson, Elaine Koutsoukos, Amanda Smith, Paul Czech, Jack Byers, Lisa Freeze, Jason Pieper, Jack Forslund, Rachel Wiken

OTHERS PRESENT: Mark Filipi, Lyssa Leitner, Hally Turner, Patrick Boylan, Angie Scott, Craig Lamothe, Amy Vennewitz, Mai Thor, Corrin Wendell

1. Call to Order

The Meeting was called to order by Freese.

2. Adoption of the Agenda

White moved and Koutsoukos seconded adoption of the agenda. Item passed unanimously.

3. Approval of the Minutes from the Feb 2017 meetings

Czech moved and White seconded approval of the minutes of the Feb 2017 meeting. Item passed unanimously.

4. Info Items

1. Gold Line Update – Lyssa Leitner

Lyssa Leitner, Washington County, presented an update about the Gold Line. The Gold Line, formally known as Gateway Corridor, is a transitway under development in Washington County. The County led the project through the early stages but is now preparing to hand off the lead to the Met Council.

The route currently shown in the Transportation Policy Plan is out of date. Leitner explained the changes to route. The City of Lake Elmo decided against supporting the project. All other Cities on the corridor remained committed. Without Lake Elmo, the County had to consider other routes. After another round of citizen engagement, they decided the best route was to turn south in Woobury to follow Bielenberg Dr to the Woodbury Theater Park and Ride.

This requires a new bridge over I-94 but so did most of the other routes considered.

Eighty Percent of the route is still dedicated lanes. Forecasted ridership is 84% new transit riders, 8000 daily projected rides. Forty percent of rides are reverse commutes (not ending in Downtown). Changing the alignment out of Lake Elmo caused a small dip in ridership but a significant cost savings \$485M to \$420M.

Overall project is on schedule, with operations projected to begin in 2024. The project office staffing is underway, a location has not yet been identified. Consultant will be used for much of the work since the scope of the project does not require full time positions for technical work.

2. Washington County Performance Measures – Hally Turner

Hally Turner presented on Washington County Performance measures, continuing the informal series of sharing how counties have handled performance based planning.

Washington County has been doing some performance measures for 17 years. She shared the 2015 report from the County. This is an annual product from the County. The 2016 version should be approved within a month.

The measures are organized by goal, not department. She highlighted 6 measures that relate to transportation and public works: Pavement Condition Index, Vehicle Crash Rate, Bridge Sufficiency Rating, Road Maintenance Costs Per Mile, Parks Visitor Satisfaction, Building Energy Efficiency.

More information about Washington County performance measures can be found online <http://www.co.washington.mn.us/performanceasures>

3. Performance measures & TPP 2040 - Mark Filipi

Mark Filipi spoke on performance measures and the Transportation Policy Plan.

The conversation started on the topic of target setting, especially short term targets versus long term targets. Metropolitan Planning Organizations (MPO) have been directed to pick short term targets, 2 or 4 years, which is more programmatic than planning. The Met Council is looking for feedback on decision to set targets for our measures for the 2040 time frame. Mark walked through the performance measures for the 2040 TPP again.

6. Other Business

none

7. Adjournment

Dermoody moved, White seconded, adjourned

ACTION TRANSMITTAL 2017-13

DATE: April 6, 2017
TO: Technical Advisory Committee - Planning
FROM: Metropolitan Transportation Services
PREPARED BY: Rachel Wiken, Planner 651-602-1572
SUBJECT: Functional Class Changes - Cayuga Interchange area
#1344, 1345, 1346
REQUESTED ACTION: City of St Paul requests approval for Cayuga St to Other Arterial, and two related Major Collector changes.
RECOMMENDED MOTION: That TAC Planning recommend to TAC the approval of the changes as submitted.

BACKGROUND AND PURPOSE OF ACTION: The MnDOT I-35E Cayuga Project moved I-35E access from Pennsylvania/Phalen Blvd to new Cayuga Street Interchange. This project also included realignments/removal of several other St Paul streets. See maps attached at end of request documents, highlighting the changes.

Cayuga provides I-35E access and connects to Jackson Street and Phalen Blvd, both of which are classified as Other Arterial. Cayuga Street is designated as a Municipal State-Aid (MSA) Route. Cayuga Street was previously a Major Collector west of Mississippi Street, and did not connect as a through street to Phalen. The new section of Cayuga Street to the east of 35E to Phalen is currently a local designation and requires a higher designation based on connection to a Principal Arterial. The City is requesting approval to an Other Arterial. (Request #1344)

Mississippi Street, a Major Collector running north/south next to I-35E, was removed from Case to Phalen during this project.

The City is requesting adding Major Collector designation to north/south street Westminster/Arkwright. (Request #1345)

This request also includes removal of a Major Collector status on Burr Street. Burr Street no longer connects over Phalen Ave and no longer functions as a Collector. (Request #1346)

STAFF ANALYSIS:

Staff agrees with the Major Collectors changes.
#1345 Westminster/Awkright function as a collector. Both are MSA routes. (Note: Awkwright south of Case is a narrow residential street and there is a diverter for north

bound traffic off of Phalen. Staff agrees Westminster, with the jog at Case to Arkwright, should be the designated Collector route.)

#1346 Burr should be returned to local.

#1344 – Cayuga Street

Staff notes that the Transportation Policy Plan Appendix F: Highway Interchanges, includes language requiring Principal Arterials to connect with A-Minor Arterials.

“3. Freeway interchanges should only connect to other principal arterials or to an A-minor arterial as defined in the functional classification system adopted by the Transportation Advisory Board and approved by the Metropolitan Council. “

To conform to our TPP policy, Cayuga Street *could* be considered for an upgrade to A-Minor Augmentor.

However, because of its short length of less than a mile, and connections to Other Arterials on both ends, staff recommends approval to Other Arterial at this time. In the future, the City could consider upgrading both Cayuga and Phalen to A-Minor Augmentors to reflect their use. Pennsylvania to the west of I-35E is already an Augmentor and changing Phalen to an Augmentor would provide continuity to the A-Minor system.

COMMITTEE COMMENTS AND ACTION:

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
<i>TAC Planning</i>	<i>Review and Recommend</i>	
<i>Technical Advisory Committee</i>	<i>Approve</i>	

Regional Functional Classification Change Request Form

ID Number: 1344

Date of Request: 3-30-17

Roadway Name: Cayuga

Roadway CSAH #

Roadway MSA # 164-267

Roadway County Rd #

Request Type: _____

Functional Classification Information:

Existing Roadway

Current Classification: Major Collector

Requested Classification: Other Arterial

If other:

Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

Planned to existing Contingent Conditions: -----

Other / Explain:

Request Information:

Change Start Location: Jackson Street

Change End Location: Phalen Blvd

Length of Requested Change (Miles): 0.68

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: 1345, 1346

Involves other jurisdictions (-----) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change
The MnDOT I-35E Project moved I-35E access from Pennsylvania/Phalen Blvd to new Cayuga Street Interchange. Cayuga provides I-35E access and connects to Jackson Street and Phalen Blvd, both of which are classified as Other Arterial. Cayuga is designated as a MSA Route.

