

## TRANSPORTATION ADVISORY BOARD

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

NOTICE OF A MEETING  
of the  
PLANNING COMMITTEE  
**Thursday, May 9th, 2019**  
**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 2019 Meeting
- 4) Action items
  - a) 2019-25: Ramsey County A-Minor Reliever Old Hwy 8 (Rachel Wiken)
  - b) 2019-24: Scott County Principal Arterial Functional Class Request (Steve Peterson)
    - i) Business Item and Resolutions of Support
    - ii) Change request forms (1357-1360)
- 5) Info Items
  - a) Info: Before and After Study (Lance Bernard, HK)
  - b) Info: Planning & Programming Guide (Katie White)
  - c) Info: Bus Service Allocation Study (Cole Hiniker)
- 6) Other Business
- 7) Adjournment

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

Notes of a Meeting of the  
**TAC-PLANNING COMMITTEE**  
Thursday March 14th, 2019

**MEMBERS PRESENT:** Holly Anderson, Dave Burns, Charlie Cochrane, Jason Gottfried, Jarret Hubbard, Anton Jerve, Emily Jorgenson, Michael Larson, Paul Mogush, Mehjabeen Rahman, Kevin Roggenbuck, Rachel Wiken

**OTHERS PRESENT:** Mark Filipi, Amy Vennewitz, Eric Wojchik, Joe Barbeau, Sarah Maaske, Aaron Barton

**1. Call to Order**

Meeting was called to order by Kevin Roggenbuck, filling in for Jan Lucke, who was unable to attend.

**2. Adoption of the Agenda**

**3. Approval of the Minutes from the Jan 2019 meetings**

**4. Action Items**

**1. 2019-22: TPP Administrative Modification: Performance Measures (Dave Burns)**

Dave Burns presented the modification to the Transportation Policy Plan. The TPP was officially adopted in Oct 2018. This modification is to include newly adopted federal performance measures and targets into the Performance Outcomes chapter. Dave reviewed the changes to the chapter by walking through the red-lined version of the chapter.

Kevin Roggenbuck asked the difference between a TPP Amendment and an administrative modification. Mark Filipi, MTS staff in audience, answered this question. Amendments are required when there are changes to projects scope, description or funding. This level of change is considered bureaucratic and only required an administrative modification.

Committee moved unanimously to recommend approval.

<https://metrocouncil.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2019/TAC-Planning-3-14-19/4-A-Full-Chapter.aspx>

**2. 2019-23: TIP Amendment: Performance Measures (Joe Barbeau)**

Traditionally, TAC Planning does not act on or review materials related to the Transportation Improvement Program (TIP). However, since this item is related to the TPP modification and caused by the same federal changes, MTS staff decided to present these items together. Joe Barbeau walked through the 2022 TIP changes to incorporate pavement, bridge, system performance and CMAQ measures.

Committee moved unanimously to recommend approval.

<https://metrocouncil.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2019/TAC-Planning-3->

## 5. Info Items

### 1. Regional Climate Vulnerability Assessment – Transportation Tools & Resources (Eric Wojchik)

Eric Wojchik, Community Development Staff, presented on research and the development of several tools to address climate change and climate vulnerability.

Presentation: <https://metrocity.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2019/TAC-Planning-3-14-19/5-A-presentation.aspx>

Handout: <https://metrocity.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2019/TAC-Planning-3-14-19/5-A-handout.aspx>

Online resources: <https://metrocity.org/CVA>

### 2. Congestion Management Process Update (Mark Filipi)

Mark Filipi presented an update on the Congestion Management Process Plan.

<https://metrocity.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2019/TAC-Planning-3-14-19/5-B-CMP-to-TAC-Planning-March-2019.aspx>

## 6. Other Business

Kevin Roggenbuck asked committee members to consider other topics of interest which could be brought as info items for future meetings.

## 7. Adjournment

Adjourn at 2:00

**ACTION TRANSMITTAL – 2019-25**

**DATE:** April 17, 2019  
**TO:** TAC Planning  
**FROM:** MTS Staff  
**PREPARED BY:** Rachel Wiken, Planner, 651-602-1572  
**SUBJECT:** Function Class Request for Ramsey County – Old Hwy 8  
**REQUESTED ACTION:** Ramsey County requests approval from TAC to change Old Hwy 8 (CSAH 77) from Other Arterial to A-Minor Reliever. (*Change Request #1361*)  
**REQUESTED ACTION:** That TAC Planning recommend to TAC to approve Old Hwy 8 (CSAH 77) as an A-Minor Reliever.

**BACKGROUND AND PURPOSE OF ACTION:** Ramsey County is requesting a change to Old Hwy 8 (CSAH 77) between Country Road (CR) D and 5<sup>th</sup> Ave in New Brighton. The requested change is from Other Arterial to A-Minor Reliever.

This section of roadway closely parallels I-35W, running approximately 0.4 miles to the west. To the south the road connects at a t-intersection with CR D (an A-Minor Augmentor). Just a short half block to the west, New Brighton Blvd (an A-Minor Reliever) continues to the south and west. On the north end, the road connects with 5<sup>th</sup> Ave, already an A-Minor Reliever. Adding this section of roadway as A-Minor Reliever would create a continuous, if slightly disjointed, A-Minor Reliever to the west of I-35W from US 10 to Hwy 36.

Old Highway 8 serves as a route for heavy commercial traffic and connects Downtown New Brighton with commercial areas to the north and south.

The City of New Brighton supports the change.

**STAFF ANALYSIS:** Staff supports the request since the segment is currently functioning as a reliever by removing traffic from I-35W during congested periods.

New Brighton is an Urban Community under Thrive2040 designations. Spacing is consistent for urban A-Minor roads, which should be spaced 1/2 to 1 miles based on Appendix D of the Transportation Policy Plan. A north-south A-Minor Augmentor runs along Silver Lake Rd, one mile to the west. An A-minor Reliever runs along Cleveland (CSAH 46), one half mile to the east of Old Hwy 8 and just to the east of 35W. It is acceptable to have an A-Minor Reliever on both sides of a principal arterial.

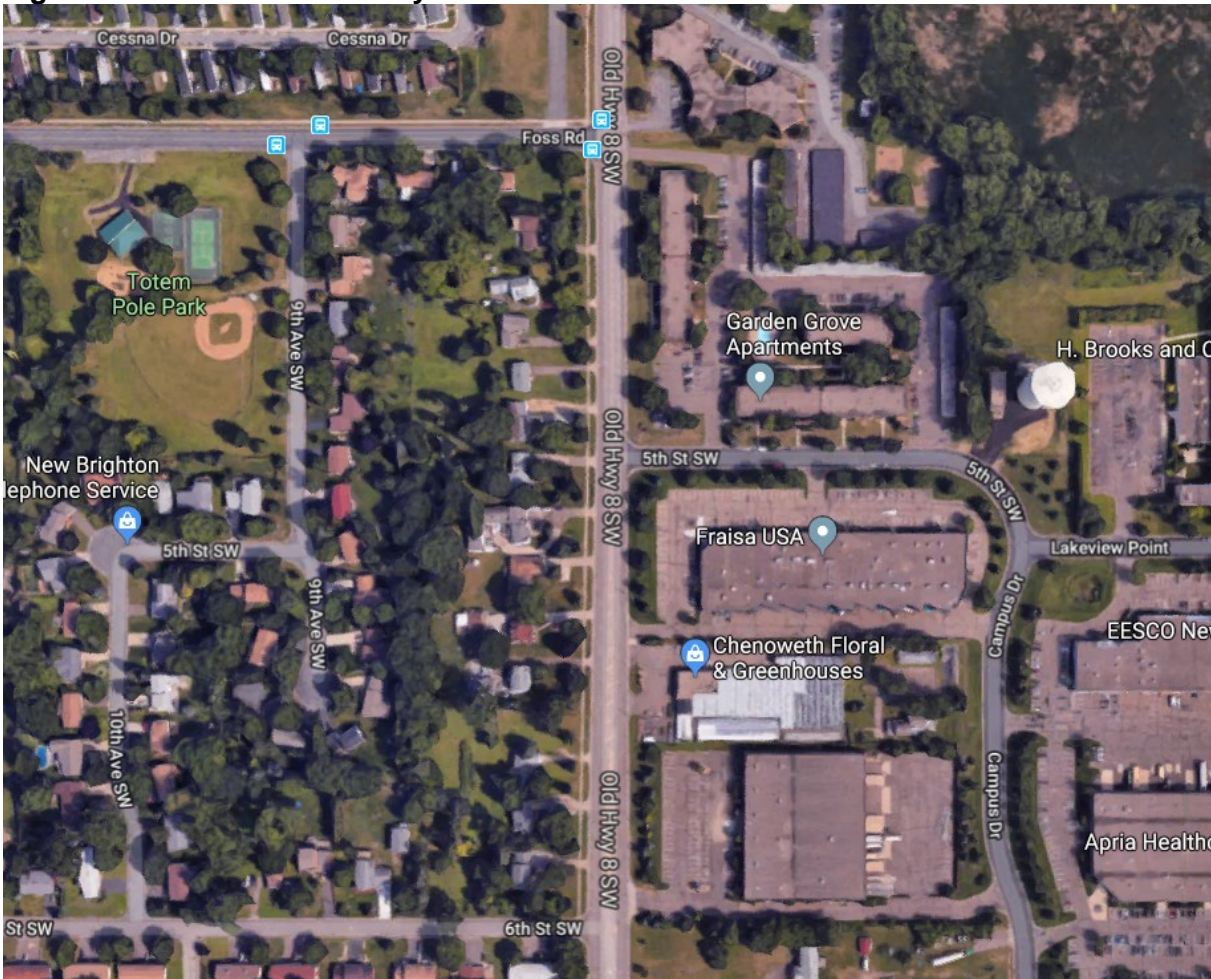
Like many urban A-Minors, access control is a concern. There are many commercial and residential properties with direct road access. Side streets are controlled by stop signs. Major intersections are controlled by stop lights, with one 4-way stop.

**Figure 1: Commerical access along Old Hwy 8**  
*Looking north at 5<sup>th</sup> St NW*



Source: Google Streetview

**Figure 2: Residential Driveways**



Source: Google Maps

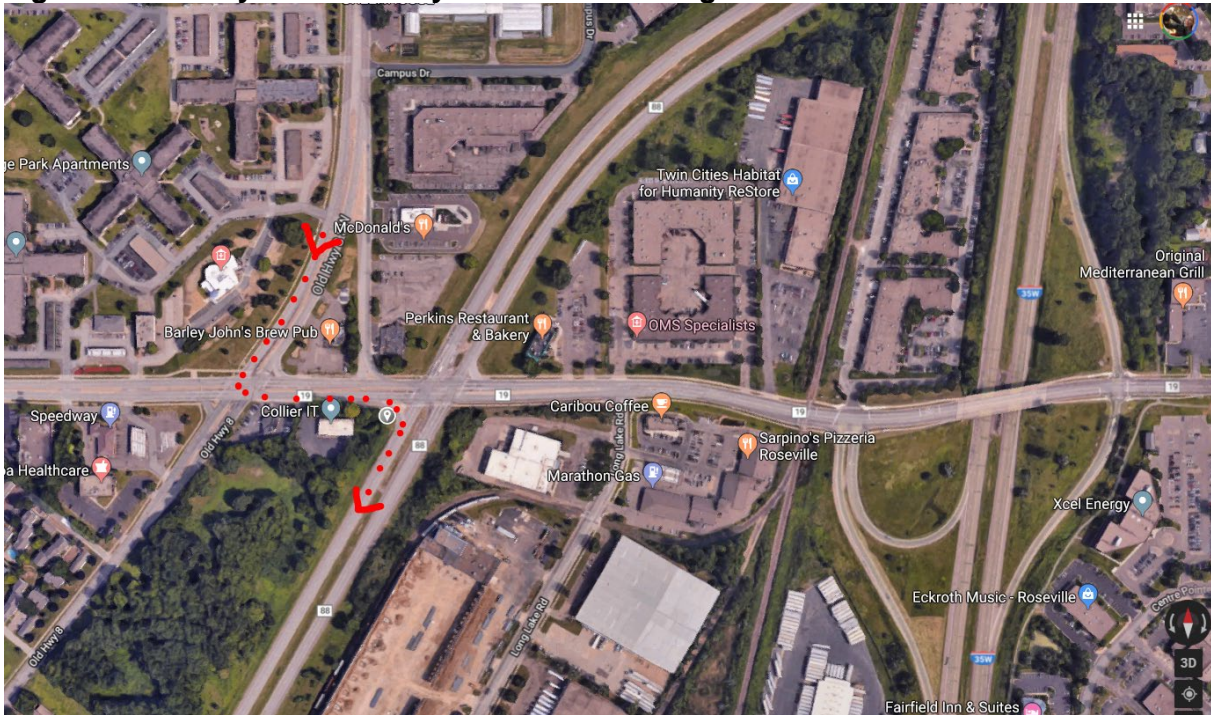
Appendix D of the TPP outlines criteria and characteristics for functional class roads. For A-Minor Arterials in the urbanized area, trips should be of medium length (2-6 miles) or longer trips to access the PA network. Using Streetlight Insights data from 2017, MTS staff ran an analysis of this section and several other A-Minor relievers in the northern Metro area. For Old Hwy 8, only 5% of trips were shorter than 2 miles. Trips of 2-6 miles made up 28%, and 67% of trips were longer than 6 miles.

Other A-Minors had similar breakdowns in trip length, with some minor variations in shorter trip length. Old Hwy 8 was very close to the average for trip length over these segments in those three trip length categories (less than 2 miles, 2 to 6 miles, and more than 6 miles).

The route requires several turns to stay on the reliever alignment, especially the movement from southbound Old Hwy 8 to southbound New Brighton Blvd (Figure 3). Staff has concern over whether traffic can be moved safely and efficiently along the Reliever route, or if traffic would continue southbound beyond County Road D on Old Hwy 8, which is currently a local road with only two stop signs before Old Hwy 8 and New Brighton Blvd (Figure 4). It seems possible that some traffic may continue southbound on Old Hwy 8 to avoid a left turn during congested times.

MTS staff and MnDOT support the functional class change given that the route is currently functioning as a reliever.

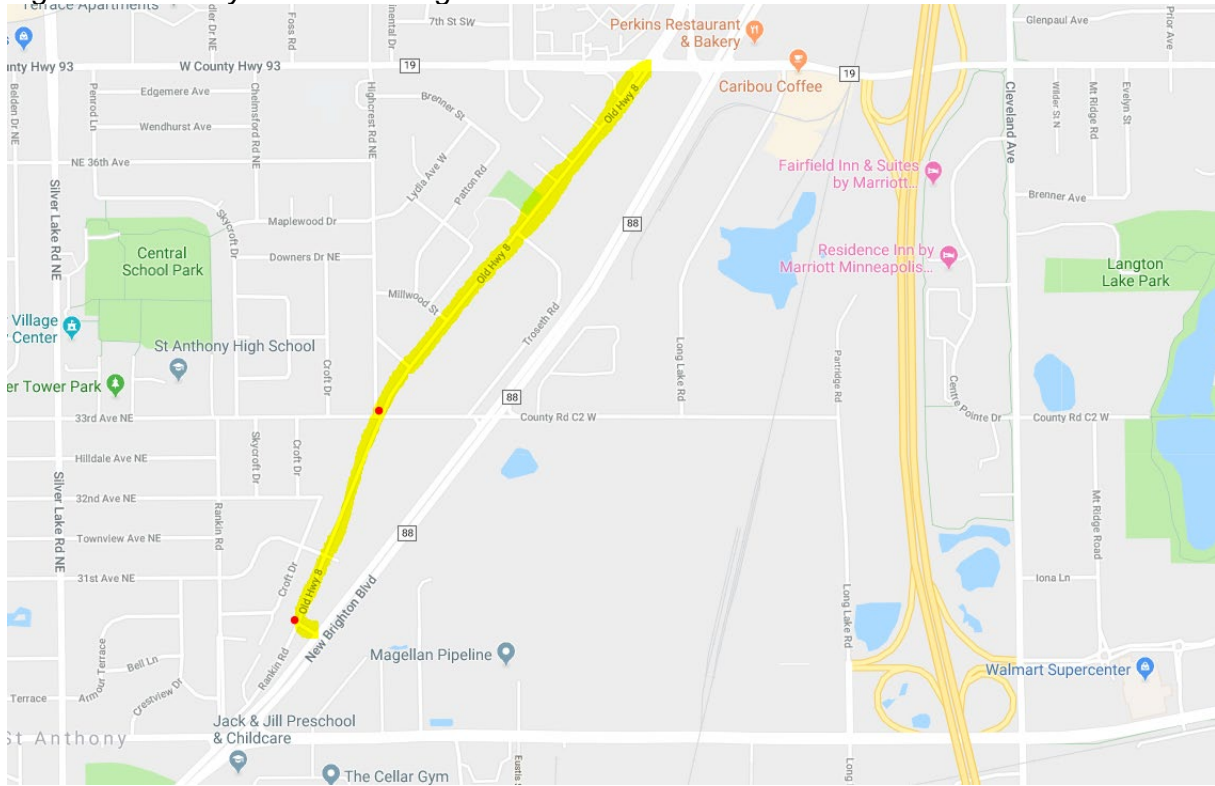
**Figure 2: Old Hwy 8 and County Road D Interchange**



Source: Google Maps

Note: Traffic heading southbound on Old Hwy 8 would need to turn left onto County Road D, and then right onto New Brighton Blvd (CSAH 88).