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: Cayuga provides access to I-35E, connects to Jackson (Other Arterial) on west, connects to Phalen Blvd (Other Arterial) on east. East of I-35E, Cayuga/Phalen Blvd provides connections to St. Paul Port Authority Business Developments including 3 large Healthpartners Facilities along Phalen Blvd east to Maryland Avenue.

Spacing: Cayuga parallels Pennsylvania/Phalen Blvd (A Minor Augmentor/Other Arterial) which is roughly 0.36 miles to the south and Maryland Avenue (A Minor Augmentor) which is approximately 0.73 miles to the north

Management:

Regional Functional Classification Change Request Form

ID Number: 1344

Date of Request: 3-30-17

System Connections & Access Spacing: Cayuga provides access to I-35E from Pennsylvania/Phalen Blvd, which is classified as A Minor/Other Arterial and when fully built will provide continuous connection between Transfer Road/University Ave to Maryland Avenue (8.4 miles)

Trip Making Services:

Mobility vs. Land Access: Primarily provides connection to I-35E, but does provide access to business uses and Met Transit East Metro Transit Facility

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

(from Table D-4 in TPP, [http://metro council.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://metro council.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: Traffic Signals are located at 35E Ramp Junctions, Arkwright Street, and Phalen Boulevard intersections.

Present AADT: I 35E Cayuga Interchange fully opened to traffic in Fall 2016 so counts not available

Estimated Future AADT/Year: 7,200 west of I 35E, 14,400 East of I-35E /2015

Source of Estimated AADT/Date: I-35E Phalen Boulevard EIS

Posted Speed: 30 mph

----- **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.

Contact Information:

Regional Functional Classification Change Request Form

ID Number: 1344

Date of Request: 3-30-17

Agency/City/County: Saint Paul

Contact Person: Paul St. Martin

Phone: 651-266-6118

Fax:

Email: paul.st.martin@ci.stpaul.mn.us

Address: Public Works, 800 City Hall Annex, 25 West 4th

City: St Paul

State: MN

Zip: 55102

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

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

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: -----

Date:

Previous Action ID:

Date:

Regional Functional Classification Change Request Form

ID Number: 1345

Date of Request: 3-30-17

Roadway Name: Westminster / Arkwright

Roadway CSAH #

Roadway MSA # 164-309/164-224

Roadway County Rd #

Request Type: _____

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 / Explain:

Request Information:

Change Start Location: Cayuga

Change End Location: Maryland

Length of Requested Change (Miles): 0.34/0.54

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: 1344, 1346

Involves other jurisdictions (-----) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change
The MnDOT I-35E Project moved I-35E access from Pennsylvania/Phalen Blvd to Cayuga Street. As part of the project, Mississippi Street between Case and Phalen Blvd which was classified as a collector was removed. Westminster/Arkwright between Cayuga and Maryland serves as a collector street and serves the area bounded by Cayuga, I-35E, Maryland and Edgerton. Westminster and Arkwright are designated as MSA Routes.

Contact Information:

Agency/City/County: Saint Paul

Contact Person: Paul St. Martin

Phone: 651-266-6118

Fax:

Email: paul.st.martin@ci.stpaul.mn.us

Address: Public Works, 800 City Hall Annex, 25 West 4th

City: St Paul

State: MN

Zip: 55102

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

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Regional Functional Classification Change Request Form

ID Number: 1345

Date of Request: 3-30-17

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: -----

Date:

Previous Action ID:

Date:

Regional Functional Classification Change Request Form

ID Number: 1345

Date of Request: 3-30-17

Roadway Name: Burr

Roadway CSAH #

Roadway MSA #

Roadway County Rd #

Request Type: _____

Functional Classification Information:

Existing Roadway

Current Classification: Major Collector

Requested Classification: Local

If other:

Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

Planned to existing Contingent Conditions: -----

Other / Explain:

Request Information:

Change Start Location: Minnehaha

Change End Location: Case

Length of Requested Change (Miles): 0.50

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: 1344, 1345

Involves other jurisdictions (-----) If "yes" please attach letter(s) of support

Purpose of Change: Please explain rationale for requested Change

The Burr Street Bridge over the Union Pacific Railroad was removed as part of Phalen Blvd Project in 2003. Burr Street no longer is continuous between Case and Minnehaha. This section of Burr Street has been removed as a MSA Route.

Contact Information:

Agency/City/County: Saint Paul

Contact Person: Paul St. Martin

Phone: 651-266-6118

Fax:

Email: paul.st.martin@ci.stpaul.mn.us

Address: Public Works, 800 City Hall Annex, 25 West 4th

City: St Paul

State: MN

Zip: 55102

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

Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

MnDOT Consent: YES

NO

Comments:

Potential Issues:

Regional Functional Classification Change Request Form

ID Number: 1345

Date of Request: 3-30-17

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: -----

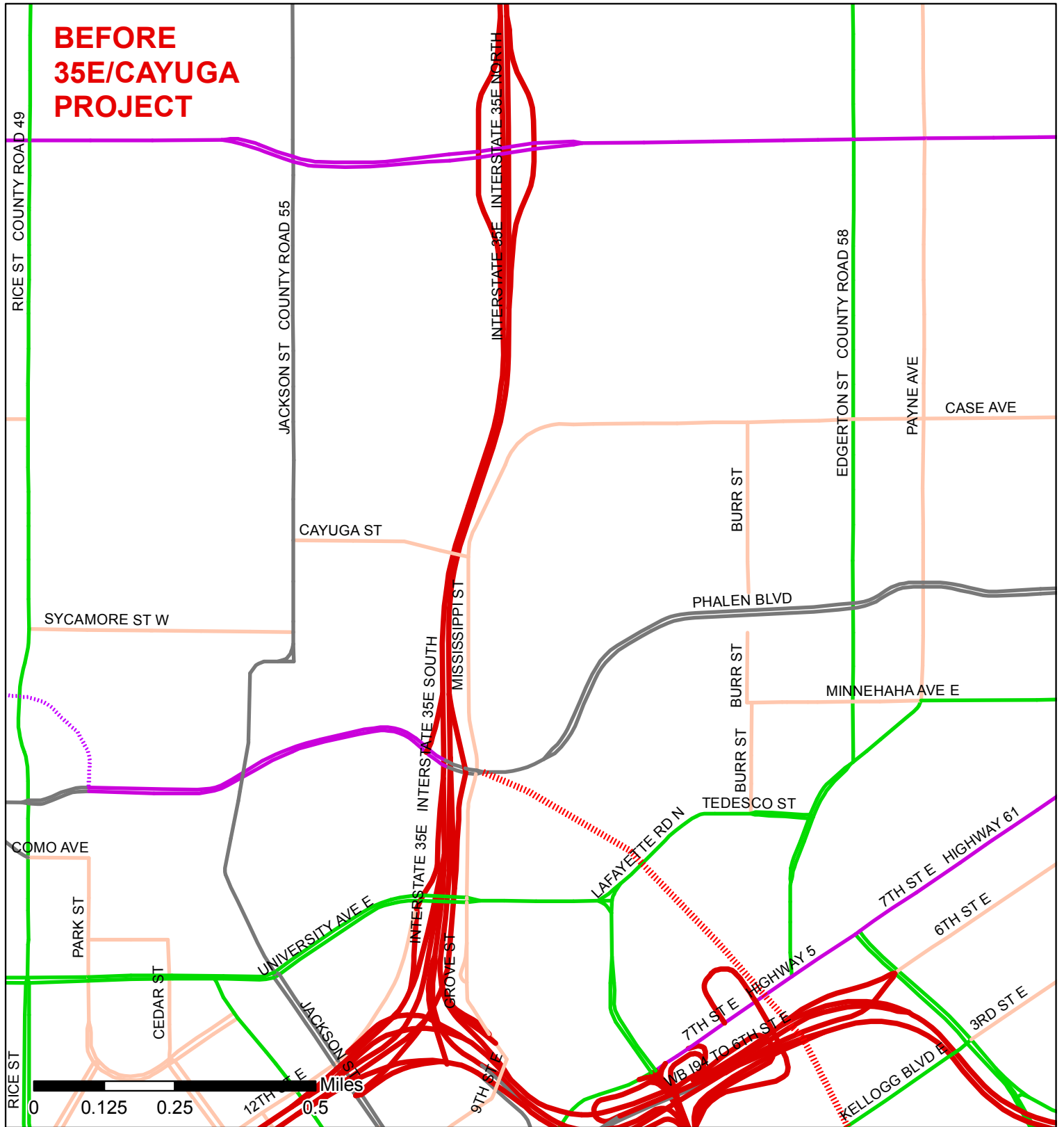
Date:

Previous Action ID:

Date:

Functional Class Roads Change Requests Saint Paul

ID# 1344-1346



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

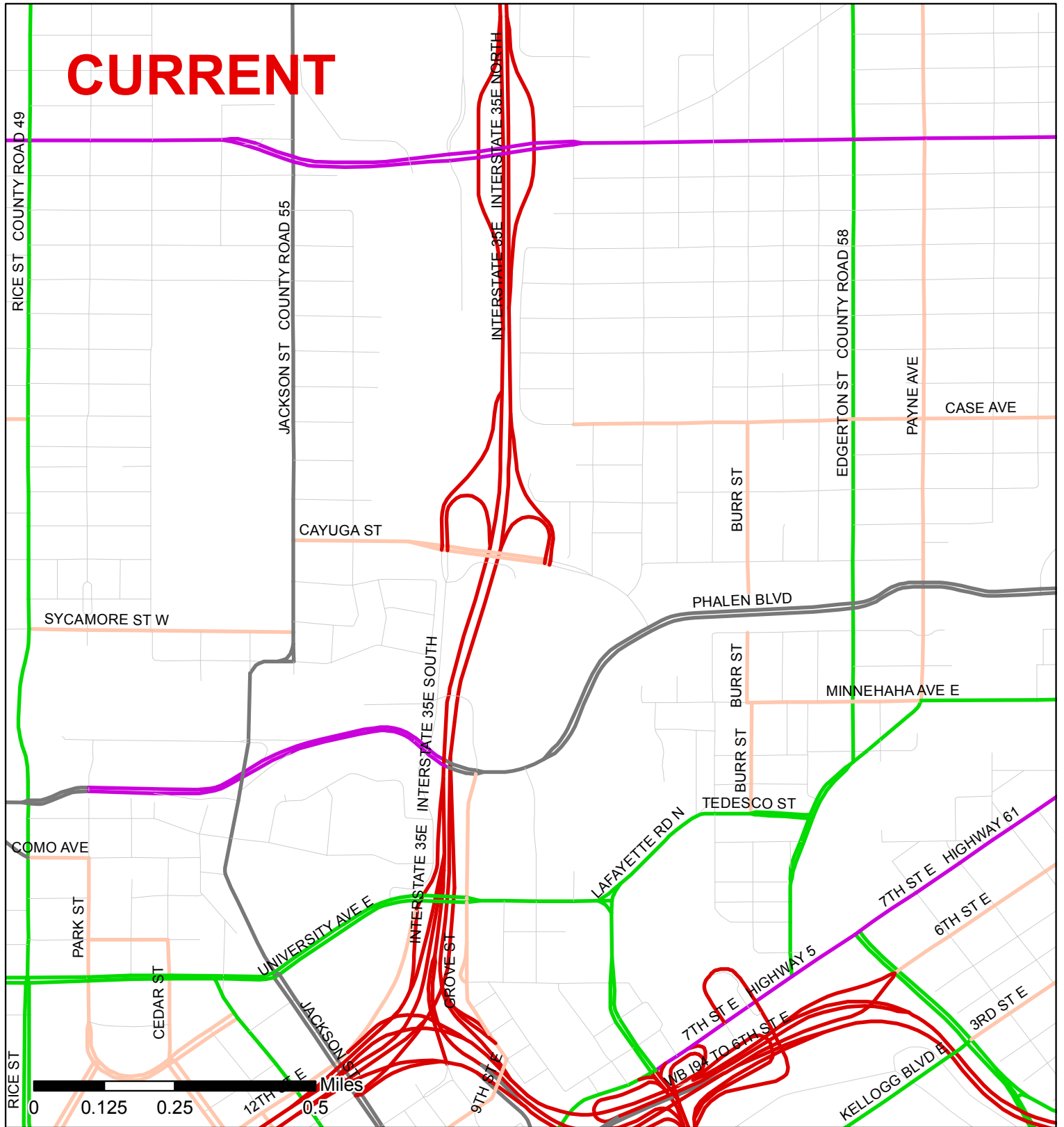
Street Centerlines

County Boundaries



Functional Class Roads Change Requests Saint Paul

ID# 1344-1346



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

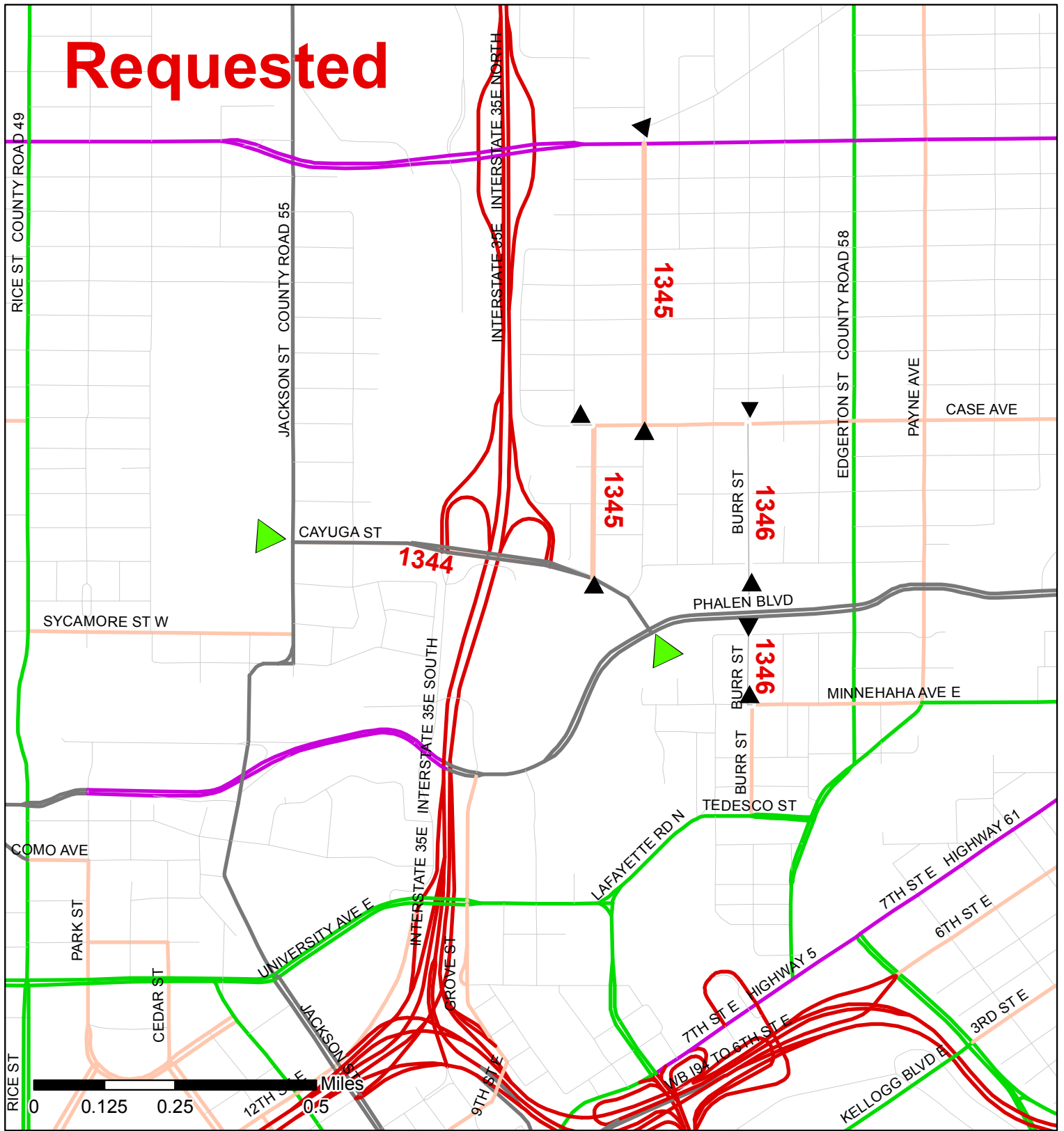
Street Centerlines

County Boundaries



Functional Class Roads Change Requests Saint Paul

ID# 1344-1346



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



Minnesota
A Collaborative Vision
for Transportation



20-Year Minnesota State Highway Investment Plan

TAC Planning
April 13, 2017

Brad Utecht
Investment Planning Director

MnDOT Family of Plans

Minnesota GO 50-year Vision

What are we trying to achieve?

Statewide Multimodal Transportation Plan

How are we going to achieve it?

Modal and System Plans

What does that mean for each type of transportation?

< Considered by the State Highway Investment Plan >



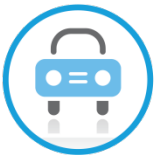
Greater
Minnesota
Transit
Investment
Plan



Pedestrian
Plan



Bicycle
Plan



State
Highway
Investment
Plan



Freight
System
Plan



Aviation
Plan



Rail
Plan

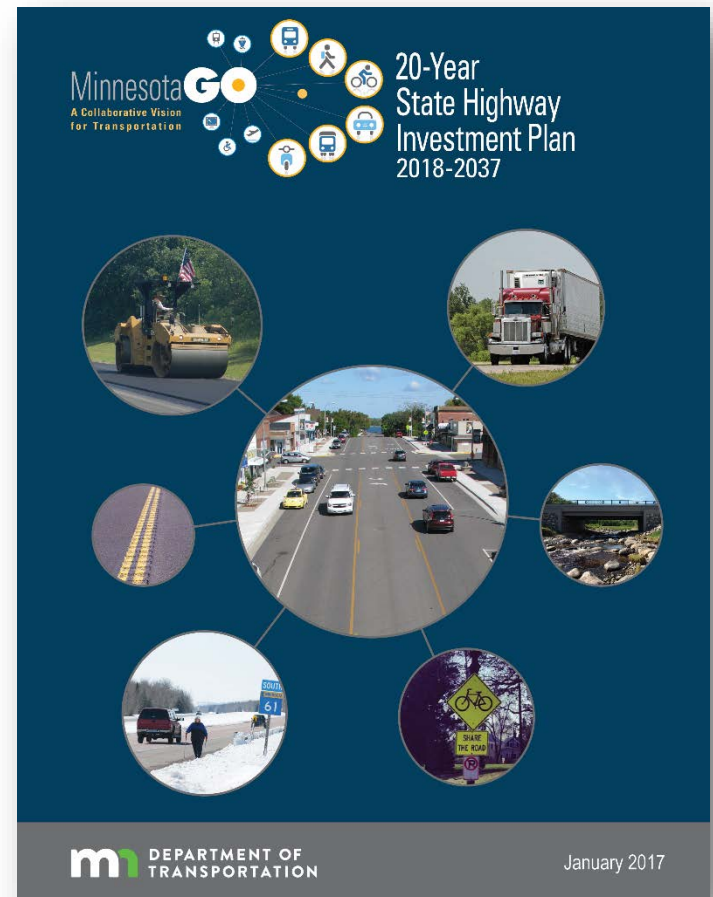