**Figure 4: Old Hwy 8 and New Brighton Blvd**



Source: Google maps

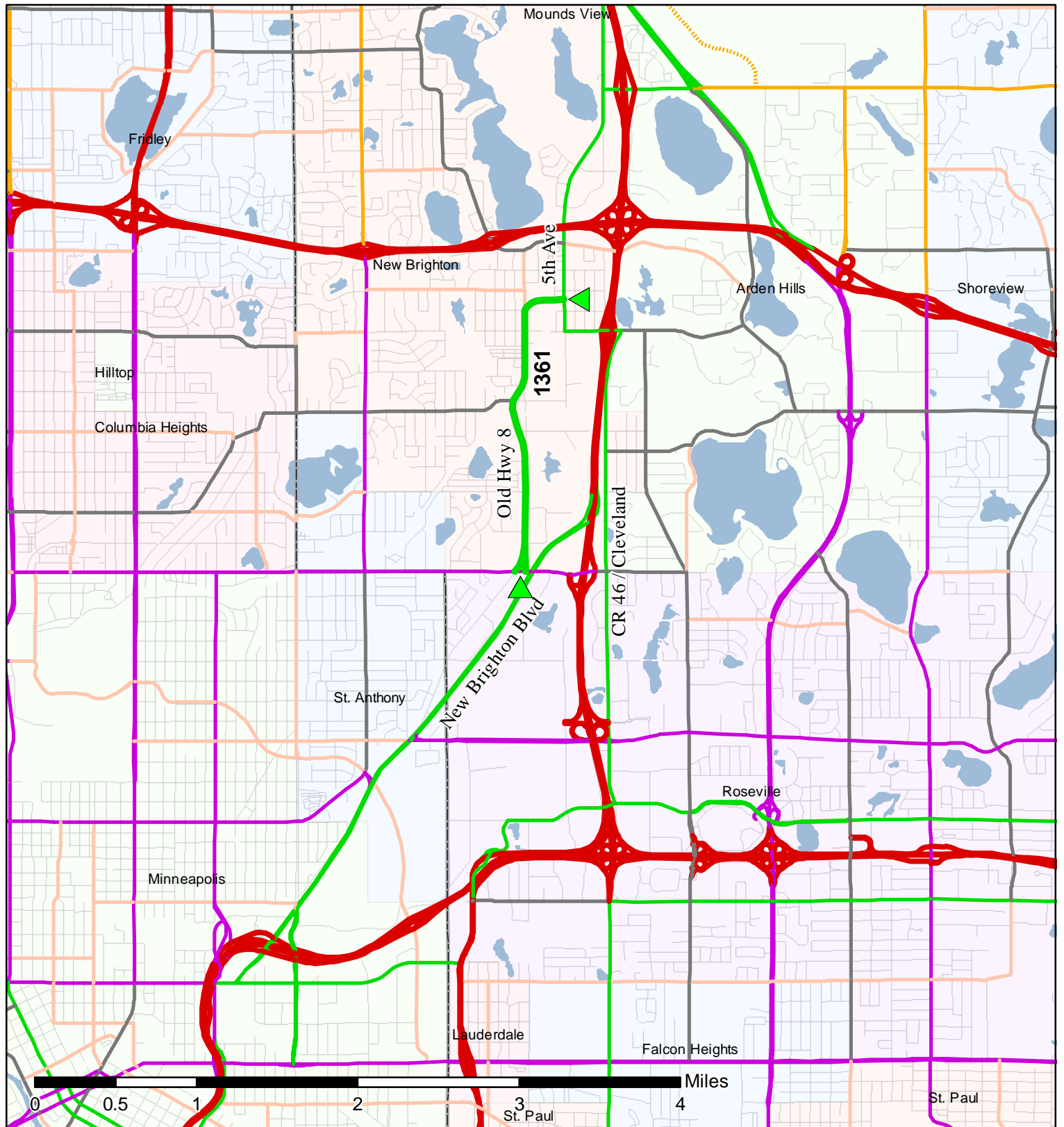
Note: Old Hwy 8 (in yellow) only has two stop signs (red dots) before joining New Brighton Blvd.

**ROUTING**









TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	
Technical Advisory Committee	Review & Recommend	

# Functional Class Roads Change Requests Ramsey County









ID# 1361




## Existing Regional Functional Class Roads


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

## Planned Regional Functional Class Roads

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

 City / Township Boundaries

 Street Centerlines

 County Boundaries





# Regional Functional Classification Change Request Form

ID Number: 1361

Date of Request: 4-16-19

## Roadway Name: Old Highway 8

Roadway CSAH # 77

Roadway MSA #

Roadway County Rd #

Request Type: Existing

### Functional Classification Information:

#### Existing Roadway

Current Classification: B Minor

Requested Classification: A Minor Reliever

If other:

#### Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

Planned to existing Contingent Conditions:

Other / Explain:

### Request Information:

Change Start Location: County Road D, CSAH 19

Change End Location: 5<sup>th</sup> Avenue NW, CSAH 77

Length of Requested Change (Miles): 1.86

Dependent on other Requested Changes: No

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

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

**Purpose of Change:** Please explain rationale for requested Change

This segment of Old Highway 8 is a gap in the I-35W reliever network. South of the requested change, CSAH 88 (also a segment of former Trunk Highway 8) is classified as a reliever and at the north terminus of the request, Old Highway 8 is also classified as a reliever. This segment serves as a route for heavy commercial traffic, as well as commuter traffic, to access the adjacent Principal Arterials, I-35W and I-694, as well as providing a parallel route to I-35W. The route's importance was underscored during MnDOT's evaluation of traffic impacts for the I-35W MnPASS project now under construction. That evaluation showed a direct correlation between congestion on I-35W and increased traffic on Old Highway 8. This interrelationship is the basis for our request to reclassify this road segment as a Class A Minor Arterial- Reliever.

----- Required for B-Minor, A-Minor and PA Requests -----

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

Place Connections: In addition to the connections to interstate highways discussed above, the route provides connections to Long Lake Regional Park, between the downtown areas of St. Anthony Village, New Brighton, and Mounds View, and a direct link to downtown Minneapolis via CSAH 88. The area adjacent to the road is a mix of commercial, industrial,

# Regional Functional Classification Change Request Form

ID Number: 1361

Date of Request: 4-16-19

and residential uses. Significant development is planned along the corridor, and Ramsey County and the City of New Brighton have been working together to plan develop plans to modernize the road way and manage access to better accommodate this development.

Spacing: The route is roughly a half-mile west of and parallel to I-35W.

Management: Old Highway 8 is managed by Ramsey County as a minor arterial highway.

System Connections & Access Spacing: Old Highway 8 provides connections to I-35W via interchanges at County Road D, County Road E2 (5<sup>th</sup> Street NW), and CSAH 96, as well as to I-694 via 10<sup>th</sup> Street NW and to CSAH 10 (Mounds View Boulevard). A less direct connection to I-35W is provided via the County Road H (CSAH 9) interchange. As with many older arterials, access management is a concern. Ramsey County and the City of New Brighton are committed to working with developers and existing businesses to consolodate and close accesses to preserve the function of this route.

Trip Making Services: Old Highway 8 provides an alternate route to I-35W during congestion, construction, and incidents. It connects the business districts of St. Anthony Village, New Brighton, and Mounds View, as well as providing an alternate route to I-35W to downtown Minneapolis via CSAH 88, which is also a segment of Old Trunk Highway 8. Long Lake Regional Park is located adjacent to Old Highway 8, north of this segment, and is accessed from Old Highway 8.

Mobility vs. Land Access: Redevelopment being planned adjacent to the route provides an opportunity for the City and County to manage access for closer conformance with minor arterial standards. Ramsey County is working to replace Bridge No. 4533, near the northeast end of this segment so that it will accommodate 10-ton axle loads.

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

(from Table D-7 in TPP, [http://www.metrocouncil.org/planning/transportation/TPP/2008/D\\_FunClass.pdf](http://www.metrocouncil.org/planning/transportation/TPP/2008/D_FunClass.pdf) )

**Use:**

**Location:**

**Trip Length:**

**Problem Addressed:**

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

Intersection Treatments: Intersections are controlled by side-street stops, the exceptions being all-way stop control at 1<sup>st</sup> Street NW and traffic signal control at County Road D and at 5<sup>th</sup> Avenue NW.

# Regional Functional Classification Change Request Form

ID Number: 1361

Date of Request: 4-16-19

Present AADT: 10,400

Estimated Future AADT/Year:

Source of Estimated AADT/Date:

Posted Speed: 40 MPH between County Road D and 8<sup>th</sup> Avenue NW; 30 MPH between 8<sup>th</sup> Avenue NW and 5<sup>th</sup> Avenue NW.

----- **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:

Agency/City/County: Ramsey County Public Works

Contact Person: Joseph Lux

Phone: 651-266-7114

Fax: 651-266-7110

Email: joseph.lux@co.ramsey.mn.us

Address: 1425 Paul Kirkwold Drive

City: Arden Hills

State: MN

Zip: 55112

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

### Staff Recommendation:

Consent Approval: -----

Technical Correction: -----

Staff Recommendation:

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:



January 14, 2019

Mr. Joe Lux, Senior Transportation Planner  
Ramsey County Public Works  
1425 Paul Kirkwold Drive  
Arden Hills, MN 55112-3933

RE: Functional Class Change  
Old Highway 8

Dear Mr. Lux:

The City of New Brighton supports Ramsey County efforts to change the classification of Old Highway 8 between County Road D and 5<sup>th</sup> Avenue NW from a Class B Arterial to a Class A Minor Arterial –Reliever. Old Highway 8 supports local and regional traffic. Local redevelopment will be designed to reduce traffic impacts, but future roadway improvements along Old Highway 8 will improve local and regional transportation systems. The City will continue to work collaboratively with Ramsey County, and the first step is reclassification of this section of roadway. If you need any additional support for your proposed change, please do not hesitate to contact us.

Sincerely,

A handwritten signature in blue ink that reads 'Craig Schlichting'.

Craig G. Schlichting, P.E.

Director of Community Assets and Development

# Old Highway 8 Reliever Request

Map Produced April 1, 2019 by Ramsey County Public Works



## LEGEND

- Principal Arterial
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector
- Other Arterial
- Major Collector
- Minor Collector
- Proposed A Minor Reliever

\* The proposed A Minor Reliever is originally classified as "Other Arterial"

The information on this map is a compilation of Ramsey County Records. THE COUNTY DOES NOT WARRANT OR GUARANTEE THE ACCURACY OF THIS DATA. The county disclaims any liability for any injuries, time delays, or expenses you may suffer if you rely in any manner on the accuracy of this data.

**ACTION TRANSMITTAL No. 2019-24**

**DATE:** March 26, 2019

**TO:** TAC Planning Committee

**PREPARED BY:** Rachel Wiken, Planner, 651-602-1572  
Steve Peterson, Manager of Highway Planning and TAB/TAC  
Process, 651-602-1819

**SUBJECT:** Scott County Principal Arterial Change Requests

**REQUESTED ACTION:** Scott County requests approval from the Metropolitan Council to reclassify CSAH 42, CSAH 17, and CSAH 78 to Principal Arterials, and to reclassify CSAH 21 as an A-Minor Expander.  
*(Functional class requests #1357-1360)*

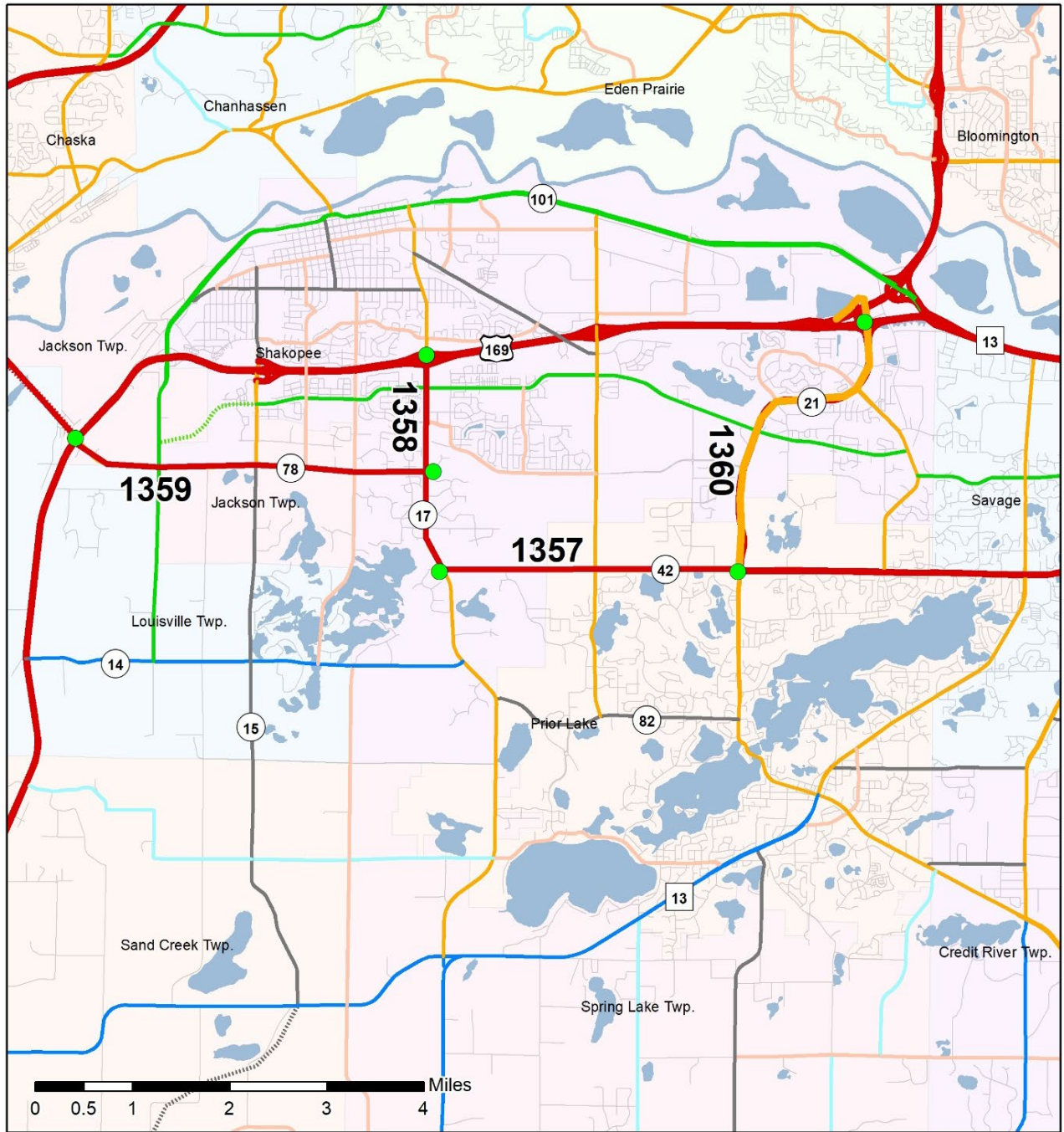
**RECOMMENDED MOTION:** That TAC Planning recommend to TAC to make the following functional classification changes and to administratively modify the 2040 Transportation Policy Plan to reflect these changes:

1. Upgrade CSAH 42 from an A-Minor Expander to a Principal Arterial.
2. Upgrade CSAH 17 from an A-Minor Expander to a Principal Arterial.
3. Continue evaluating CSAH 78 as a future Principal Arterial, but do not change the current functional classification of the roadway at this time.
4. Downgrade CSAH 21 from a Principal Arterial to an A-Minor Expander.

**BACKGROUND AND PURPOSE OF ACTION:** Scott County is requesting the following changes to the functional classification system:

1. Upgrade Scott County State-Aid Highway (CSAH) 42 from an A-Minor Expander to a Principal Arterial (see segment 1357 on Figure 1 where green dots denote segment termini).
2. Upgrade CSAH 17 from an A-Minor Expander to a Principal Arterial (see segment 1358 on Figure 1).
3. Upgrade CSAH 78 from an A-Minor Expander to a Principal Arterial (see segment 1359 on Figure 1).
4. Downgrade CSAH 21 from a Principal Arterial to an A-Minor Expander (see segment 1360 on Figure 1).

**Figure 1: Requested New Functional Classifications (Segments 1357-1360)**



**Existing Regional Functional Class Roads**

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

**Planned Regional Functional Class Roads**

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

City / Township Boundaries

Street Centerlines

County Boundaries



3-26-19

The upgrading of an existing roadway to a Principal Arterial (PA) is rare occurrence. Additions to the PA network require a rigorous review that must ultimately be approved by the full Metropolitan Council. Any approved changes will be administratively modified into the region's 2040 Transportation Policy Plan as part of this action. Functional classification change requests involving PAs must also include local resolutions of support from all impacted jurisdictions (in this case, the City of Prior Lake, City of Shakopee, Shakopee Mdewakanton Sioux Community, Jackson Township, and Louisville Township-see attached resolutions) to ensure that local jurisdictions are aware of any potential Principal Arterial designation impacts (e.g., limited direct access to the roadway from private and public streets).

As part of the PA approval process, input from TAC Planning, TAC, and TAB will be provided to the Council. This approval process differs substantially from A-Minor Arterial requests, for which the Council has delegated authority to the Transportation Advisory Board (i.e., TAC Planning makes a recommendation to TAC). TAB then approves the entire functional classification map prior to each Regional Solicitation cycle to help determine eligibility for the federal funding.

The three proposed Principal Arterial segments include the following:

CSAH 42 (segment 1357): The eastern half of this segment is a four-lane divided roadway (see Figure 2) and the western half will be expanded to a four-lane divided roadway in 2020. CSAH 42 intersects with CSAH 17 with a grade separation (see Figure 3).

**Figure 2: CSAH 42 at McKenna Rd**



Source: Google Street View



**Figure 3: CSAH 42 and CSAH 17 Grade Separation**



Source: Google Street View

CSAH 17 (segment 1358): This north-south segment is a four-lane divided roadway (see Figures 4 and 5) with access controls. At the north end, the corridor is highly developed with St. Francis Regional Medical Center, commercial/retail, Marschall Road Transit Station, and an interchange with Trunk Highway (TH) 169.

**Figure 4: CSAH 17 and CSAH 78 Intersection**



Source: Google Street View

**Figure 5: CSAH 17**



Source: Google Street View

CSAH 78 (segment 1359): This east-west segment is a rural, two-lane roadway (see Figures 6-8) with several private accesses throughout the corridor. At the western edge, CSAH 78 will intersect with a new interchange at TH 169 and TH 41 (planned for

completion in 2020). This connection with TH 41 facilitates trips to a Minnesota River crossing and Carver County.