Ports &
Waterways
Plan

< Considered by the Freight System Plan >

Minnesota's State Highway Investment Plan

- Directs capital investments for the state highway network
- Part of MnDOT's Family of Plans
- Updated every four years
- Not project specific



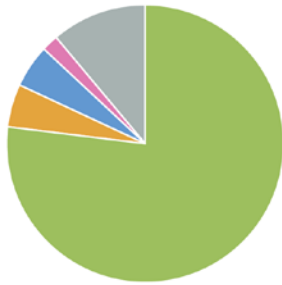
Investment Categories

System Stewardship	Transportation Safety	Critical Connections	Healthy Communities	Other
<ul style="list-style-type: none"> ● Pavement Condition ● Bridge Condition ● Roadside Infrastructure Condition ● Facilities ● Jurisdictional Transfer 	<ul style="list-style-type: none"> ● Traveler Safety 	<ul style="list-style-type: none"> ● Twin Cities Mobility ● Greater MN Mobility ● Freight ● Bicycle Infrastructure ● Accessible Pedestrian Infrastructure 	<ul style="list-style-type: none"> ● Regional + Community Improvement Priorities 	<ul style="list-style-type: none"> ● Project Delivery ● Small Programs

- Includes strategies to improve travel time reliability in the Twin Cities region
- Follows investment strategies established in 2040 Transportation Policy Plan
 - Active traffic management
 - Spot mobility improvements
 - MnPASS express lanes
 - Major capacity investments

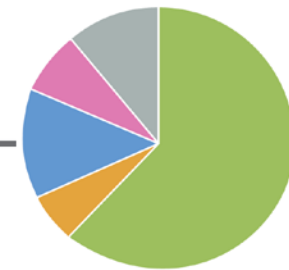
Which investment scenario do you prefer?

Approach A



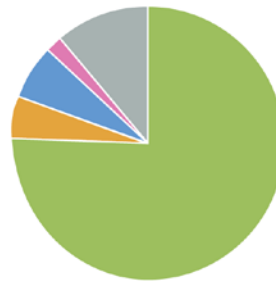
Focus investments on repairing and maintaining existing state highway pavements, bridges and roadside infrastructure

Approach C

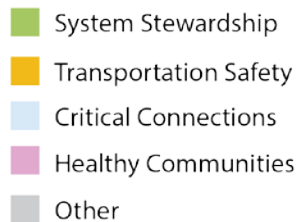


Focus investments on improving travel time reliability, non-motorized investments, and regional and locally-driven priorities

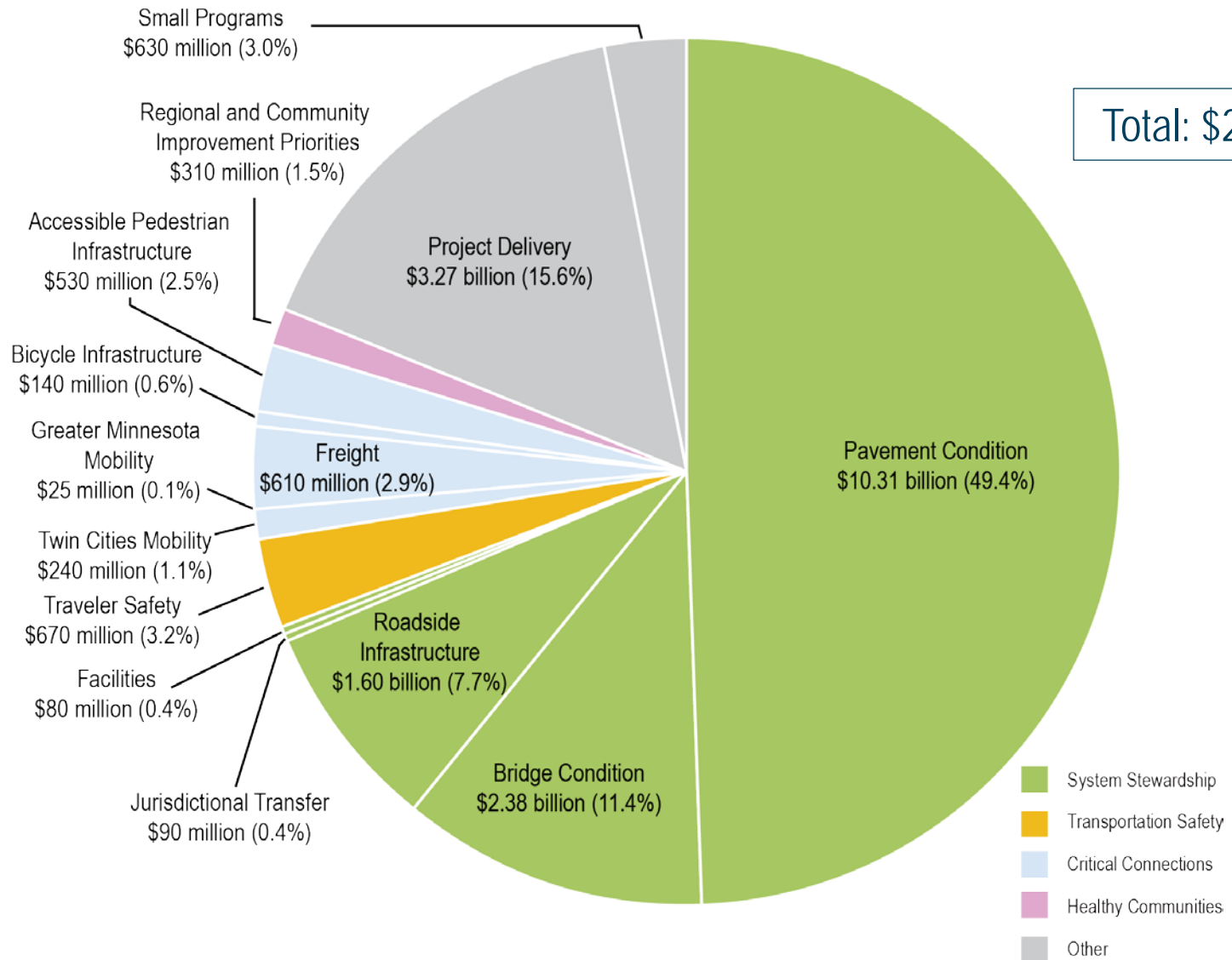
Approach B



Balance investments in repairing and maintaining existing state highways infrastructure with strategic investments in improving travel time reliability



20-Year Investment Direction



What to expect from future projects:

- Majority preservation projects, little expansion
- Twin Cities Mobility projects limited to spot mobility fixes and MnPASS build-out (only through 2023)
- Increased focus on ADA compliance
 - Substantially compliant by 2037
- Focus on low-cost/high-benefit new safety improvements
- Limited bicycle investments
- Continued use of new technology and innovation

Pavement and Bridge Outcomes

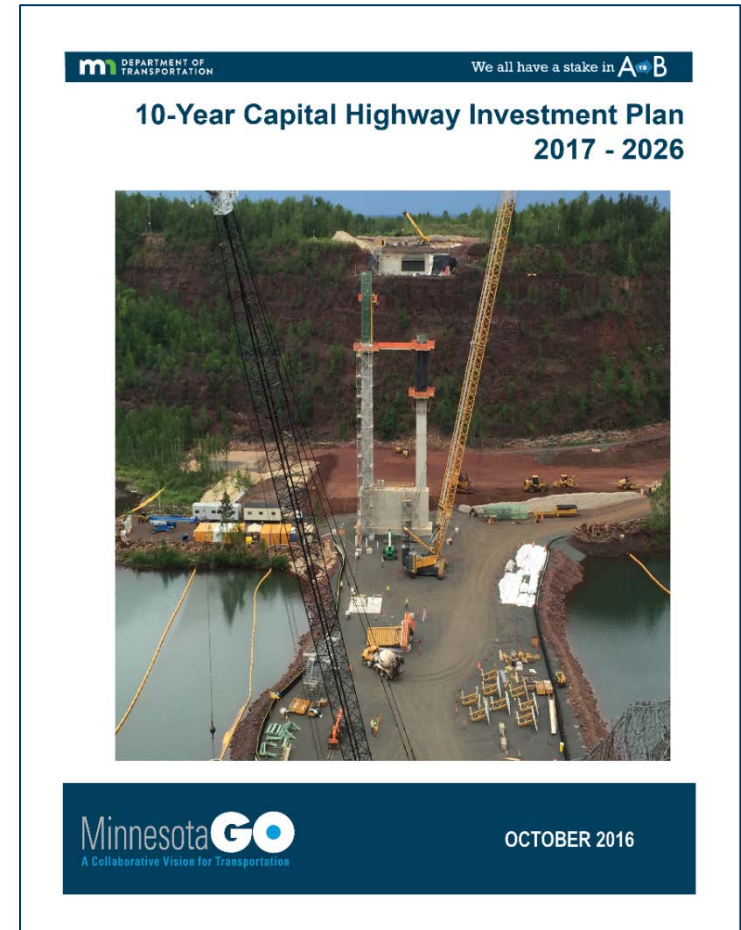
	System	Targets	2015	2037
Pavement Condition	Interstate	2% poor	2.1% poor	4% poor
	Remaining NHS	4% poor	2.7% poor	8% poor
	Non-NHS	10% poor	5.1% poor	18% poor
Bridge Condition	NHS	2% poor	3.0% poor	6% poor
	Non-NHS	8% poor	3.1% poor	7-8% poor