**Figure 6: CSAH 78 east of CR 79**



Source: Google Street View

**Figure 7: CSAH 78 at Marystown Rd**



Source: Google Street View

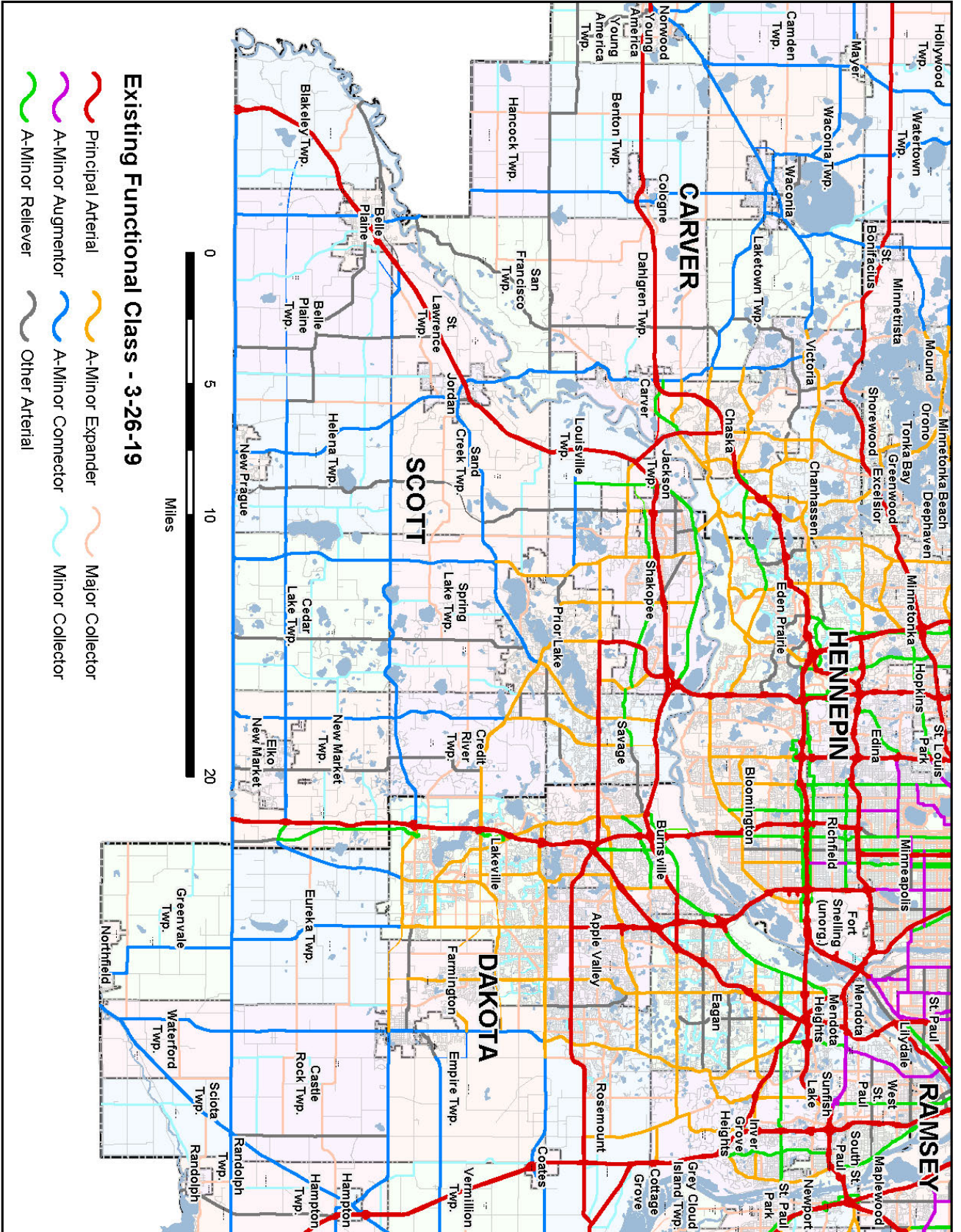
**Figure 8: CSAH 78 at CR 73**



Source: Google Street View

The proposed Principal Arterials along CSAHs 42 and 17 would help create a single Principal Arterial connection across the southern Metropolitan Area that has been described in the 2030 and 2040 Scott County Comprehensive Plans (see Figure 9). CSAH 78 was added as a future PA to the draft 2040 Scott County Comprehensive Plan. Scott County is proactively planning for future PAs as their access spacing guidelines are based off the future functional class map.

Figure 9 – Existing Functional Class Scott County and Surrounding Area



CSAH 17 connects to TH 169 and is part of a planned future north-south PA. This provides a better north-south route than extending the current north-south PA, CSAH 21 (proposed to be downgraded to an A-Minor Expander).

The County is requesting the Principal Arterial designation to ensure future development adjacent to the corridor occurs consistent with Principal Arterial access management guidelines. Matching the appropriate functional class for the roadway will better align federal pavement and congestion performance measures with the priorities of Scott County.

**STAFF ANALYSIS:** During the development of the 2040 Transportation Policy Plan, Scott County discussed its intention to request three of the four functional classification change requests that are part of this action item. As such, the approved 2040 TPP Update (October 2018) has a Principal Arterial System map that shows the three changes as pending approval after official application was made by Scott County. Council staff were in agreement with the three changes. However, the CSAH 78 upgrade from an A-Minor Expander to a Principal Arterial was not part of the initial discussions and is not shown on the TPP map.

Staff is recommending approval of these same three changes as shown in the TPP; however, staff is not recommending a change to the current functional classification to CSAH 78. This route is a viable, future Principal Arterial and planning should continue for it to one day be a Principal Arterial. However, it is currently not functioning like a Principal Arterial due to the numerous private driveways and field access points, close spacing to TH 169 (only one mile), low traffic volumes (6,100), and current role of serving mostly local traffic.

Additional reasoning is provided in Table 1, which compares Appendix D of the 2040 TPP (i.e., Criteria for Other Principal Arterials in the Rural Area) to CSAH 78.

Met Council staff discussed the four requested changes with MnDOT Central Office and Metro District staff. The addition of new PA mileage will also start the process to add the mileage to the National Highway System (NHS). Roadways on the NHS must be analyzed and reported on for federally-required performance measures. These roadways also become eligible for additional funding such as the National Highway Performance Program (NHPP) funds. If approved as requested, the change would add 9 miles of PA, while removing 3.5 miles of PA on CSAH 21, for a net addition of 5.5 miles to the Principal Arterial system. If only approving the staff recommendation of CSAH 42, 17, and 21, there would be a net addition of two miles to the PA system. MnDOT was not concerned about the addition of these miles (in either case described above) to the NHS given their small scale compared to the rest of the system.

MnDOT expressed concern about the distinction between the current versus future functional classification of the roadway and wants to make sure that the requested changes reflect how the roadway is currently functioning, not how it may function in the future. It is MnDOT's stance that CSAH 78's current function is not that of a Principal Arterial, but that it should continue to be evaluated moving forward.

MnDOT also consulted directly with the Shakopee Mdewakanton Sioux Community, which was supportive of Scott County's request.

**Table 1: TPP Criteria for Principal Arterials**

TPP Criteria	Rural PA Guidelines	CSAH 78
Place Connection	Connect the urban service area with major cities in MN and other states	✓ (meets guidelines)
Spacing	2-6 miles (suburban) 6-12 miles (rural)	✗ (does not meet guidelines) Only 1 mile spacing
Operations	45 mph+ design speed	✓
System Connections and Access Spacing	To other PAs or A-Minors. Access spacing 1-2 miles.	✗ Access spacing is too close
Trip Making Services	Trips greater than 8 miles with at least 5 miles on the PA	✗ 63% of trips less than 8 miles*
Mobility vs. Land Access	Little or no direct land access	✗ Too much direct land access to residences and farm fields
Intersections	High-capacity controlled at-grade intersections	✗ Larger intersections at either end, but not at intersections within the 3-mile segment
Parking	None	✓
Large Trucks	No restrictions	✓
Management Tools	Access controls, intersection spacing	✗ Neither up to PA guidelines
Typical Avg. Daily Traffic Volumes	2,500-25,000+	✓ Meets guidelines, but rather low volume road at 6,100 to add as a new PA
Posted Speed Limit	Legal limit	✓
Right-of-Way	100-300 feet	✓ Meets guidelines, but right-of-way only around 100 feet
Transit	None	✓
Bike and Pedestrian	On facilities that cross or are parallel to the PA	✓

\*2018 travel data from Streetlight Insights

✓ = meets guidelines

✗ = does not meet guidelines

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**ROUTING**

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

## **Resolutions of Support**

- a. Shakopee Mdewakanton Sioux Community**
- b. City of Shakopee**
- c. City of Prior Lake**
- d. Louisville Township**
- e. Jackson Township**



# SHAKOPEE MDEWAKANTON SIOUX COMMUNITY

CHARLES R. VIG  
Chairman

KEITH B. ANDERSON  
Vice-Chairman

2330 Sioux Trail NW • Prior Lake, Minnesota 55372  
Tribal Office: 952.445.8900 • Fax: 952.233.4256

REBECCA CROOKS-STRATTON  
Secretary/Treasurer

## **BUSINESS COUNCIL RESOLUTION NO. 02-05-19-0 1 SUPPORTING THE DESIGNATION OF COUNTY STATE AID HIGHWAY 42, A PORTION OF COUNTY STATE AID HIGHWAY 17, AND COUNTY STATE AID HIGHWAY 78 TO A PRINCIPAL ARTERIAL**

**WHEREAS,** the Shakopee Mdewakanton Sioux Community (the “Community”) is a sovereign Indian Tribe, federally recognized, organized under the Indian Reorganization Act of 1934, and is governed under the terms of the Constitution approved by the Secretary of the Interior on November 28, 1969, as amended (“Constitution”); and

**WHEREAS,** Article III of the Constitution provides that the General Council is the governing body of the Community; and

**WHEREAS,** the General Council is vested with Constitutional authority pursuant to Article V, Sections 1(a), (e) and (f) to, "To negotiate and contract with the Federal, State, and local governments on behalf of the Community", "To manage all economic affairs and enterprises of the Community", and "To appropriate for public purposes of the Community available funds within the exclusive control of the Community...", respectively; and

**WHEREAS,** pursuant to Article V, 5 I of the Constitution, the General Council has delegated to the SMSC's Business Council the responsibility to oversee and manage the day-to-day affairs of the SMSC's governmental operations; and

**WHEREAS,** The 1964 Metropolitan Transportation Plan first recognized a need for an east-west principal arterial in Scott and Dakota Counties; and

**WHEREAS,** County State Aid Highway (CSAH) 42 is an important east west Principal Arterial Corridor regional in the south metropolitan area from Trunk Highway (TH) 41/169 to TH 55;

**WHEREAS** a Corridor Study was completed in 1996 that included the cities of Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Rosemount, Lakeville, Scott County, Dakota County, Met Council, MVTA, and Mn/DOT that identified key supporting tactics for the CH 42/CH 78 Corridor; and

**WHEREAS,** CSAH 17 and TH 13 from TH 169 to the southern County border was identified as a north south Principal Arterial corridor in a study that included MnDOT, the



County and the Cities of Shakopee and Prior Lake as well as all townships in Scott County abutting these corridors was completed in 2009; and

**WHEREAS**, the 2009 Scott County Transportation plan identified all of CSAH 42, CSAH 17, and CSAH 78 as future principal arterials; and

**WHEREAS**, the CSAH 17/TH 13 Corridor Study provided a vision for a future Principal Arterial Corridor on CSAH 17 and identified tactics for redeveloping the corridor to support this principal arterial function; and

**WHEREAS**, in 2011- 2014 the County, Cities and SMSC invested in series of three major projects that removed five public streets and twenty one direct accesses, built critical frontage road connections and a grade separated intersection at CSAH 42 and CSAH 17 intersection to support the long term solution to traffic demands and recognizing the intersection of two future principal arterials; and

**WHEREAS**, the 2013 City of Prior Lake County Highway 42 Study of Land Use and Transportation acknowledged the future principal arterial designation of CSAH 42 in all of Prior Lake, and planning for local street connections accordingly; and

**WHEREAS**, the City of Shakopee has completed its West End planning Study to support the future function of CSAH 78 as a principal arterial in support of the transportation plan; and

**WHEREAS**, the SMSC and County will continue to work together to remove all direct private accesses from CSAH 42, CH 17 and CH 78 where feasible through supportive land use planning and development controls, frontage road extensions and connectivity and access control where necessary; and

**WHEREAS**, the 2018 Draft Scott County Transportation Plan identifies all of CSAH 42 as a principal arterial; and

**WHEREAS**, the National Highway System provides funding for pavement quality and performance measurement monitoring that benefits the County; and

**WHEREAS**, CSAH 42 from CSAH 17 to CSAH 83 is currently designated as a Minor Arterial; and

**WHEREAS**, WHEREAS, CSAH 21 from CSAH 42 to Trunk Highway 169 is currently designated as a Principal Arterial; and

**WHEREAS**, extending the Principal Arterial designation of CSAH 42 to CSAH 17 and north on CSAH 17 to TH 169 requires CSAH 21 to be designated a minor arterial; and

Business Council Resolution 02-05-19-0 1  
Supporting the Designation of County State Aid Highway 42,  
a Portion of County State Aid highway 17, and County State  
Aid Highway 78 to a Principal Arterial

Page 3

**WHEREAS**, Designation of all of CSAH 42, all of CSAH 78 and a portion of CSAH 17 from 42 to TH 169 will provide clear guidance on addressing future corridor needs.

**NOW THEREFORE BE IT RESOLVED**, that the Business Council, acting under delegated authority, hereby supports the designation of CSAH 42, CSAH 78 and a portion of CSAH 17 to a Principal Arterial and designating CSAH 21 an A-Minor Arterial Expander.

### CERTIFICATION

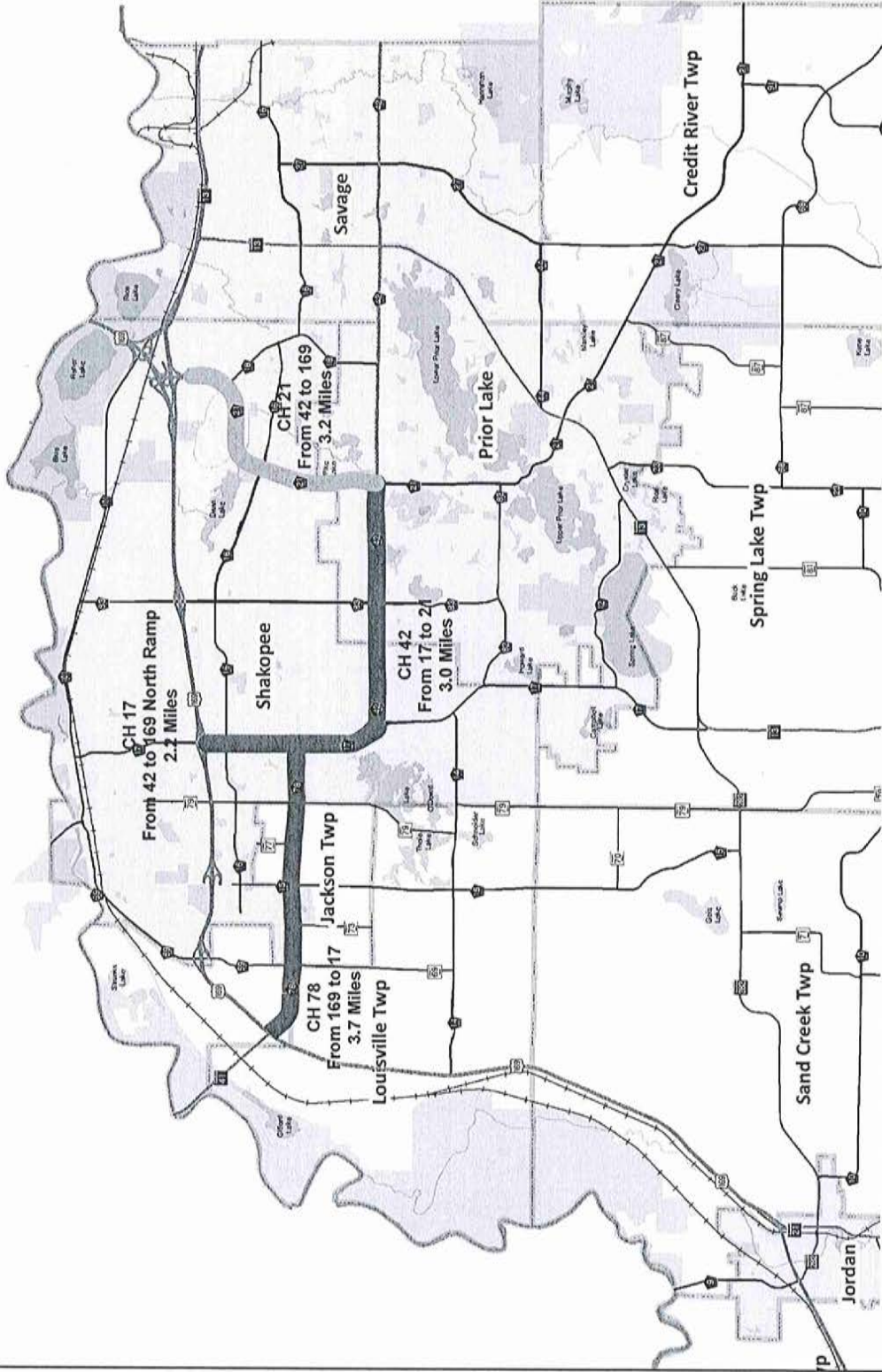
This Resolution was passed at a regular meeting of the Shakopee Mdewakanton Sioux Community Business Council with a quorum present with a vote of 2 for, 0 against, 0 abstentions, on February 5, 2019.