Priorities for Additional Revenue

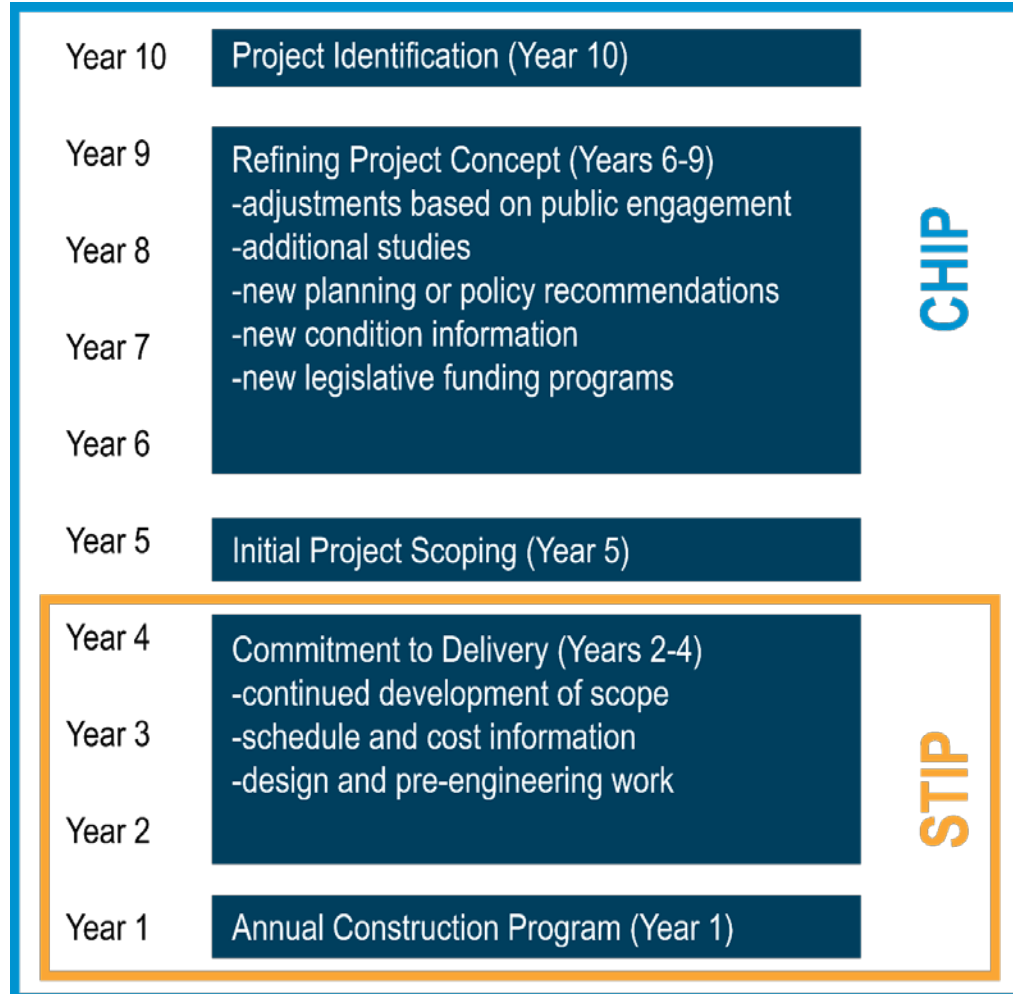
- Maintain and repair assets on the state highway system
 - Limit number of bridges, roadside infrastructure elements and miles of pavement in poor condition
- Strategically improve mobility and reliability
 - Twin Cities Mobility strategies; Focus on low-cost/high benefit improvements in Greater MN
- Reconstruct Main Streets

10-year Capital Highway Improvement Program

- Details MnDOT capital investments over the next 10 years on the state highway network
 - Project-specific
 - Fiscally constrained
 - Updated every year
 - Sets MnDOT Districts' capital budgets



Project Development Timeline



Project Let and Constructed

Two main investment programs

- Statewide Performance Program (SPP)
 - Managed by MnDOT Central Office
 - Investment distributed to districts based on statewide needs
 - Mainly focuses on investment in the Interstates and remaining NHS system
- District Risk Management Program (DRMP)
 - Managed at district level
 - Formula based distribution to districts
 - Mainly focuses on investment in non-NHS bridge and pavement projects

Relationship to TPP

- Aligns with mobility investment strategies
- Sets expected MnDOT capital investment in MnDOT Metro district
- CHIP identifies planned major projects for the next 10 years
 - No projects identified beyond ten years

Brad Utecht
Investment Planning Director
Bradley.Utecht@state.mn.us

MnSHIP Website:

www.MinnesotaGO.org

CHIP Website:

<http://www.dot.state.mn.us/planning/10yearplan/>



Metro County Functional Classification Review

Mark Nelson | Program Manager, Transportation
Planning & Data Analysis

April 13, 2017

Why are we here?

- 2012 – MAP-21 expanded the National Highway System to include all principal arterials
- 2013 – FHWA issued revised functional classification guidelines
 - Allowed Major and Minor Collectors in urban areas
 - Allowed Principal Arterial – Other Freeway/Expressway in rural areas
 - Established different guidelines for urban and rural states
 - Revised coding
- 2015 – MnDOT, in cooperation with local partners, completed a review of greater Minnesota functional classification

Why are we here?

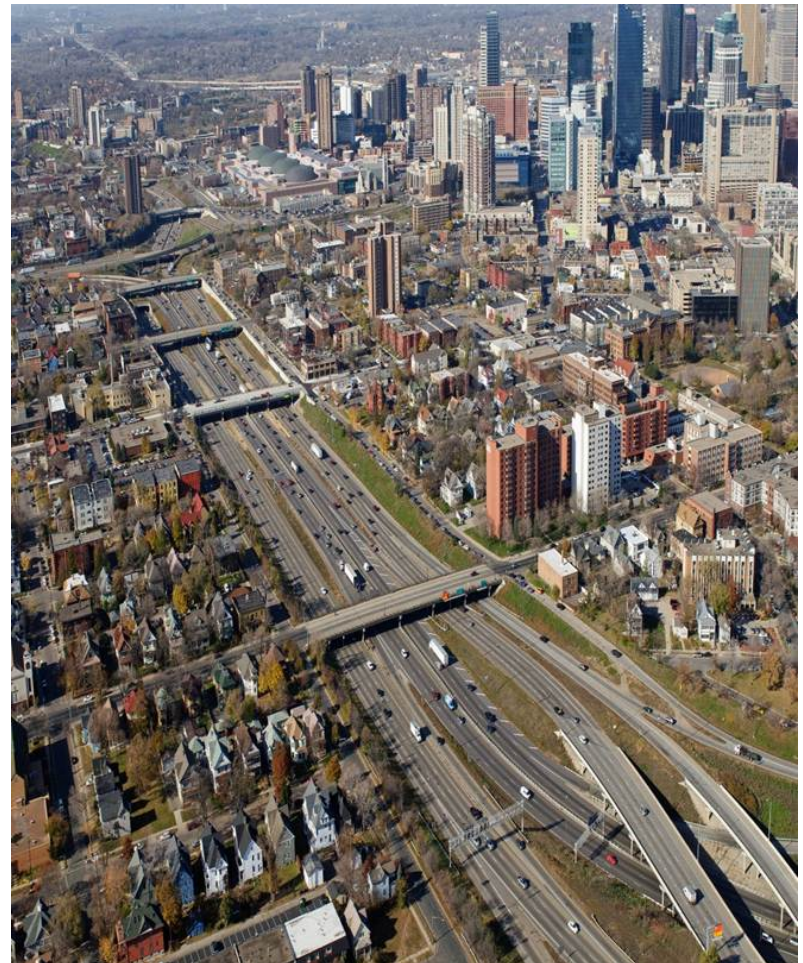
- 2016 – FHWA identified functional classification consistency in the metro area as an “area for enhancement” in the 2017-2020 STIP approval letter

“Last year, MnDOT completed a systematic analysis and extensive inter-governmental effort to categorize urban and rural roads. While the process was successful in greater Minnesota, the Twin Cities metro area was not included. In order to achieve statewide consistency, FHWA recommends MnDOT coordinate with the Met Council in a data-driven approach to classify metropolitan roads in a collaborative process.”

--Approval of the 2017-2020 Minnesota State Transportation Improvement Program and Planning Finding Letter, 20 October 2016

Functional Classification Basics

- Roadways serve two primary functions:
 - Access to property
 - Travel mobility
- All roadways perform these two functions to varying degrees
- Determining a roadway's primary purpose helps determine how to classify the roadway



Functional Classification Basics

- Based on a roadway's current role, not a future vision
- Divided into three broad classifications:
 - Arterials
 - Collectors
 - Local

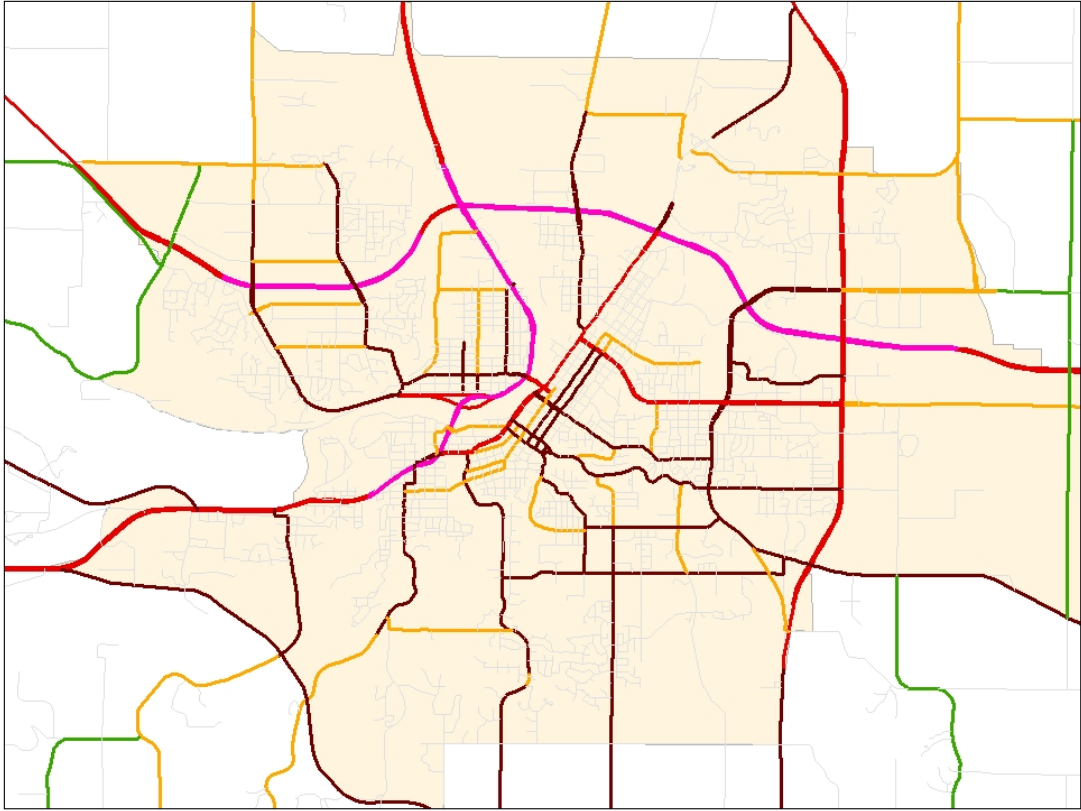


Functional Classification Basics

- Governed by federal regulations – 23 CFR 470.105(b)
 - Places primary responsibility of functional classification with the State DOT
 - Requires State DOT to cooperate with local officials in updating functional classification
- Determines federal funding eligibility – 23 USC 101(6)
 - Urban areas – Minor Collector and above
 - Rural areas – Major Collector and above
 - Council's regional solicitation requirements may be stricter