  
\_\_\_\_\_  
Charles R. Vig, Chairman




  
\_\_\_\_\_  
Keith B. Anderson, Vice Chairman

\_\_\_\_\_  
Rebecca Crooks-Stratton, Secretary/Treasurer

# Scott County Principal Arterial Change Request



## Functional Classification

-  Add PA Classification
-  Remove PA Classification
-  Existing Principal Arterial



## CSAH 42 PA Request

SCOTT COUNTY COMMUNITY SERVICES DIVISION  
 ZONING ADMINISTRATION  
 200 Fourth Avenue West, Shakopee, Minnesota 55379-1226  
 (763) 484-8475 • Fax: (763) 484-8499 • Web: www.sccsd.com

This map is neither a legal nor a political document nor a survey  
 or a plan. It is for planning purposes only. Information may  
 be subject to change without notice.  
 Prepared by: Scott County Zoning Administration - December 2019

## **RESOLUTION R2019-016**

### **A Resolution supporting the designation of County State Aid Highway 42, a portion of County State Aid Highway 17 between County State Aid Highway 42 and Trunk Highway 169, and County State Aid Highway 78 to Principal Arterials; and the designation of County State Aid Highway 21 to an A-Minor Arterial Expander**

**WHEREAS**, the existing functional classification of County State Aid Highway (CSAH) 42 (from CSAH 17 to CSAH 83), CSAH 17, and CSAH 78 are currently designated as Minor Arterial roadways, and CSAH 21 (from CSAH 42 to Trunk Highway 169) is currently designated as a Principal Arterial; and

**WHEREAS**, the 2018 Draft Scott County Transportation Plan identifies and proposes revising the designation of CSAH 42 to a Principal Arterial; revising CSAH 17 between CSAH 42 and Trunk Highway 169 to a Principal Arterial; revising CSAH 78 to a Principal Arterial; and revising CSAH 21 to a Minor Arterial; and

**WHEREAS**, past studies including the 1964 Metropolitan Transportation Plan, a corridor study completed in 1996 for CSAH 42 and 78, a corridor study completed in 2009 for CSAH 17 and 13, and the 2009 Scott County Transportation Plan provided a vision for these corridors to function as primary transportation corridors in the county, eventually supporting the Principal Arterial function; and

**WHEREAS**, the City of Shakopee has completed its West End planning study to support the future function of CSAH 78 as a Principal Arterial; has worked with Scott County on CSAH 17 to remove multiple direct accesses, build frontage roads, and build a grade-separated intersection at CSAH 42; all in support of Scott County's long-term transportation plan; and

**WHEREAS**, extending the Principal Arterial designation west on CSAH 42 to CSAH 17 and north on CSAH 17 to TH 169 requires CSAH 21 to be designated a Minor Arterial; and

**WHEREAS** the National Highway System provides potential funding to the county for pavement quality and performance measurement monitoring for Principal Arterial classified roadways; and

**WHEREAS**, the city and county will continue to work together to remove direct private accesses from CSAH 42, CSAH 17 and CSAH 78 were feasible through supportive land use planning and development controls, frontage road extensions and connectivity, and access control where possible and mutually agreeable; and

**WHEREAS**, the county has indicated that they are expecting to remove direct private access and will purchase access control along CSAH 42 as part of their 2020 roadway expansion project that will require the City of Shakopee's consideration and cooperation to include revising the city's proposed land use guidance in the northeast quadrant of CSAH 17/42, currently guided in Envision Shakopee as Mixed Residential (primarily single family/townhomes, with uses

including neighborhood commercial, day care and small/medium senior living), revising these parcels' planned land use to a Suburban Edge and Open Space guidance; and

**WHEREAS**, the proposed roadway designation changes provide clear guidance on addressing future corridor and land use needs, while supporting the balance between local access and regional mobility.

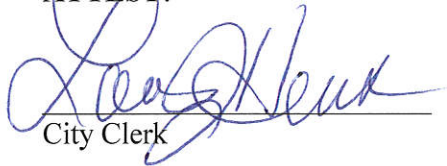
**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHAKOPEE, MINNESOTA, THAT** the City Council hereby supports the designation of CSAH 42, CSAH 78 and a portion of CSAH 17 from CSAH 42 to Trunk Highway 169 to a Principal Arterial and designating CSAH 21 an A-Minor Arterial Expander.

Adopted in regular session of the City Council of the City of Shakopee, Minnesota, held this 5th day of February, 2019.



\_\_\_\_\_  
Mayor of the City of Shakopee

**ATTEST:**



\_\_\_\_\_  
City Clerk



4646 Dakota Street SE  
Prior Lake, MN 55372

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## RESOLUTION 19-026

### A RESOLUTION SUPPORTING THE DESIGNATION OF COUNTY STATE AID HIGHWAY 42 AS A PRINCIPAL ARTERIAL

**Motion By:** Braid                      **Second By:** Erickson

- WHEREAS,** The 1964 Metropolitan Transportation Plan first recognized a need for an east-west principal arterial in Scott and Dakota Counties; and
- WHEREAS,** County State Aid Highway (CSAH) 42 is an important east west Principal Arterial Corridor in the south metropolitan area from Trunk Highway (TH) 41/169 to TH 55; and
- WHEREAS,** a Corridor Study was completed in 1996 that included the cities of Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Rosemount, Lakeville, Scott County, Dakota County, Met Council, MVTA, and Mn/DOT that identified key supporting tactics for the CH 42/CH 78 Corridor; and
- WHEREAS,** CSAH 17 and TH 13 from TH 169 to the southern County border was identified as a north south Principal Arterial corridor in a study that included MnDOT, the County and the Cities of Shakopee and Prior Lake as well as all townships in Scott County abutting these corridors was completed in 2009; and
- WHEREAS,** the 2009 Scott County Transportation plan identified all of CSAH 42, CSAH 17, and CSAH 78 as future principal arterials; and
- WHEREAS,** the CSAH 17/TH 13 Corridor Study provided a vision for a future Principal Arterial Corridor on CSAH 17 and identified tactics for redeveloping the corridor to support this principal arterial function; and
- WHEREAS,** in 2011- 2014 the County, Cities and SMSC invested in series of three major projects that removed five public streets and twenty one direct accesses, built critical frontage road connections and a grade separated intersection at CSAH 42 and CSAH 17 intersection to support the long term solution to traffic demands and recognizing the intersection of two future principal arterials; and
- WHEREAS,** the 2013 City of Prior Lake County Highway 42 Study of Land Use and Transportation acknowledged the future principal arterial designation of CSAH 42 in all of Prior Lake, and planning for local street connections accordingly; and
- WHEREAS,** the City of Shakopee has completed its West End planning Study to support the future function of CSAH 78 as a principal arterial in support of the transportation plan; and
- WHEREAS,** the County and City will continue to work together to remove all direct private accesses from CSAH 42, CH 17 and CH 78 were feasible through supportive land

use planning and development controls, frontage road extensions and connectivity and access control where necessary; and

**WHEREAS,**

the 2018 Draft Scott County Transportation Plan identifies all of CSAH 42 as a principal arterial; and

**WHEREAS,**

the National Highway System provides funding for pavement quality and performance measurement monitoring that benefits the County; and

**WHEREAS,**

CSAH 42 from CSAH 17 to CSAH 83 is currently designated as a Minor Arterial; and

**WHEREAS,**

CSAH 21 from CSAH 42 to Trunk Highway 169 is currently designated as a Principal Arterial; and

**WHEREAS,**

extending the Principal Arterial designation of CSAH 42 to CSAH 17 and north on CSAH 17 to TH 169 requires CSAH 21 to be designated a minor arterial; and

**WHEREAS,**

Designation of all of CSAH 42, all of CSAH 78 and a portion of CSAH 17 from 42 to TH 169 will provide clear guidance on addressing future corridor needs.

**NOW THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF PRIOR LAKE, MINNESOTA** as follows:

1. The recitals set forth above are incorporated herein.
2. The City of Prior Lake hereby supports the designation of CSAH 42, CSAH 78 and a portion of CSAH 17 to Principal Arterial and designating CSAH 21 an A-Minor Arterial Expander.

Passed and adopted by the Prior Lake City Council this 4th day of February 2019.

<b>VOTE</b>	<b>Briggs</b>	<b>Thompson</b>	<b>Burkart</b>	<b>Braid</b>	<b>Erickson</b>
Aye	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Nay	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Abstain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Absent	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Frank Boyles, City Manager

LOUISVILLE TOWNSHIP RESOLUTION NO. 2019-01; SUPPORTING THE DESIGNATION OF COUNTY STATE AID HIGHWAY 42, A PORTION OF COUNTY STATE AID HIGHWAY 17, AND COUNTY STATE AID HIGHWAY 78 TO A PRINCIPAL ARTERIAL

WHEREAS, The 1964 Metropolitan Transportation Plan first recognized a need for an east-west principal arterial in Scott and Dakota Counties; and

WHEREAS, County State Aid Highway (CSAH) 42 is an important east west Principal Arterial Corridor regional in the south metropolitan area from Trunk Highway (TH) 41/169 to TH 55; and

WHEREAS, a CSAH 42 Corridor Study from TH 169 to TH 55 was completed in the 1990's that identified key supporting tactics for the CH 42/CH 78 Corridor; and

WHEREAS, CSAH 17 and TH 13 from TH 169 to the southern County border was identified as a north south Principal Arterial corridor in a study that included MnDOT, the County and the Cities of Shakopee and Prior Lake as well as all townships in Scott County abutting these corridors was completed in 2009; and

WHEREAS, the 2009 Scott County Transportation plan identified all of CSAH 42, CSAH 17, and CSAH 78 as future principal arterials; and

WHEREAS, the CSAH 17/TH 13 Corridor Study provided a vision for a future Principal Arterial Corridor on CSAH 17 and identified tactics for redeveloping the corridor to support this principal arterial function; and

WHEREAS, in 2011- 2014 the County, Cities and SMSC invested in series of three major projects that removed five public streets and twenty one direct accesses, built critical frontage road connections and a grade separated intersection at CSAH 42 and CSAH 17 intersection to support the long term solution to traffic demands and recognizing the intersection of two future principal arterials; and

WHEREAS, the City of Shakopee has completed its West End planning Study to support the future function of CSAH 78 as a principal arterial in support of the transportation plan; and

WHEREAS, the Scott County Transportation Plan identifies all of CSAH 42, CSAH 17 and CSAH 78 as a future principal arterials; and

WHEREAS the National Highway System provides funding for pavement quality and performance measurement monitoring that benefits the County; and

WHEREAS, CSAH 42 from CSAH 17 to CSAH 83 is currently designated as a Minor Arterial; and

WHEREAS, CSAH 21 from CSAH 42 to Trunk Highway 169 is currently designated as a Principal Arterial; and

WHEREAS, extending the Principal Arterial designation of CSAH 42 to CSAH 17 and north on CSAH 17 to TH 169 requires CSAH 21 to be designated a minor arterial; and

WHEREAS, Designation of all of CSAH 42, all of CSAH 78 and a portion of CSAH 17 from 42 to TH 169 will provide clear guidance on addressing future corridor needs.

NOW THEREFORE BE IT RESOLVED, by Louisville Township, hereby supports the designation of CSAH 42, CSAH 78 and a portion of CSAH 17 to a Principal Arterial and designating CSAH 21 an A-Minor Arterial Expander.

AYES: 7

NAYS: 0



**RESOLUTION NO. 2019-1**  
**JACKSON TOWNSHIP**  
**SCOTT COUNTY, MINNESOTA**

**A RESOLUTION RELATING TO THE DESIGNATION OF COUNTY  
STATE AID HIGHWAY 42, A PORTION OF COUNTY STATE AID  
HIGHWAY 17, AND COUNTY STATE AID HIGHWAY 78 TO A  
PRINCIPAL ARTERIAL**

**RECITALS**

1. The 1964 Metropolitan Transportation Plan first recognized a need for an east-west principal arterial in Scott and Dakota Counties.
2. County State Aid Highway (CSAH) 42 is an important east west Principal Arterial Corridor regional in the south metropolitan area from Trunk Highway (TH) 41/169 to TH 55.
3. A CSAH 42 Corridor Study from TH 169 to TH 55 was completed in the 1990's that identified key supporting tactics for the CH 42/CH 78 Corridor.
4. CSAH 17 and TH 13 from TH 169 to the southern County border was identified as a north south Principal Arterial corridor in a study that included MnDOT, the County and the Cities of Shakopee and Prior Lake as well as all townships in Scott County abutting these corridors was completed in 2009.
5. The 2009 Scott County Transportation plan identified all of CSAH 42, CSAH 17, and CSAH 78 as future principal arterials.
6. The CSAH 17/TH 13 Corridor Study provided a vision for a future Principal Arterial Corridor on CSAH 17 and identified tactics for redeveloping the corridor to support this principal arterial function.
7. In 2011- 2014 the County, Cities and SMSC invested in series of three major projects that removed five public streets and twenty one direct accesses, built critical frontage road connections and a grade separated intersection at CSAH 42 and CSAH 17 intersection to support the long term solution to traffic demands and recognizing the intersection of two future principal arterials.
8. The City of Shakopee has completed its West End planning Study to support the future function of CSAH 78 as a principal arterial in support of the transportation plan.
9. The Scott County Transportation Plan identifies all of CSAH 42, CSAH 17 and CSAH 78 as a future principal arterials.

10. The National Highway System provides funding for pavement quality and performance measurement monitoring that benefits the County.

11. CSAH 42 from CSAH 17 to CSAH 83 is currently designated as a Minor Arterial.

12. CSAH 21 from CSAH 42 to Trunk Highway 169 is currently designated as a Principal Arterial.

13. Extending the Principal Arterial designation of CSAH 42 to CSAH 17 and north on CSAH 17 to TH 169 requires CSAH 21 to be designated a minor arterial.

14. Designation of all of CSAH 42, all of CSAH 78 and a portion of CSAH 17 from 42 to TH 169 will provide clear guidance on addressing future corridor needs.

**RESOLUTION**

NOW THEREFORE BE IT RESOLVED, Jackson Township hereby supports the designation of CSAH 42, CSAH 78 and a portion of CSAH 17 to a Principal Arterial and designating CSAH 21 an A-Minor Arterial Expander.

This Resolution was passed and adopted this 5<sup>th</sup> day of March, 2019.

**JACKSON TOWNSHIP**

By: Thomas Weckman  
Thomas Weckman,  
Board of Supervisors

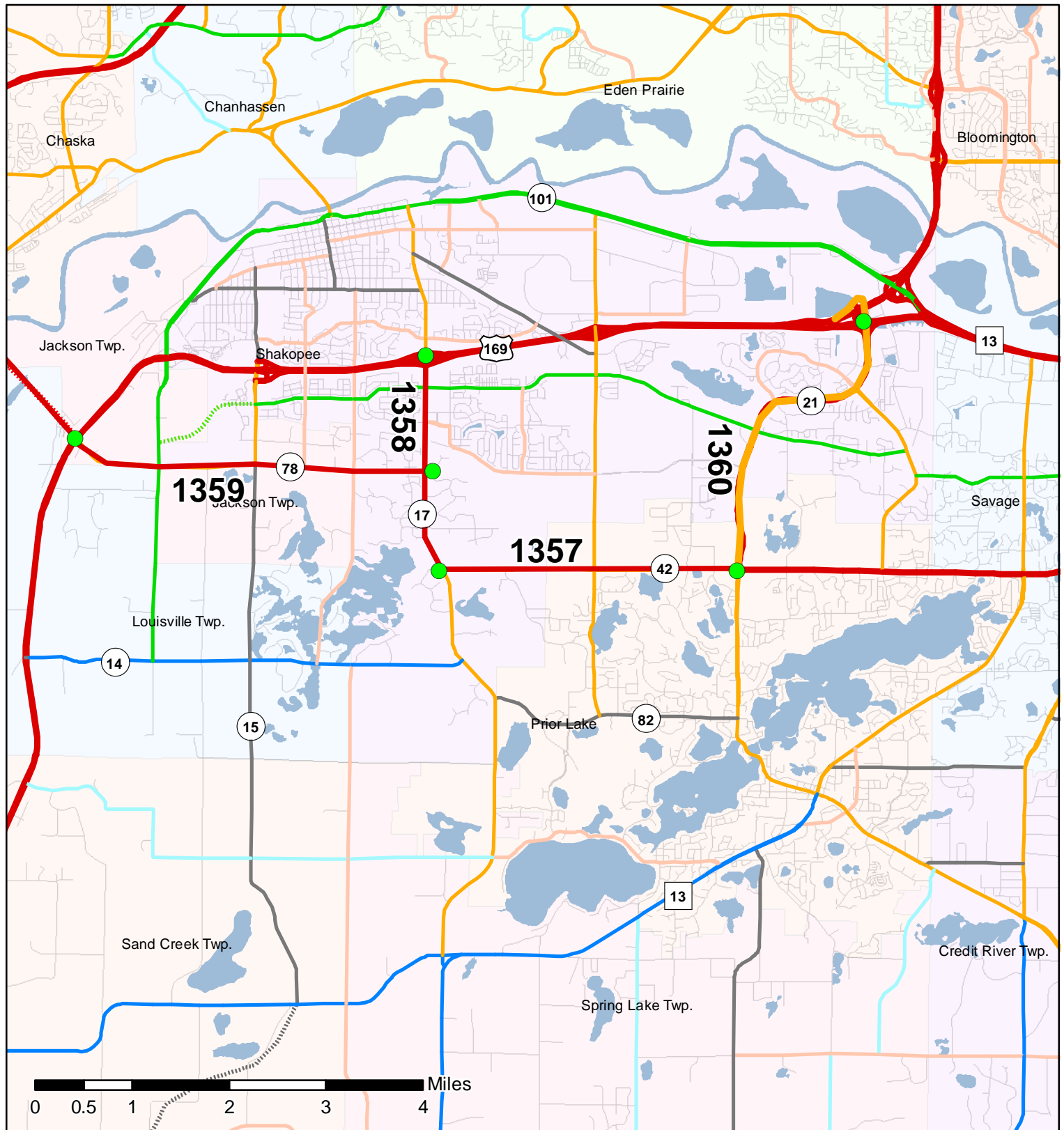
Rose Menke  
Rose Menke, Town Clerk

Dated: 3/05/19









Dated: 3-05-19

# Functional Class Roads Change Requests Scott County









ID# 1357-1360




## Existing Regional Functional Class Roads


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

## Planned Regional Functional Class Roads

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

 City / Township Boundaries

 Street Centerlines

 County Boundaries



# Regional Functional Classification Change Request Form

ID Number: 1357

Date of Request: 1-18-19

**Roadway Name:** 140<sup>th</sup> St NW & NE/Egan Dr.

Roadway CSAH # 42

Roadway MSA #

Roadway County Rd #

Request Type: \_\_\_\_\_

## Functional Classification Information:

### Existing Roadway

Current Classification: A Minor Expander

Requested Classification: Principal Arterial

If other:

### Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

Planned to existing Contingent Conditions:

Other / Explain:

## Request Information:

Change Start Location: CSAH 17

Change End Location: CSAH 21

Length of Requested Change (Miles): 3.02

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: CSAH 21

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

## Purpose of Change:

Designating the Principal Arterial Classification to CSAH 42, CSAH 17, and CSAH 78. This overall functional class proposal is part of matching the planned functional class system in the Scott County 2040 Comprehensive Plan (County Transportation Plan).

Designating CSAH 42 and 17 to a Principal Arterial has been documented back to the 2030 Transportation Policy Plan, and has also been included in the 2040 Transportation Policy Plan pending County submittal. The 1990's CSAH 42 study looked at the future principal arterial corridor from TH 169/41 to TH 55 outside Hastings. The County is requesting that the principal arterial designation in order to ensure future development adjacent to the corridor occurs consistent with principal arterial access management guidelines. Matching the appropriate functional class for the roadway will better align federal, pavement and congestion, performance measures with the priorities of Scott County.