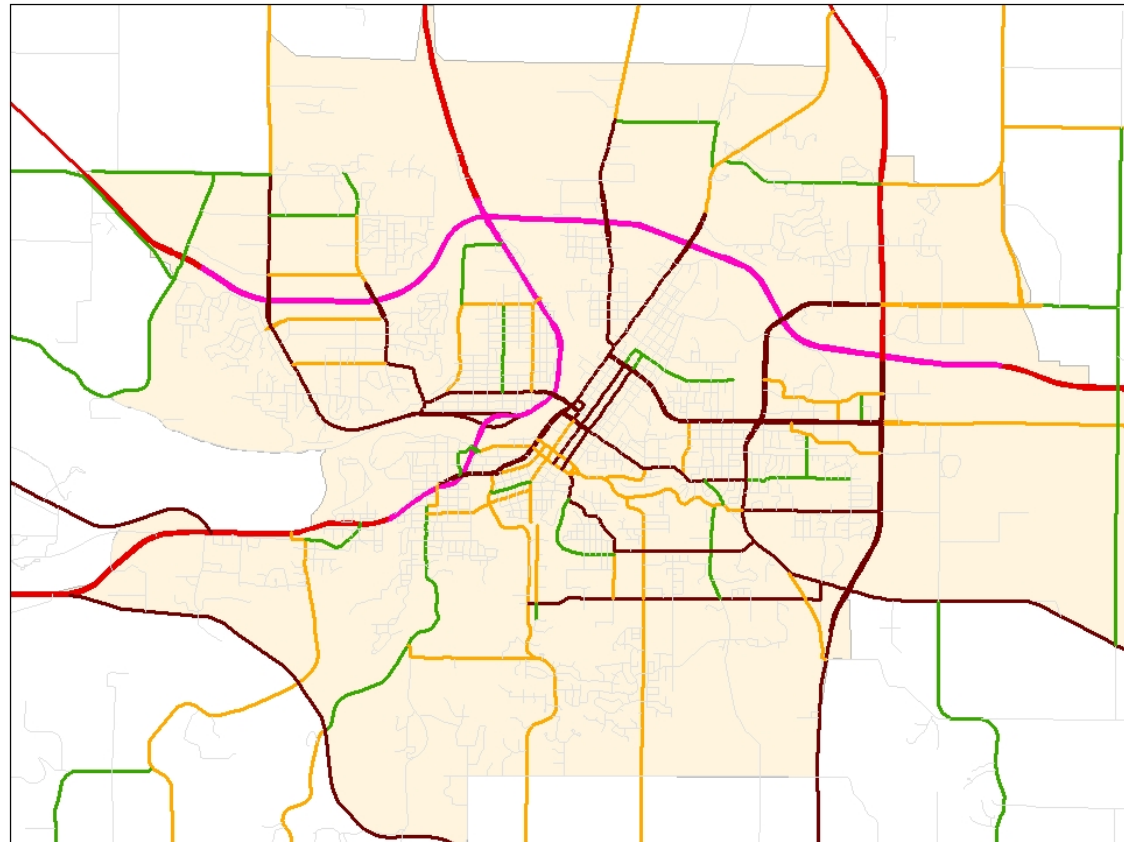
Greater Minnesota Review - Original

- Principal Arterial – OFE
- Principal Arterial – Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local



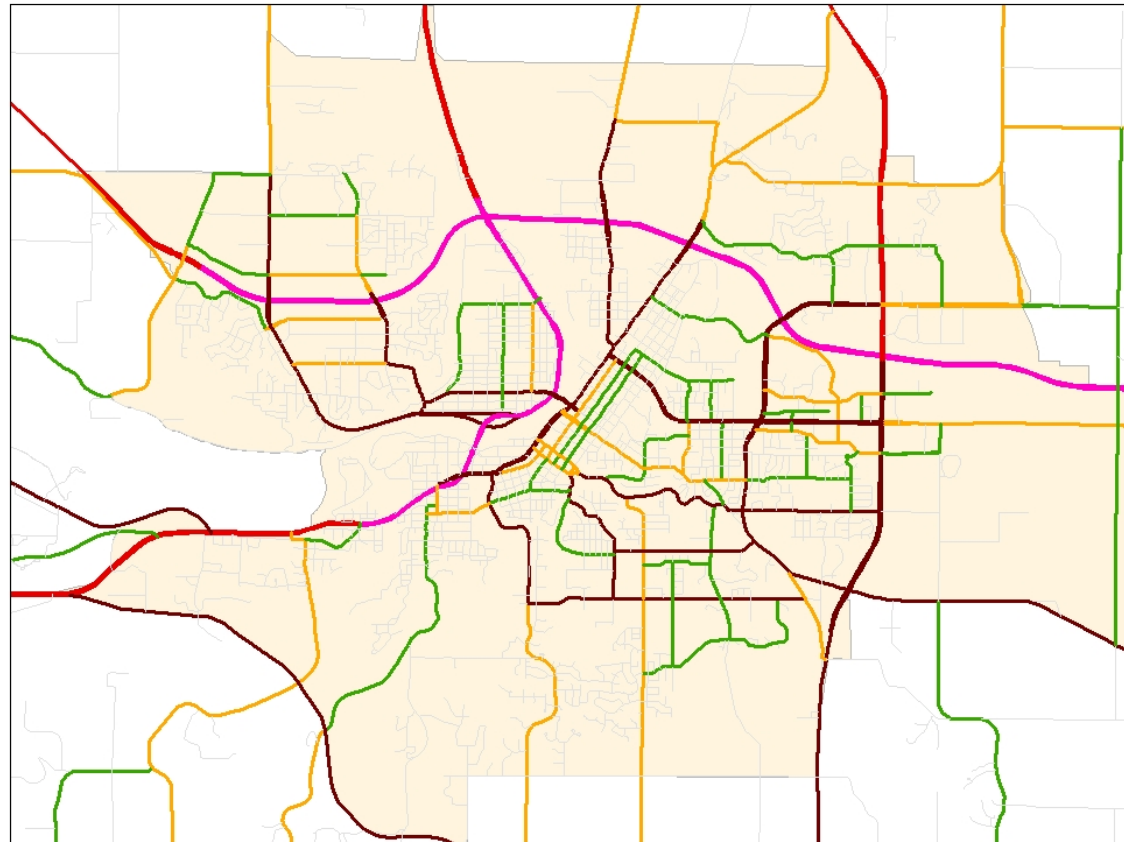
Greater Minnesota Review – Working Draft

- Principal Arterial – OFE
- Principal Arterial – Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local



Greater Minnesota Review - Final

- Principal Arterial – OFE
- Principal Arterial – Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local



Metro Functional Classification Review

- Examples of concerns identified in the metro counties:
 - Lack of urban Minor Collectors (expected due to revised guidelines)
 - Minor Arterials less than $\frac{1}{4}$ mile in length
 - Minor Arterials with very low traffic volumes
 - Streets with high traffic volumes classified as Local

Metro FC Review: Proposed Process

1. MnDOT prepares working draft maps
2. Council/Partners review working draft maps; propose changes to working draft
3. MnDOT/Council/Partners work together to reach consensus
4. Once consensus reached for metro area, Council approves changes
5. MnDOT submits maps to FHWA for approval

Metro FC Review: Proposed Process

- Recommend establishing Oversight Committee
- Address disagreements that may occur and consensus cannot be reached
- Serve as final decision on how roadway is classified
- Proposed 5-person committee:
 - Council representative
 - County representative
 - City representative
 - MnDOT Metro District Planning representative
 - MnDOT Metro District State Aid representative
- MnDOT Central Office service as Oversight Committee staff

Metro FC Review: Proposed Process

Questions/Discussion

- Does the proposed process seem reasonable?
- Do you have suggestions to improve the process?
- If agree to the oversight committee, who do you recommend to serve as part of the committee?
- Are there any specific groups/committees we should meet with prior to initiating the review?
- Any other concerns?

Thank you again!

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