The new Principal Arterial along CSAH 42, 17 and 78, will create a single Principal Arterial connection across the southern Metropolitan area from TH 212 to TH 61 in Hastings. The new Principal Arterial corridor was identified in the 2014 MnDOT Jurisdictional Transfer Study as being misaligned in the county's ownership.

## 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:

# Regional Functional Classification Change Request Form

ID Number: 1357

Date of Request: 1-18-19

Place Connections: CSAH 42 provides a regional, east-west connection between Shakopee and cities in Dakota County. Highlighted connections include regional entertainment and retail hubs such as Mystic Lake Casino Hotel, Burnsville Center retail, and Savage area retail.

Spacing: Approximately 2.25 miles south of US 169

Management: CSAH 42 (140th St NW & NE/Egan Dr.) is managed by Scott County as a Future Principal Arterial. The current speed limit is 55 mph.

System Connections & Access Spacing: The segment will be in conformance with the current guidelines for principal arterials for developing Suburban Edge and Emerging Suburban Community designation within the Urban Service Area. One mile full access in rural segments and 1/2 mile limited access only to Collectors in urban segments.

Trip Making Services: The proposed Principal Arterial supports large to medium trips per the functional classification system criteria. Residents use CSAH 42 to access TH 169, TH 41, TH 13, CSAH 21, or Interstate 35W to access work, retail, entertainment, public recreation facilities and schools in the area. CSAH 42 also provides access from CSAH 83 to the Mystic Lake Casino Hotel.

Mobility vs. Land Access: Emphasis for the corridor is on mobility and longer trips. No driveway access is permitted.

## **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:** Segment now serves a regional purpose.

**Location:** Suburban Edge & Emerging Suburban Edge. Outside the I494/694 Beltway, within MUSA

**Trip Length:** CSAH 42 serves long distance trips.

**Problem Addressed:** Provides access to I35W and TH 169 (Principal Arterial) via CSAH 17 and 78 (proposed Principal Arterial). Connects three north-south Minor Arterials (CSAH 17, 83, 21- Expander) via east-west connection.

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

Intersection Treatments: CSAH 42 is signalized major intersections.

Present AADT: 12,000

# Regional Functional Classification Change Request Form

ID Number: 1357

Date of Request: 1-18-19

Estimated Future AADT/Year: 21,800

Source of Estimated AADT/Date: Scott County Draft 2040 Comprehensive Plan

Posted Speed: 55 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:

Agency/City/County: Scott County

Contact Person: Craig Jenson

Phone: 952-496-8329

Fax: 952-496-8365

Email: CJenson@co.scott.mn.us

Address: 600 Country Trail E

City: Jordan

State: MN

Zip: 55352

----- **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: 1358

Date of Request: 1-18-19

## Roadway Name: Marschall Rd

Roadway CSAH # 17

Roadway MSA #

Roadway County Rd #

Request Type: \_\_\_\_\_

### Functional Classification Information:

#### Existing Roadway

Current Classification: A Minor Expander

Requested Classification: Principal Arterial

If other:

Planned to existing

Other / Explain:

#### Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

### Request Information:

Change Start Location: **CSAH 42**

Change End Location: **US 169**

Length of Requested Change (Miles): **2.24**

Dependent on other Requested Changes: **Yes**

Road name(s) or ID Number(s) of dependent requests: **21 and 42 requests**

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

### Purpose of Change:

Designating the Principal Arterial Classification to CSAH 17, CSAH 42 and CSAH 78 (CSAH 78 to be renumbered to CSAH 42). This overall functional class proposal is part of matching the planned functional class system in the Scott County 2040 Comprehensive Plan (County Transportation Plan).

Designating CSAH 42 and 17 to a Principal Arterial has been documented back to the 2030 Transportation Policy Plan, and has also been included in the 2040 Transportation Policy Plan pending County submittal. The 1990's CSAH 42 study looked at the future principal arterial corridor from TH 169/CSAH 78 intersection to TH 55 outside Hastings. The County is requesting that the principal arterial designation in order to ensure future development adjacent to the corridor occurs consistent with principal arterial access management guidelines. Matching the appropriate functional class for the roadway will better align federal, pavement and congestion, performance measures with the priorities of Scott County.

The new Principal Arterial along CSAH 42, 17 and 78, will create a single Principal Arterial connection across the southern Metropolitan area from Chaska/Carver County to Hastings/Dakota County. The new Principal Arterial corridor was identified in the 2014 MnDOT Jurisdictional Transfer Study as being misaligned in the County's ownership.

# Regional Functional Classification Change Request Form

ID Number: 1358

Date of Request: 1-18-19

## 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: CSAH 17 in conjunction with CSAH 42 provides a regional, east-west connection between Shakopee and cities in Dakota County. Highlighted connections include regional entertainment and retail hubs such as Mystic Lake Casino Hotel, Burnsville Center retail, and Savage area retail.

Spacing: CSAH 17 is approximately 11 miles west of I-35W and over 3.5 miles east of TH 169.

Management: CSAH 17 (Marschall Road) is managed by Scott County as a Principal Arterial. Since 2013 the County has worked at converting the corridor to a Principal Arterial with the removal of 5 public streets and 21 private accesses.

System Connections & Access Spacing: The segment will be in conformance with the current guidelines for principal arterials for a developing Suburban Edge and Emerging Suburban Edge Community designation within the Urban Service Area. The segment would connect a principal arterial TH 169 at the north end of CSAH 17. At the south end of the segment is CSAH 42 which is currently a grade separated intersection. CSAH 42 is currently proposed to be extended as a Principal Arterial from CSAH 21 to CSAH 17.

Trip Making Services:

The proposed Principal Arterial supports large to medium trips within the County or to other communities outside the County via CSAH 42.

Mobility vs. Land Access: Mobility will be protected on CSAH 17. Direct access will be limited to surrounding businesses and residential, through the use of collector and access road connections. Past projects have already eliminated several public street and private entrances in the corridor.

**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:** Segment serves a regional purpose connecting TH 169 to CSAH 42.



# Regional Functional Classification Change Request Form

ID Number: 1358

Date of Request: 1-18-19

**Location:** Suburban Edge

**Trip Length:** CSAH 17 serves long distance trips.

**Problem Addressed:** Provides for continuous east-west trips from Carver County to Dakota County.

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

Intersection Treatments: The intersection of TH 169 and CSAH 17 is grade separated. The intersection of CSAH 42 and CSAH 17 is grade separated. Other CSAH intersections are signalized.

Present AADT: On CSAH 17 from CSAH 42 to CSAH 78 - 12,000 & from CSAH 78 to TH 169 is 21,900

Estimated Future AADT/Year: 2040, On CSAH 17 from CSAH 42 to CSAH 16 - 19,800 & from CSAH 16 to TH 169 is 32,300

Source of Estimated AADT/Date: Scott County 2040 Comprehensive Plan

Posted Speed: CSAH 42 to CSAH 78 - 55mph; North of CSAH 78 is 45 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:**

Agency/City/County: Scott County

Contact Person: Craig Jenson

Phone: 952-496-8329

Fax: 952-496-8365

Email: CJenson@co.scott.mn.us

Address: 600 Country Trail E

City: Jordan

State: MN

Zip: 55352

----- **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: 1358

Date of Request: 1-18-19

## 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: 1359

Date of Request: 1-18-19

## Roadway Name: Chestnut Boulevard / 130<sup>th</sup> Street West

Roadway CSAH # 78

Roadway MSA #

Roadway County Rd #

Request Type: \_\_\_\_\_

### Functional Classification Information:

#### Existing Roadway

Current Classification: A Minor Expander

Requested Classification: Principal Arterial

If other:

#### Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

Planned to existing

Other / Explain:

### Request Information:

Change Start Location: TH 169

Change End Location: CSAH 17

Length of Requested Change (Miles): 3.7 miles

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: CSAH 42, 17, and 21

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

### Purpose of Change:

Designating the Principal Arterial Classification to CSAH 17, CSAH 42 and CSAH 78 (CSAH 78 to be renumbered to CSAH 42). This overall functional class proposal is part of matching the planned functional class system in the Scott County 2040 Comprehensive Plan (County Transportation Plan).

The 1990's CSAH 42 study first looked at the future principal arterial corridor from TH 169/CSAH 78 intersection to TH 55 outside Hastings.

<https://www.co.dakota.mn.us/Transportation/TransportationStudies/Documents/CSAH42/CountyRoad42CorridorStudyExecutiveSummary.pdf>

The County is requesting that the principal arterial designation in order to ensure future development adjacent to the corridor occurs consistent with principal arterial access management guidelines. CSAH 78 is in the orderly annexation area for Shakopee and the major growth area for the City. CSAH 78 is a continuation of CSAH 42 via CSAH 17 as a lake and existing development do not allow for CSAH 42 to be realigned.

CSAH 78 serves longer trips by connecting to both TH 169 and the TH 41 which both provide a major river crossing for residents, businesses, and freight. The new Principal Arterial along CSAH 42, 17 and 78, will create a single Principal Arterial connection across the southern Metropolitan area from Chaska/Carver County to Hastings/Dakota County.

The construction of an interchange on the west end of CSAH 78 at TH 169/41 is a major project and investment by the region. The new Principal Arterial corridor (including CSAH

# Regional Functional Classification Change Request Form

ID Number: 1359

Date of Request: 1-18-19

78) was identified in the 2014 MnDOT Jurisdictional Transfer Study as being misaligned in the County's ownership.

## 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: This segment of CSAH 78 along with CSAH 17 and 42 provides a connection between the regional job concentration areas of Chaska and Shakopee to other communities such as Prior Lake, Savage, Burnsville, Apple Valley, and Rosemount within the twin cities urban service area.

Spacing: If the CSAH 78 is isolated from the rest of the east-west corridor, CSAH 78 is approximately a mile south of a portion of TH 169 running east-west. However, TH 169's function to the State of Minnesota is a north-south Principal Arterial roadway, not east-west. CSAH 78 needs to be looked at in conjunction with the rest of CSAH 42's function.

Management: CSAH 78 is managed by Scott County as a Future Principal Arterial. The current speed limit is 55 mph.

System Connections & Access Spacing: The segment will be in conformance with the current guidelines for principal arterials with limited access.

Trip Making Services: The proposed Principal Arterial supports long to medium trips per the functional classification system criteria. Residents use CSAH 78 to access TH 169, use TH 41 (major river crossing) or connect to CSAH 42.

Mobility vs. Land Access: Mobility will be protected on CSAH 78 over direct land access.

### 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:** Segment serves a regional purpose connecting TH 169/41 to CSAH 42.

**Location:** Suburban Edge & Diversified Rural. In City of Shakopee's orderly annexation area.

**Trip Length:** CSAH 78 serves long distance trips.

**Problem Addressed:** Provides for continuous east-west trips from Carver County to Dakota County.

# Regional Functional Classification Change Request Form

ID Number: 1359

Date of Request: 1-18-19

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

Intersection Treatments: CSAH 78 has an interchange with TH 169 under construction on the West and a signal with CSAH 17 on the east.

Present AADT: 6,100

Estimated Future AADT/Year: 13,500 ADDT

Source of Estimated AADT/Date: 2040 Scott County Comprehensive Plan

Posted Speed: 55 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:**

Agency/City/County: Scott County

Contact Person: Craig Jenson

Phone: 952-496-8329

Fax: 952-496-8365

Email: CJenson@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:

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:

# Regional Functional Classification Change Request Form

ID Number: 1359

Date of Request: 1-18-19

*Previous Action ID:*

*Date:*

# Regional Functional Classification Change Request Form

ID Number: 1360

Date of Request: 1-18-19

## Roadway Name: Eagle Creek Ave NE

Roadway CSAH # 21

Roadway MSA #

Roadway County Rd #

Request Type: \_\_\_\_\_

## Functional Classification Information:

### Existing Roadway

Current Classification: Principal Arterial

Requested Classification:

A Minor Expander

If other:

Planned to existing Contingent Conditions:

Other / Explain:

### Planned Roadway

Current Classification: -----

Requested Classification: -----

If other:

## Request Information:

Change Start Location: CSAH 42

Change End Location: US 169

Length of Requested Change (Miles): 3.15

Dependent on other Requested Changes: Yes

Road name(s) or ID Number(s) of dependent requests: CSAH 17 & CSAH 42

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

## Purpose of Change:

The designation of CSAH 21 to an A-Minor Expander is the result of CSAH 42/17/78 Principal Arterial Request. This overall functional class proposal is part of matching the planned functional class system in the Scott County 2040 Comprehensive Plan (County Transportation Plan).

Designating CSAH 17, and 42 to a Principal Arterial, and removing Arterial designation from CH 21, has been documented back to the County's 2030 Transportation Policy Plan, and has also been included in the 2040 Transportation Policy Plan pending County submittal.

## 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: This segment of CSAH 21 connects the urban service area of downtown Prior Lake with the suburban mixed use growth area of eastern Shakopee. The north end of the segment connects to US 169 which provides regional access to Mankato and Minneapolis. Highlighted connections include regional retail hubs and recreational activities such as the

# Regional Functional Classification Change Request Form

ID Number: 1360

Date of Request: 1-18-19

Southbridge retail center, the Shakopee Mdewakanton Sioux Community, Clearly Lake Regional Park, Sand Point Beach Park on Prior Lake and Downtown Prior Lake.

Spacing: This segment of CSAH 21 is approximately 1.5 miles east of CSAH 83 (A Minor Expander), 1.5 miles west of CSAH 18 (A Minor Expander), and 3 miles west of the north-south movement of TH13 (A Minor Expander).

Management: CSAH 21 (Eagle Creek Ave NE.) is currently managed by Scott County as a Minor Arterial per the County's 2040 Future Functional Classification map. The current speed limit is 55 mph.

System Connections & Access Spacing: The segment will be in conformance with the current guidelines for A Minor Arterials for a developing Suburban Edge and Emerging Suburban Edge Community designations within the Urban Service Area.

Trip Making Services: The proposed A Minor Arterial supports medium to short trips (2-6 miles) per the functional classification system criteria. Residents use CSAH 21 to access regional retail and make connections between Shakopee, Savage, and Prior Lake. Additionally, CSAH 21 does serve longer trips onto the Principal Arterials of TH 169, TH 13, or Interstate 35W to access work, retail, entertainment, public recreation facilities and schools in the area. CSAH 21 also serves as a secondary access to CSAH 83 to the Mystic Lake Casino Hotel.

Mobility vs. Land Access: Mobility is the emphasis on CSAH 21.

## **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:** Segment supplements the Principal Arterial system in a developing area.

**Location:** Segment is located in Emerging Suburban Edge and Suburban Edge

**Trip Length:** 2-12 miles

**Problem Addressed:** The existing four lane divided roadway will become an expander when functional classification changes of other requests is approved.

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

Intersection Treatments: Major intersections are signalized.

Present AADT: 9,000



# Regional Functional Classification Change Request Form

ID Number: 1360

Date of Request: 1-18-19

Estimated Future AADT/Year: 2040 - 16,000

Source of Estimated AADT/Date: Scott County 2040 Comprehensive Plan

Posted Speed: 55 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:

Agency/City/County: Scott County

Contact Person: Craig Jenson

Phone: 952-496-8329

Fax: 952-496-8365

Email: CJenson@co.scott.mn.us

Address: 600 Country Trail E

City: Jordan

State: MN

Zip: 55352

----- **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:

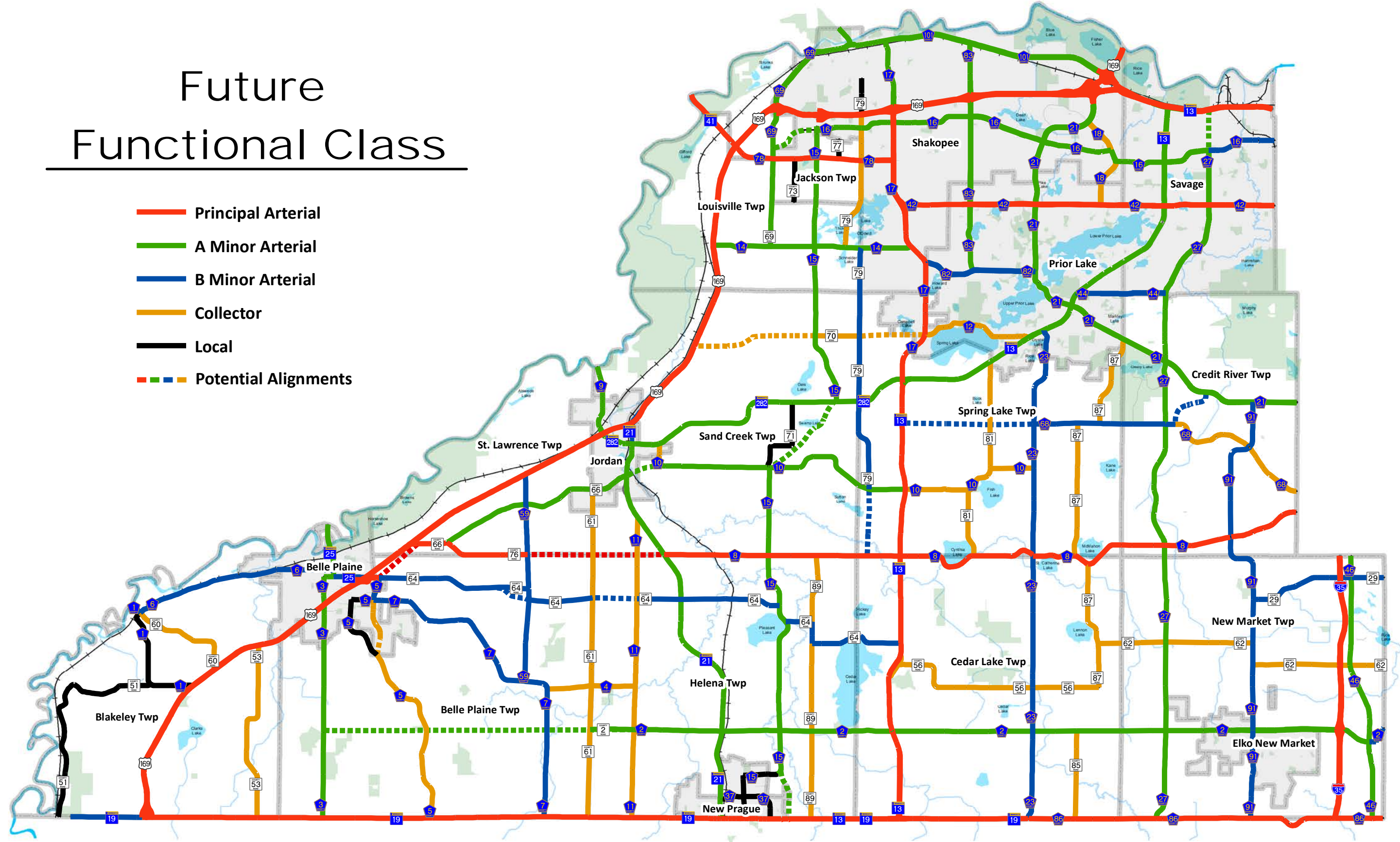
Previous Action ID:

Date:



## Future Functional Class

- Principal Arterial
- A Minor Arterial
- B Minor Arterial
- Collector
- Local
- - - Potential Alignments



April 17, 2019

# Regional Solicitation Before-and-After Study

TAC-Planning  
April 11, 2019



# Today's Talking Points

- Study Team
- Study Purpose & Process
- Peer Review
- Study Results
  - Findings
- Discussion

# Study Team

**SRF Consulting Group, Inc. and Hoisington Koegler Group, Inc.**



Marie Cote, PE | Project Principal/Manager | SRF



Lance Bernard | Deputy Project Manager | HKGi

# Study Purpose

The purpose of this study is to document the regional benefits achieved through the Regional Solicitation and Highway Safety Improvement Program (HSIP) solicitation.

This will be achieved by using a performance-based approach that evaluates the “before-and-after” conditions associated with a built project.

# Study Process

- Determine the “before-and-after” conditions for built projects that have received funds dating back to 2007:
  - 45 +/- Roadway Projects
  - 25 +/- Transit Projects
  - 40 +/- Ped/Bike Projects
  - 30 +/- HSIP Projects
- Document the cumulative benefits
- Use a performance-based approach to document the benefits
- Evaluate other MPOs (Peer Review)

# Peer Review



# Peer Review

Findings from this effort are intended to spark conversations about future policy decisions regarding the Metropolitan Council's regional solicitation process.

# Peer Review

1. North Carolina Capital Area Metropolitan Planning Organization (NC CAMPO): Raleigh, NC
2. Denver Regional Council of Governments (DRCOG): Denver, CO
3. Metro Portland: Portland, OR
4. Metropolitan Transportation Commission (MTC): San Francisco, CA
5. Southeast Michigan Council of Governments (SEMCOG): Detroit, MI
6. New York Metropolitan Transportation Commission (NYMTC): New York, NY
7. North Central Texas Council of Governments (NCTCOG): Dallas, TX
8. East-West Gateway Council of Governments (EWG COG): St. Louis, MO
9. Baltimore Metropolitan Council (BALTOMETRO): Baltimore, MD
10. Puget Sound Regional Council (PSRC): Seattle, WA

# Peer Review

- 1. Funding Process:** What is the process used for allocating federal transportation dollars and selecting projects to inform the Transportation Improvement Plan (TIP)?
- 2. Funding Amount:** What is the maximum dollar amount an agency can request?
- 3. Project Priorities:** Is the MPO setting any goals to direct funds towards projects that achieve a specific benefit (e.g., congestion, complete streets, transit, freight, mobility or safety) or improvement (e.g., roadway expansion, transit or pedestrian/bicycle facility)?
- 4. Geographical Distribution:** Are there any distribution measures (e.g., urban, suburban or rural) being used to ensure funds are being allocated equitably across the region?
- 5. Scale of Projects:** Is funding going towards more complex projects that achieve a higher regional benefit?

# Peer Review

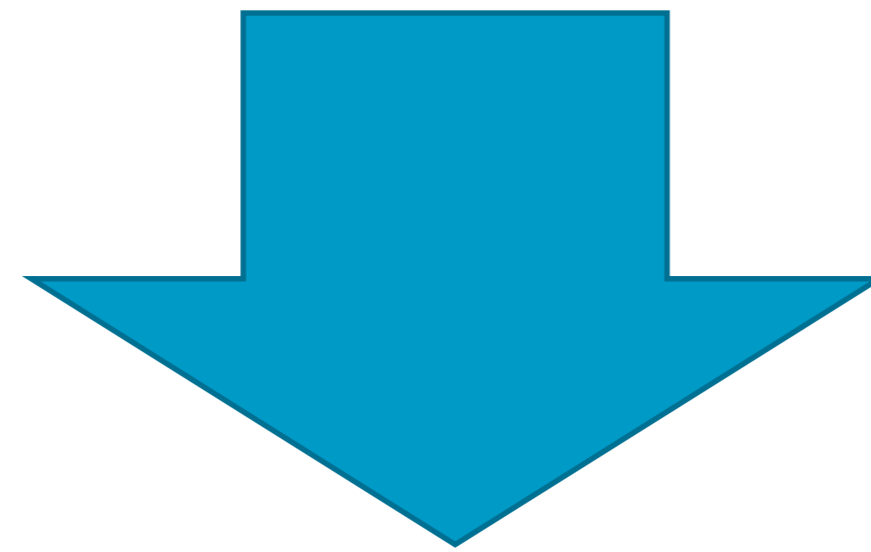
6. **Social Equity Measures:** What type of equity measures are being used to score projects?
7. **Before/After Results:** Is the MPO conducting any follow-up evaluations to identify the impacts federally funded projects have on the region?
8. **Safety Funds:** How does the MPO handle the solicitation of Highway Safety Improvement Program (HSIP) projects?
9. **Technology:** How does the MPO handle Connected and Automated Vehicle (CAV) projects and other projects utilizing advanced technology? Have CAV projects been funded? Any challenges faced with funding CAV projects?
10. **CMP Approach and Methods:** Is the MPO's Congestion Management Process (CMP) being used to help inform the selection of projects?

# Peer Review – Key Findings

- **Long-Range Transportation Plan Approach:** A larger emphasis is being placed on projects that have been identified in the MPO's LRTP. In most cases, these plans have gone through an extensive process to determine regional needs based on a number of factors (e.g., congestion, safety, equity and multimodal goals). The end result is a short-term program of transportation investment priorities.
- **Geographical Distribution Approach:** Several MPOs use a funding formula that allocates federal transportation funds to sub-regions or priority areas. In general, the sub-regions are responsible for developing a list of priority projects for consideration.
- **Traditional Approach:** METRO (Portland, OR) and BALTOMETRO (Baltimore, MD) use a similar regional solicitation process as the Metropolitan Council, which includes a “call-for-proposals” through an application process. Projects that are selected for funding are still closely linked to regional goals and priorities identified in their regional policy plans or LRTP.

# Peer Review – Key Findings

9 out of the 10 MPOs do not cap the amount of money being requested.



MPOs are programming/funding larger scaled projects that achieve a larger regional benefit.

# Peer Review – Items of Note

- A large emphasis has been placed on air quality, economic development initiatives and affordable housing goals.
- The peer review did not discover any studies being done to report the “before-and-after” results of a transportation project that has received federal funds.
- MPOs play an active role in helping establish HSIP performance measures and targets, but do not manage the program.
- Most MPOs do not have any CAV projects within their current TIP.
- CAV scoring criteria have not been established.

# Before-and-After Study



## Findings will help address the study objectives:

- Review existing and proposed conditions at the time of the application submittal and compare post construction conditions to determine if the region received the level of benefits identified in the project application.
- Identify if there are specific types of projects that resulted in the highest level of safety or delay benefits per dollar invested.
- Determine if there are any scoring measure modifications or lessons learned for future solicitations.
- Identify how the Regional Solicitation and HSIP prioritization criteria can better align with new federal performance targets.

# Performance Measures Selected

- 1. Roadway Congestion:** Determine if congestion benefits due to the project have been achieved by evaluating the peak hour intersection delays or speed data under no build and build conditions.
- 2. Roadway Safety:** Determine if roadway safety benefits due to the project have been achieved by evaluating crash data.
- 3. Transit:** Determine if transit ridership projections have been achieved.
- 4. Bicycle & Pedestrian Safety:** Determine if pedestrian and bicycle safety benefits have been achieved by evaluating crash data.

# Performance Measures Selected

5. **RBTN Contribution:** Tabulate the number of bikeway miles funded and programmed and their contribution to the Regional Bicycle Transportation Network (RBTN).
6. **Pedestrian/Bicycle Connections Achieved:** Document the number of desirable destinations (e.g., jobs, homes, recreation, shopping, etc.) connected/linked by built or programmed pedestrian or bikeway projects.
7. **HSIP Safety Benefits:** Determine if roadway and intersection safety benefits have been achieved by evaluating crash data.
6. **HSIP Congestion:** Determine if congestion benefits due to the project have been achieved by evaluating the speed data under no build and build conditions.

# Before-and-After Study (Summary of Findings)

# 1. Roadway Congestion

- The congestion benefits in this evaluation were determined by conducting a Synchro analysis for no build (without improvement) and build (with improvement) conditions using current peak hour volumes.
- StreetLight data was sampled for its effectiveness in measuring before and after conditions.
- The 2014 Regional Solicitation application has established a new method that can be used to evaluate post construction conditions.
- **With the Regional Solicitation investments, roadway delays have been constant or reduced.**

## 2. Roadway Safety

- The safety benefits in this evaluation were determined by comparing the crash analysis and before condition in the application with current MnCMAT data.
- The 2014 Regional Solicitation application has established a new method for the safety measure that required the applicant to utilize the HSIP application B/C worksheet. This provides clear direction with a specific FHWA resource for crash modification factors that can be used to evaluate post construction conditions.
- **With the Regional Solicitation investments in 2007, 2009 and 2011, safety benefits were achieved.**

## 3. Transit

- Ridership totals:
  - Projected New Ridership: 5.6 million (28 percent increase)
  - **Total New Ridership: 8.9 million (44 percent increase)**
- The Green and Blue Line LRT projects played a significant role with 7.4 million out of the 8.9 million Total New Ridership as a result from these projects.

## 4. Bike/Ped Safety

- Utilized MnCMAAT data provided by MnDOT for the years 2007 through 2017.
- The annual reduction was determined by calculating the average number of crashes that occurred before and after the project was built.
- **The methodology is qualitative in nature**
- The number of pedestrian and bicycle crashes have been reduced within a quarter-mile buffer of the built projects:
  - Annual reduction of 18 pedestrian and bicycle crashes.
  - Built projects have resulted in an annual reduction of one fatality.



## 5. RBTN Contributions

- Evaluated all projects programmed or funded.
- Approximately 73 miles of bikeway facilities have been built or programmed. 55 miles have contributed to the RBTN.
- The roadway expansion and reconstruction projects have helped build 19 miles of bikeway facilities. Approximately seven miles were part of the RBTN.
- **Overall, the projects have contributed 62 bikeway miles to the RBTN network or 4.23 percent of the overall RBTN (existing and planned - 1,453 miles).**

## 6. Bike/Ped Connections

- Direct and indirect connections have been made to the following areas:
  - Major job or activity centers (20 projects - 23 miles)
  - Areas above the regional average of concentrated race or poverty (20 projects - 25 miles)
  - Areas of concentrated poverty (15 projects – 19 miles)
  - Areas of concentrated poverty greater than 50 percent residents of color (10 projects – 13 miles)

## 7. HSIP Safety – Items of Note

- 2007 and 2009 Findings (20 projects)
- **With these investments, crash severity has been reduced.**
  - 100 percent reduction in fatal crashes (five to 0)
  - 97 percent reduction in A injury crashes (30 down to one)
  - 68 percent reduction in B injury crashes (85 down to 27)
  - 69 percent reduction in C injury crashes (144 down to 45)

## 7. HSIP Safety – Items of Note

- 2011 Findings (seven projects)
- **With these investments, crash severity has been reduced.**
  - No fatal crashes observed in before or after analysis
  - 63 percent reduction in A injury crashes (three down to one)
  - 100 percent reduction in B injury crashes (six down to 0)
  - 83 percent reduction in C injury crashes (23 down to four)

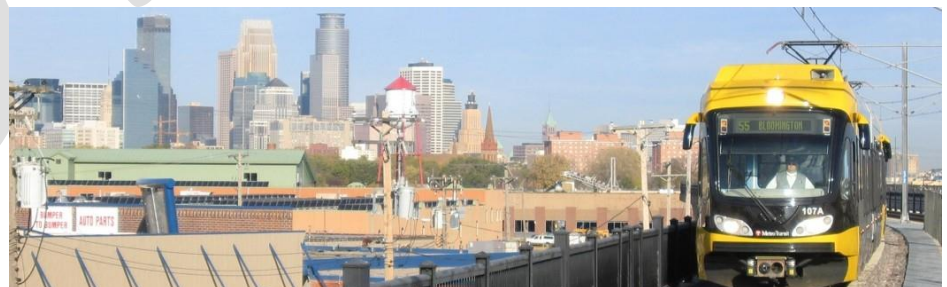
# Recommendations

- Share the “Good News” (e.g., safety benefits, RBTN, and transit ridership).
- Monitor 2014 Regional Solicitation projects to determine their benefits.
- Discuss the Peer Review findings and if any new approaches to the Regional Solicitation funding cycle should be considered.
- Discuss minor modifications or better guidance for the Regional Solicitation and/or HSIP applications.
- Address data needs/gaps:
  - StreetLight Data
  - RBTN Network
  - Pedestrian/Bicycle Volumes
  - Construction/Built Dates

# Discussion

# Transportation Planning and Programming Guide

For the Twin Cities Metropolitan Area  
April 2019



Publication #XX-XX-XXX

This document was prepared in part by a grant from the USDOT

# Contents

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DRAFT



## Introduction

Large U.S. metropolitan areas must have well-designed, carefully maintained transportation systems that cover travel by all modes including automobile, bus, rail, truck, bicycle, foot, and airplane. In every metropolitan area, an interconnected web of people and organizations work to set priorities, make plans, and implement projects that affect the region's transportation infrastructure.

In the Twin Cities, the regional transportation planning process involves an interconnected group of elected officials, transportation agencies, stakeholders, and residents. It is informed by national, state, district, metropolitan, and local plans and priorities. The participant roles, contributing documents and process for the region's transportation planning and programming are described on the following pages.



# Memorandum of Understanding (MOU)



Federal regulations require that the mutual transportation planning responsibilities of the Metropolitan Planning Organization (MPO), the state, and the public transportation operators be incorporated into a written agreement—a Memorandum of Understanding (MOU), which is reviewed and updated as needed by the Council and MnDOT at least once every four years. The MOU may also be modified by mutual agreement at any time. The Council serves as signatory to the MOU in both its roles as the MPO and major regional public transit operator for the region.

Here is the current [MOU between the Council and MnDOT](#)

This guide explains, in more detail than the MOU, the transportation planning and programming process for the Twin Cities metropolitan area. National policy is that the MPO designated for each urbanized area must carry out a continuing, comprehensive and cooperative (3C) multi-modal transportation planning process. The 3C process provides a basis for decision-making and ensures that transportation interests are balanced when public funds are spent.

Finally, this Transportation Planning and Programming Guide describes the participants that create and maintain the Twin Cities transportation system, how those participants work together, the primary products and processes that define their work, the sources and allocation of funds to transportation projects, how plans become programmed projects, and the activities that support planning and programming.

## List of Acronyms

<b>3C</b>	Continuing, Comprehensive, and Cooperative Planning Process
<b>ABRT</b>	Arterial Bus Rapid Transit
<b>ADA</b>	Americans with Disabilities Act
<b>ATP</b>	Area Transportation Partnership
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program
<b>CMP</b>	Congestion Management Process
<b>EPA</b>	Environmental Protection Agency
<b>FAA</b>	Federal Aviation Administration
<b>FAST Act</b>	Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>HSIP</b>	Highway Safety Improvement Program

## Chapter 1: Participants

---

<b>MAC</b>	Metropolitan Airports Commission
<b>MnDOT</b>	Minnesota Department of Transportation
<b>MnSHIP</b>	Minnesota State Highway Investment Plan
<b>MOU</b>	Memorandum of Understanding
<b>MPCA</b>	Minnesota Pollution Control Agency
<b>MPO</b>	Metropolitan Planning Organization
<b>MVST</b>	Motor Vehicle Sales Tax
<b>RALF</b>	Right-of-Way Acquisition Loan Fund Program
<b>RRA</b>	Regional Railroad Authority
<b>RSIP</b>	Regional Service Improvement Plan
<b>STIP</b>	State Transportation Improvement Program
<b>STBGP</b>	Surface Transportation Block Grant Program
<b>TAB</b>	Transportation Advisory Board
<b>TAC</b>	Technical Advisory Committee (of the TAB)
<b>TAC F&amp;P</b>	TAC Funding and Programming Committee
<b>TAC PI</b>	TAC Planning Committee
<b>TAMP</b>	Transportation Asset Management Plan
<b>TBI</b>	Travel Behavior Inventory
<b>TIP</b>	Transportation Improvement Program
<b>TMA</b>	Transportation Management Area
<b>TPP</b>	Transportation Policy Plan
<b>UPWP</b>	Unified Planning Work Program

# Chapter 1: Participants

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Participants in the transportation planning process include:

- The Metropolitan Council (the Council)
- The Transportation Advisory Board (TAB)
- Technical Advisory Committee (TAC) to TAB
- The Minnesota Department of Transportation (MnDOT)
- The Minnesota Pollution Control Agency (MPCA)
- The Metropolitan Airports Commission (MAC)
- Transit Providers
- Cities
- Counties and County Regional Railroad Authorities
- Tribes and Tribal Governments
- Residents
- The U.S. Department of Transportation (USDOT)
- Other State and Federal Agencies

With the exception of the TAB and TAC, each of these entities has roles and responsibilities in addition to transportation planning. This guide describes their roles only in the context of the region's transportation planning and programming efforts.

## Metropolitan Council

Federal law requires that designated metropolitan planning organizations (MPOs) conduct transportation planning and the programming of federal funds in urbanized areas. MPOs represent urban areas with a population of 50,000 or more. In areas with a population of 200,000 or more, known as Transportation Management Areas, the MPO is responsible for directly receiving and allocating some federal transportation funds. MPOs develop transportation plans and programs based on the "3C" planning process – cooperative, comprehensive and continuing – and carry out the process with participation by representatives of state and local communities.



The Metropolitan Council is the designated MPO for the Twin Cities area. An organizational chart can be found in Figure 1. The MPO's transportation planning area includes Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties, as well as urbanized portions of Wright, Sherburne, and St. Croix (Wisconsin) counties, as shown in Figure 2. The Council is currently Minnesota's only Transportation Management Area.

The Council, originally formed under state legislation in 1967, has 17 members, all appointed

## Chapter 1: Participants

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by the Governor and confirmed by the state senate. Sixteen members each represent individual geographic districts of approximately equal population and the chairperson serves at large.

Under state law (Land Planning Act), the Council develops a Regional Development Guide, which includes policies for shaping the future growth of the region and provides direction to the three system policy plans: transportation/aviation, parks, and water resources.

The Council's role in transportation planning and programming is multifaceted. It includes conducting studies, producing planning documents, and working with state and local agencies, and other partners and stakeholders. That work sets regional direction and priorities for transportation investment in the region's highways, transit, and aviation systems.

These regional transportation planning documents, studies, and processes include:

- The Transportation Policy Plan (TPP), which includes plans and policies for the metropolitan highway, regional transit, regional bicycle and aviation systems.
- The four-year, multi-modal Transportation Improvement Program (TIP), a program of highway, transit, bike, walking, and alternative transportation projects proposed for federal funding.
- The Regional Solicitation, a process for selecting and approving a program of projects to receive federal transportation funding that comes directly to the MPO. This process is led by TAB, the Council's transportation advisory body.
- The Congestion Management Process (CMP), a process for evaluating and developing strategies that manage existing and expected future traffic congestion.
- Determining whether plans and proposed investments conform to federal Clean Air Act requirements.
- Classifying roadways as part of the metropolitan highway system.
- Reviewing and approving applications for federal and state funds and assuring these applications are consistent with the stated goals and policies of the Regional Development Guide and the Transportation Policy Plan.
- Under state law, reviewing local communities' long-range comprehensive plans (only within the seven-county metropolitan area) to make sure they are consistent with regional system plans.

In addition to its MPO and transportation planning roles, the Council also:

- Conducts regional land use planning.
- Plans and operates the regional wastewater system.
- Operates much of the public transit regular route system through Metro Transit and private contractors.
- Contractually operates Metro Mobility ADA complimentary transit service, Transit Link shared public dial-a-ride service, and Metro Vanpool.
- Coordinates with Suburban Transit Providers.

- Promotes ride sharing and other travel demand management strategies.
- Administers a revolving loan fund for buying highway rights of way.

See more about the [Metropolitan Council](#).

### **Transportation Advisory Board (TAB)**

Among the Council's advisory committees, the Transportation Advisory Board (TAB) has a very special role. The TAB includes local elected officials in the transportation planning and decision-making process, and the membership is spelled out in state law described below. TAB plays a major role in the development of transportation policy, plans and programs for the seven-county metropolitan area. Under the MOU on Metropolitan Planning Responsibilities, TAB is tasked with leading the solicitation, evaluation and recommendation of projects selected for funding with the federal transportation funds allocated to the metropolitan area in a process called the Regional Solicitation.

The TAB consists of 34 members as follows: 10 elected city officials, appointed by Metro Cities; one commissioner from each of the seven county boards in the metro area; the Commissioner of the Department of Transportation or designee; the Commissioner of the Pollution Control Agency or designee; one member of the Metropolitan Airports Commission; one member representing non-motorized transportation appointed by the Council; one member representing the freight transportation industry appointed by the MnDOT Commissioner; two members representing public transit appointed by the Council; one member representing suburban public transit providers appointed by the Suburban Transit Association; eight "citizen" representatives from each of eight pairs of Council districts appointed by the Council; and one Council member. The board's chairperson is appointed by the Council from among the TAB members.

The TAB operates with one standing sub-committee, the Executive Committee, and receives technical input from its Technical Advisory Committee. The relationship of these committees is shown in Figure 3.

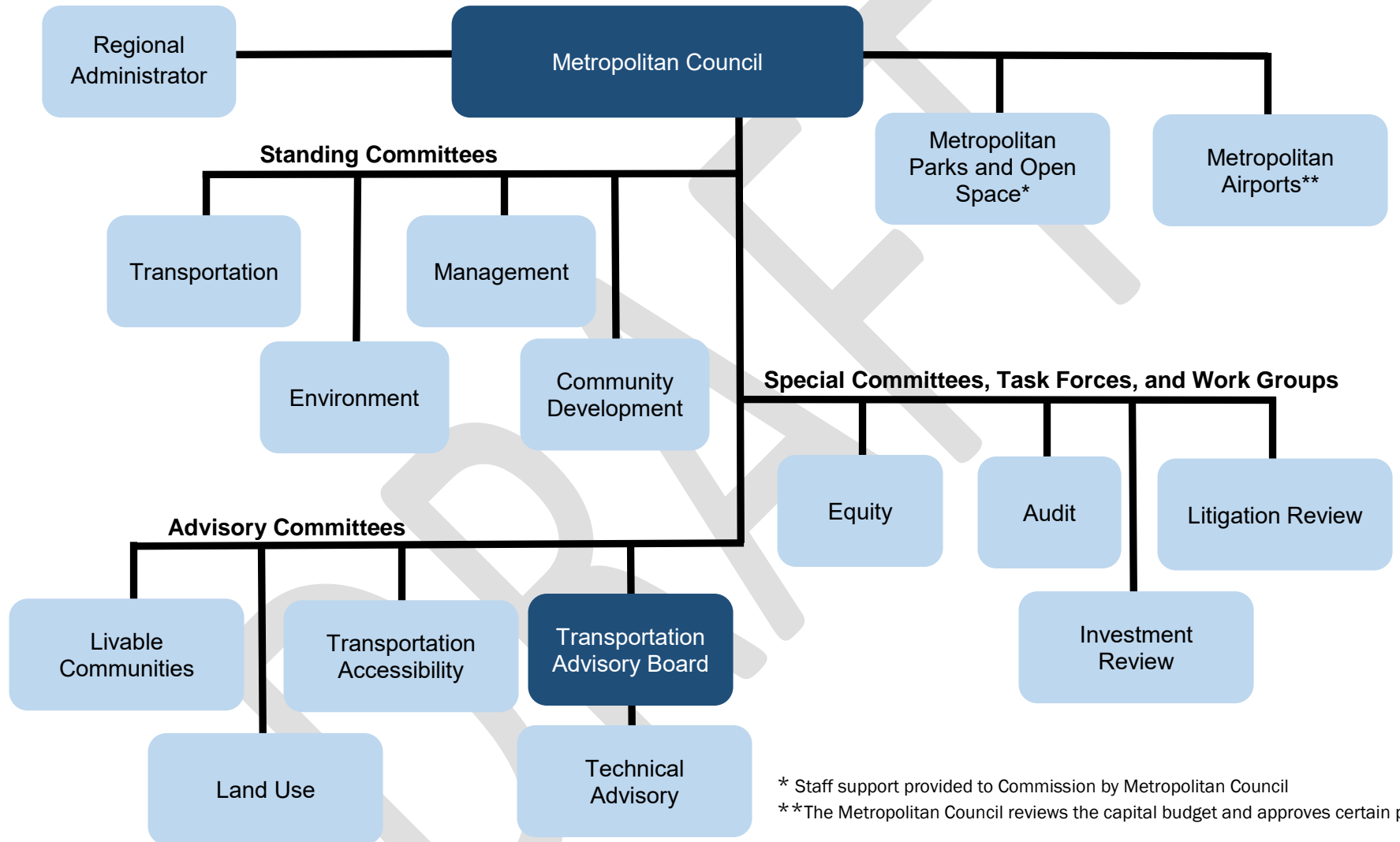
See more about the [TAB](#).

### **Technical Advisory Committee (TAC) to TAB**

The Technical Advisory Committee (TAC) works closely with the TAB and the Council, and is composed of professional staff from city and county governments, as well as the agencies involved in transportation in the metropolitan planning area. The TAC provides technical expertise to the TAB and provides recommendations on action items that will come before the board. The TAC has two standing committees, the Funding and Programming Committee and the Planning Committee, and may appoint one-time multimodal task forces, as needed.

See more about the [TAC](#).

Figure 1 – Metropolitan Council Policymaking Structure



\* Staff support provided to Commission by Metropolitan Council

\*\*The Metropolitan Council reviews the capital budget and approves certain projects

Figure 2 – Metropolitan Transportation Planning Area

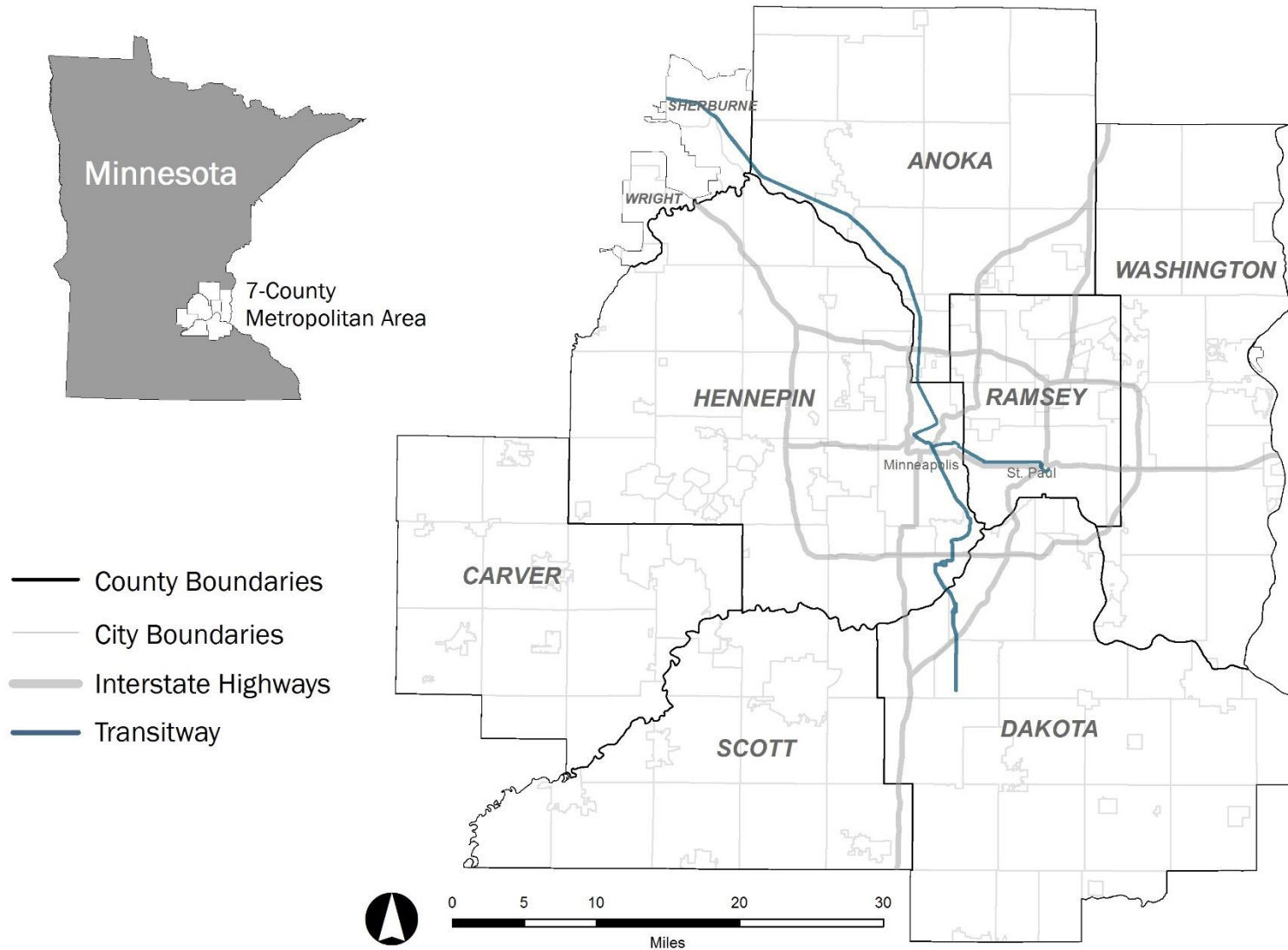
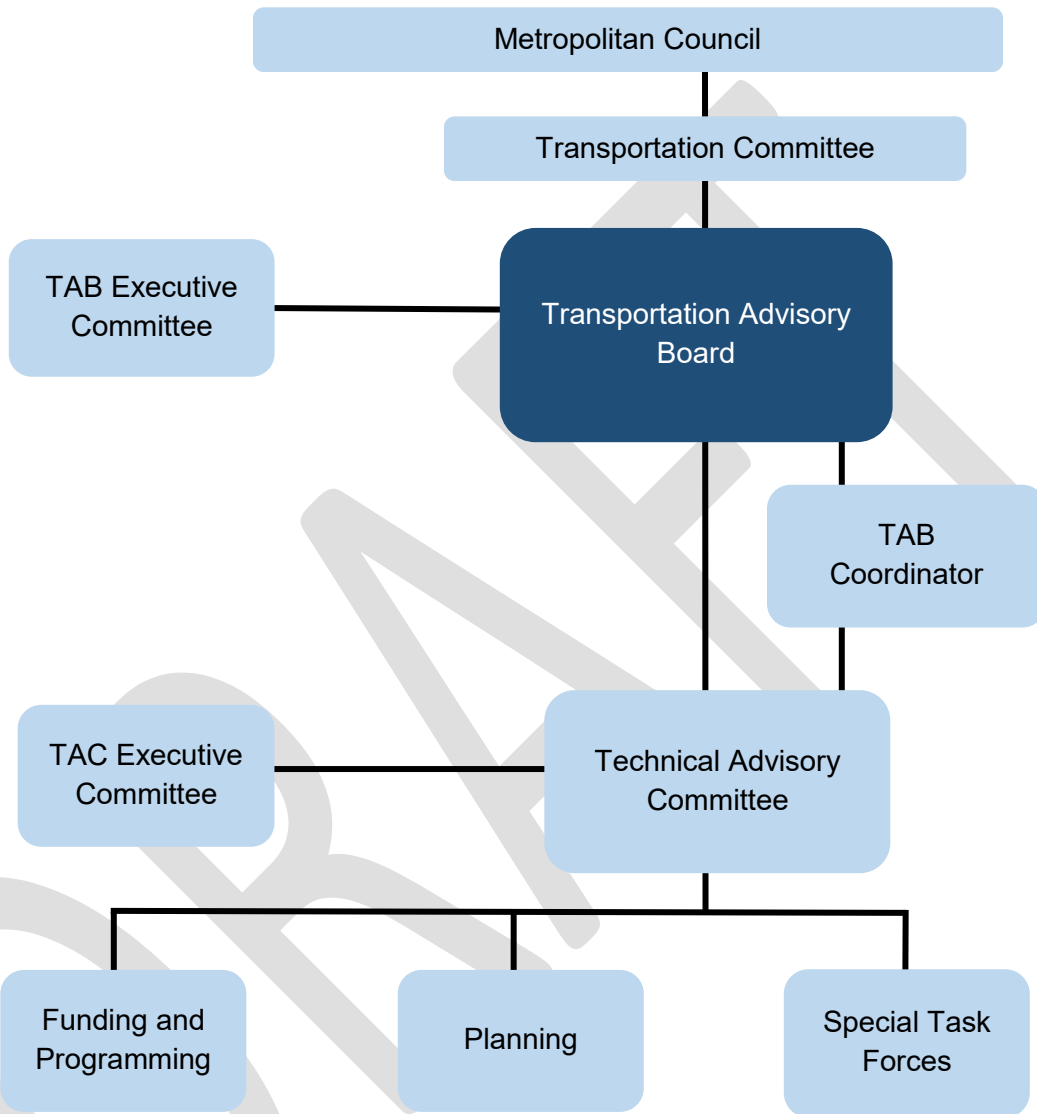




Figure 3 – Transportation Advisory Board



## Minnesota Department of Transportation (MnDOT)

The Minnesota Department of Transportation (MnDOT) is the state's principal agency for developing and implementing state transportation plans and programs. MnDOT builds and maintains state and interstate highways, conducts statewide multimodal transportation planning and modal plans, and allocates funding to various projects.



MnDOT also develops the State Transportation Improvement Program (STIP), which incorporates the Transportation Improvement Programs (TIPs) from each of Minnesota's eight metropolitan areas, as well as all other federally funded transportation projects within the state. MnDOT requests joint approval of the STIP and metropolitan area TIP from the United States Department of Transportation's Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

MnDOT's Statewide Multimodal Transportation Plan and its Minnesota State Highway System Investment Plan guide MnDOT 10-year Capital Highway Investment Plan. MnDOT's plans addresses performance-based needs in the metropolitan planning area. These plans address preservation, safety, management of the existing system, and other capital improvements that increase mobility consistent with the MPO's planning and policy framework. MnDOT also prepares various modal plans, such as those for freight, passenger rail, aviation, pedestrian needs, and bicycle facilities.

MnDOT plays an integral part in the Twin Cities metropolitan planning process, serves as the liaison between the Council and the USDOT, and participates in the Air Quality Conformity Process. See more at [Minnesota GO](#).

## Minnesota Pollution Control Agency (MPCA)

The Minnesota Pollution Control Agency (MPCA) helps Minnesotans protect, conserve, and improve the state's environment. The agency proposes a variety of plans and measurements to monitor pollution and keep it within US Environmental Protection Agency (EPA) limits. It also guides the MPO in fulfilling environmental requirements, and advises on how transportation and transit projects will affect Minnesota's compliance with environmental regulations.

See more about the [MPCA](#).

## Metropolitan Airports Commission (MAC)

The Metropolitan Airports Commission (MAC) is a public corporation providing coordinated aviation services throughout the metropolitan area. The MAC has broad powers to acquire, develop, and operate airports within a district that approximates the seven-county metropolitan area. It owns and operates seven public-use airports and can raise money to finance airport development and operations. MAC answers directly to the state



## Chapter 1: Participants

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legislature, but its long-range plans must be consistent with Council plans and policies. Moreover, each airport development project that meets “significant effects” criteria and specific dollar thresholds of \$5 million or more at the Minneapolis-St. Paul Airport and \$2 million or more at the reliever airports must have Council approval.

See more about the [Metropolitan Airports Commission](#).

### Transit Providers

The Council operates Metro Transit, the largest transit system in the state. In addition to the largest bus system, the Council operates METRO, an expanding network of transitways that currently includes the Blue Line light rail, Green Line light rail, and the Red Line and A Line bus rapid transit. There are also the future Orange Line bus rapid transit (I-35W South), Green Line Extension (Southwest light rail), Blue Line Extension (Bottineau light rail), and Gold Line bus rapid transit. Northstar Commuter Rail is also part of the expanding transitway system. It operates during weekday morning and afternoon rush hours, and has limited weekend service. A network of additional bus rapid transit corridors is also being developed with the A Line (Snelling Avenue) currently the first in operation. Other transitway corridors in developing stages with local agencies include Rush Line bus rapid transit, Riverview modern streetcar, and Nicollet-Central modern streetcar.

The Council also administers a number of specialized transit services: Metro Mobility, a transportation service for those unable to use regular fixed-route service due to a disability or health condition; Transit Link, a dial-a-ride transportation service for those traveling to places in the region where regular route service is not provided; and Metro Vanpool, a subsidized vanpool program for commuters not served by regular fixed-route service.

Suburban Transit Providers operate their own regular-route bus services in a dozen cities. These public transit operators give input to the transportation planning process through representation on TAB and TAC. They are also involved with the Council through the region-wide fare collection system and other regional technologies, bus lease agreements, and grant agreements for bus storage facilities, bus shelters, and regular-route transit services.

Transit providers participate in developing the TIP, the regional fare structure, the Regional Route Performance Analysis, and the Regional Service Improvement Plan (RSIP).

### Counties and Municipalities

Metropolitan area counties and cities participate in transportation planning at two levels. At the policy level, elected county and city officers serve on the TAB. At the technical level, professional staff from area governments serve on the TAC and its subcommittees.

A 1980 state law allows Minnesota counties to form Regional Railroad Authorities (RRAs) to

preserve and improve local rail service and provide for the preservation of abandoned rail right-of-way for future transportation functions. Each of the seven counties in the metropolitan area has formed its own Regional Railroad Authority, and each is used for different purposes.

### Regional Residents

Public participation is an essential element of transportation planning in the Twin Cities metropolitan region. Because the region is growing and its demographics are changing, public participation will need to be more coordinated and deliberate. The Metropolitan Council's public engagement framework is outlined in Thrive MSP 2040, the Council's Public Engagement Plan, and the Transportation Policy Plan. Together, these policy documents set the tone and give overall policy direction for public participation in transportation planning.

This [Transportation Public Participation Plan](#) establishes a framework for the region's stakeholders to influence both long-term transportation policy development and short-term transportation programming. It details the methods and strategies that the Metropolitan Council will use to engage the wide range of stakeholders, from policymakers, to business interests, to residents of the region. It also identifies specific ways those stakeholders can connect to the decision-making process for transportation in the Twin Cities region.

This Public Engagement Plan refocuses participation activities on the people of the region, rather than just the infrastructure we are planning for and building, or the traditional processes that may be commonplace, but do not necessarily engage certain communities effectively. It sets the tone for the Council on how to do business with the people throughout the region.

Traditional processes include advisory committees, boards, and commissions associated with the Council's planning responsibilities have an open appointment policy, and meetings are open to anyone. Informational meetings, workshops, and public hearings are open to the public and all policy documents are posted on the Council's website.

In response, this Transportation Public Participation Plan focuses on building long-term relationships, which also include the expectation of ongoing communication (rather than self-contained projects that lack connection to the bigger picture). It is flexible to leverage opportunities for shared agenda-setting and meaningful engagement that might pop up in-between significant planning efforts.

The following principles are front and center when approaching outreach and engagement:

- Equity
- Respect
- Transparency
- Relevance

- Accountability
- Collaboration
- Inclusion
- Cultural Competence

See more about [Getting Involved](#) in transportation planning at the Council.

### **U.S. Department of Transportation (USDOT)**

The U.S. Department of Transportation (USDOT) is a federal agency that funds, sets policy for safety, and provides other guidance for transportation by air, highways, rail, transit, and water. The USDOT includes the Federal Highway Administration (FHWA), which maintains a local office; the Federal Transit Administration (FTA); the Federal Aviation Administration (FAA), and Federal Rail Administration.

Both FHWA and FTA establish the regulations that govern the development of a metropolitan area's transportation plans and programs. Together, these two organizations review the Council's Transportation Policy Plan (TPP), MnDOT's State Transportation Improvement Program (STIP), and the Council's Unified Planning Work Program (UPWP). The two administrations also certify the 3C metropolitan transportation planning process. The USDOT is the primary funding source for metropolitan transportation planning.

The Federal Aviation Administration (FAA) develops the National Plan for an Integrated Airport System, approves and funds planning and development projects, operates and maintains the national air traffic control system, certifies aircraft and pilots, and establishes and enforces flight operation rules. Metropolitan Airport Commission (MAC) policies must be in keeping with both Council plans and those of the FAA.

### **Tribal relations**

The Metropolitan Council seeks to promote timely, appropriate, and consistent government-to-government relations between the Council and the federally recognized Tribal Nations in Minnesota.

The geography of the seven-county metropolitan area encompasses one of the 11 federally recognized Minnesota tribal governments– the Shakopee Mdewakanton Sioux Community. In addition, the Council is involved with lands and waters held sacred or historically significant to American Indian people beyond the geographic boundaries of tribal-owned land.

### **Consultation**

Government-to-government communication in a timely manner by all parties, about a proposed or contemplated decision to:

- Secure meaningful tribal input and involvement in the decision-making process; and

## Chapter 1: Participants

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- Advise the tribe of the final decision and provide clarification on the how decisions were reached.

Consultation is a process of meaningful communication and coordination between the Metropolitan Council Chair and Council members and tribal officials before taking actions or making decisions that may affect tribes or tribal interests.

### **Collaboration**

Council staff are encouraged to collaborate with tribal staff when project plans and development directly impact tribal resources. Council staff should include all 11 tribes recognized in Minnesota in this outreach and give them the opportunity to choose to participate or not participate in any given process.

- Share and compare in a timely manner relevant plans, programs, projects and schedules with the related plans, programs, projects, and schedules of the other parties; and
- Adjust plans, programs, projects and schedules as needed to maintain transparency and accountability.

### **Coordination**

Council staff are encouraged to coordinate directly with tribal groups and members of tribes who have no official capacity within the tribal communities for engagement and input about projects in and around the communities where they reside, or around areas that hold cultural importance.

## Chapter 2: Transportation-Related Planning Documents

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Major transportation-related planning documents include:

- The Regional Development Guide
- Transportation Policy Plan (TPP)
- The Unified Planning Work Program (UPWP)
- Minnesota Go Vision
- Statewide Multimodal Transportation Plan
- Minnesota State Highway Investment Plan (MnSHIP)

### Regional Development Guide

State statute requires the Council to prepare a comprehensive development guide for the metropolitan area. Thrive MSP 2040, adopted in May 2014, is the first chapter of this comprehensive development guide, which also includes the Transportation Policy Plan, the Water Resources Policy Plan, the Regional Parks Policy Plan, and the Housing Policy Plan. Thrive MSP 2040 sets out the region's forecasts for population, households, and employment through the year 2040. It provides the regional physical and policy framework, which forms the basis for the type, location, investment priorities, and general implementation and review procedures for these metropolitan systems.



See more about [Thrive MSP 2040](#).

### Transportation Policy Plan (TPP)

The Transportation Policy Plan (TPP) is a federally required plan that is prepared and updated by the Council every five years (previously every four years). The TPP describes the region's approach to metropolitan transportation investments for at least the next 20 years. The TPP is also required by state law as one chapter of the Council's regional development guide. It highlights planned investment and infrastructure needs for highways, transit, bicycle, pedestrian, freight, and aviation in the region. The TPP also addresses federal transportation planning requirements and Clean Air Act matters, major studies conducted since the last update, and the funds expected to be available to maintain or replace highways and other transportation infrastructure.

The plan must balance planned investments against reasonably expected resources and assure that there are no negative impacts on air quality.

The TPP can be amended as needed. The process to amend the TPP is similar to the process to update a plan. However, for TPP amendments, the sequence for some steps is more flexible.

## Chapter 2: Transportation-Related Planning Documents

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Figure 4 illustrates how the TPP develops from initiation to adoption. See the full [Transportation Policy Plan](#).

The Council produces studies that include information and analysis to inform future revisions of the TPP, including future transportation system investment decisions. These studies are prepared with stakeholder involvement, including review, comment, and, as appropriate, recommendations from the TAB and its committees. Studies conducted by other agencies are often presented to the TAB for information or comment.

Table 1 summarizes the roles and responsibilities of partners in the regional transportation planning and programming process for the various documents produced.



**Table 1 – Transportation Plan and Program Interagency Participation Chart**

	<b>TRANSPORTATION POLICY PLAN</b>	<b>TRANSPORTATION IMPROVEMENT PROGRAM</b>	<b>UNIFIED PLANNING WORK PROGRAM</b>
<b>METROPOLITAN COUNCIL</b>	Prepares and approves the TPP.	Lead agency in preparing and adopting the TIP. Forwards TIP to MnDOT for inclusion in STIP.	Prepares and approves UPWP. Submits UPWP to MnDOT to forward to USDOT.
<b>TRANSPORTATION ADVISORY BOARD</b>	Participates in plan development; reviews and recommends to the Council.	Conducts regional solicitation for federally funded projects for incorporation into TIP. Recommends TIP to Council for adoption.	Reviews and comments on UPWP to Council.
<b>TECHNICAL ADVISORY COMMITTEE</b>	Participates in plan development; reviews and recommends to TAB.	Facilitates regional solicitation process for TAB. Recommends projects for inclusion in TIP and recommends TIP to TAB.	Reviews and comments on UPWP to TAB.
<b>MNDOT</b>	Participates in TAC/TAB review; may comment directly to Council.	Provides region with federal funding target; facilitates minor changes in TIP/STIP; Assists Council in TIP development. Participates in TIP review and adoption through TAC/TAB; Central Office incorporates the TIP in STIP; and approves the STIP as governor’s designee. Then submits to USDOT for approval.	Prepares agency work program components for inclusion in UPWP; participates in TAC/TAB review; submits UPWP to USDOT for approval; may comment directly to Council.
<b>MPCA</b>	Participates in TAC/TAB review; may comment directly to Council.	Participates in TIP review/adoption process through TAC/TAB. Reviews and comments to TAB and/or Council.	Prepares agency work program component for inclusion in UPWP; participates in TAC/TAB review; may comment directly to Council.
<b>MAC</b>	Participates in TAC/TAB review; may comment directly to Council.	Reviews and comments through TAC/TAB; may comment directly to TAB or Council.	Prepares agency work program component for inclusion in UPWP; participates in TAC/TAB review; may comment directly to Council.
<b>LOCAL GOVERNMENTS</b>	Review and comment through TAC/TAB; may comment directly to Council.	Reviews and comments through TAC/TAB; may comment directly to TAB or Council.	Review and comment through TAC/TAB.
<b>TRANSIT PROVIDERS</b>	Review and comment through TAC/TAB; may comment directly to Council.	Reviews and comments through TAC/TAB; may comment directly to TAB or Council.	Prepares agency work program component for inclusion in UPWP; participates in TAC/TAB review; may comment directly to Council.
<b>USDOT</b>	Participates as non-voting member in TAC review and comment. FHWA and FTA must determine that the plan conforms to federal regulations.	Participates as non-voting member in TAC review and comment. FHWA and FTA must determine that the TIP conforms to federal regulations.	Reviews and approves UPWP.

**Figure 4 – Transportation Policy Plan (TPP) Update Process**

1. Council Transportation Committee is briefed on the TPP update scope and schedule.
2. TAC Planning Committee, TAC, and TAB are briefed on the TPP update scope and schedule.
3. Council announces TPP update scope and schedule.
4. TPP update is drafted with input and recommendations from the TAB, TAC, TAC Planning and other committees that may be formed.
5. TAB reviews the draft TPP and provides comments prior to the public comment process.
6. Council reviews draft TPP, considers TAB's comments and approves a final draft TPP for release for public comment.
7. Council holds a public hearing and open house meetings, receives public feedback through multiple processes as specified in the adopted Transportation Public Engagement Plan and compiles a public comment record.
8. Both the TAB and Transportation Committee consider the public comment record and policy implications.
9. Proposed responses to the public comment, including recommended changes to the draft TPP, are reviewed by TAB\* and then the Transportation Committee, considering TAB's input.
10. A final TPP is prepared for Council adoption based on public comments, TAB's review and comment, and Council's discussion and direction.
11. Council accepts the public comment report and adopts the final TPP.

*\*For TPP amendments, public comments and responses may be provided to TAB after Council action. Administrative modifications to the TPP are reviewed by TAC, TAB and the approved by the Council but do not require a public comment process.*

## Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) is a federally required annual description and documentation of proposed transportation and transportation-related planning work, studies and processes that will take place each year in the metropolitan area. The UPWP also serves as the Council's application for USDOT transportation planning funds. The UPWP describes four agencies metropolitan-area transportation planning activities: the Council (as the planning agency and major public transit operator), MnDOT, MPCA and MAC. The Council, with participation by MnDOT, prepares a draft UPWP that TAC and TAB review and recommend for Council adoption. MnDOT submits the final UPWP to the FHWA for review and approval and serves as the grant administrator for the planning funds.

**Figure 5 – Unified Planning Work Program Process**

1. Council notifies MnDOT, MAC, MPCA, and TAB about UPWP preparation process, procedures, and schedule.
2. Agencies submit drafts of their annual work program to the Council to be included in the proposed UPWP.
3. TAC Planning Committee reviews the proposed UPWP and forwards to TAC.
4. TAC reviews, comments, and forwards to TAB.
5. TAB reviews and recommends adoption of the UPWP to the Council’s Transportation Committee.
6. Transportation Committee reviews and recommends UPWP adoption to Council.
7. Council adopts the annual UPWP.
8. Council forwards UPWP to MnDOT, who forwards it to USDOT to receive planning funds.

## Minnesota Go Vision

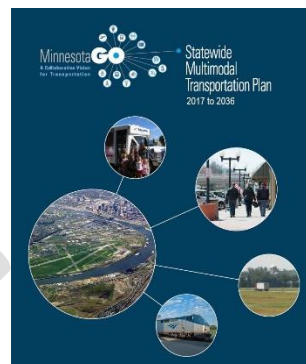
The Minnesota Department of Transportation completed the Minnesota GO visioning process in 2011 to better align the transportation system with what Minnesotans expect for their quality of life, economy, and natural environment. Minnesota Go describes a desired future 50 years from now. It answers the question “what are we trying to achieve?” It does not answer the question “how will we do it?” This latter question is addressed in subsequent statewide, modal, and regional planning efforts. The Statewide Multimodal Transportation Plan and MnDOT’s Minnesota State Highway Investment Plan are discussed in more detail below.

Information on MnDOT’s plans can be found at [Minnesota GO](#).



## Statewide Multimodal Transportation Plan

The Statewide Multimodal Transportation Plan serves as the statewide policy framework for all transportation partners as well as MnDOT's family of modal system investment plans. This multimodal plan establishes guidance and priorities for state transportation decisions, which filter down into specific plans for each mode, and into the Statewide Transportation Improvement Program (STIP), which identifies priority projects and how money will be spent.



Development of a Statewide Multimodal Transportation Plan per Minnesota Statute 174.03 is an integral element in the overall MnDOT planning process. The statewide plan must be updated every five years, with the most recent plan adopted in 2017. To keep pace with changing priorities, opportunities, and challenges, the different modal plans are updated as federally required, every four to six years; though some have no requirements and are updated less frequently. The Multimodal Plan establishes overarching guidance and priorities for making state transportation decisions across all modes—from roadways, to railroads, to bikeways, and beyond. The Plan focuses on activities over a 20-year time frame. The plan is intended for use as a guidance document for local and regional planning efforts so the input of these groups is important. Within MnDOT, the plan guides future modal system and investment decisions, such as the State Aviation System Plan and the Highway Investment Plan.

See more about Minnesota GO and the Statewide Multimodal Transportation Plan:

<https://minnesotago.org/learn-about-plans/statewide-multimodal-transportation-plan>

## Minnesota State Highway Investment Plan (MnSHIP)

MnDOT creates and maintains MnSHIP, the 20-Year Highway Investment Plan, as a guide to future investments in the state trunk highway system. The plan reflects federal, state, and regional policies as well as priorities and projected funding availability as it identifies the long-term system and corridor improvements necessary to achieve and maintain established performance targets. The Plan is informed by 10-year Capital Highway Investment Plans created by each MnDOT district. The Metro District's 10-year plan must reflect the investment goals and policies of Thrive MSP 2040 and the TPP.

See more about MnSHIP: <https://minnesotago.org/learn-about-plans/minnesota-state-highway-investment-plan>

# Chapter 3: Funding and Programming Process

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Programming is the process of selecting projects and investments to be made over a period of time and identifying and committing funds to those projects. MnDOT and the Council develop long-range policy plans typically covering a period of at least 20 years. Consistent with the long-range policy plans, MnDOT develops statewide and district-specific investment plans. Cities, counties, and transit providers also develop their own capital investment plans.

## Federal Funding Overview

Figure 6 shows that the majority of the highway and transit funds are distributed by federal formulas to the state of Minnesota from four programs: National Highway Performance Program, Surface Transportation Block Grant Program, Congestion Mitigation Air Quality Improvement program and Highway Safety Improvement Program. The region may also receive federal funds through national competitive programs such as the Capital Investment Grant program (New Starts) or the Infrastructure for Rebuilding America (INFRA) program.

In Minnesota, selecting projects for funding occurs both centrally at the statewide level as well as by MnDOT districts and offices and through the Area Transportation Partnerships (ATPs) with involvement by local elected officials. ATPs were established at the MnDOT district level to create a more collaborative decision-making process between the Districts and stakeholders such as the MPOs, cities, counties, and tribal governments for the selection of roadway projects receiving federal funds. The Council and its TAB serve as the ATP in the Twin Cities metropolitan area; projects for the urbanized portions of Wright and Sherburne Counties are selected by the ATP in MnDOT District 3.

The federal transportation funds for ATPs are distributed according to population. The federal program funds received by the Council and TAB for allocation are determined by agreement between MnDOT, the TAB and the Council. These include the Surface Transportation Block Grant Program (STBGP) federal formula funds, the state's Congestion Mitigation Air Quality (CMAQ) funds and metro area Highway Safety Improvement Program (HSIP) formula funds.

Some federal transportation funds designated to the metro area are allocated to projects through the Regional Solicitation process. All federal transportation funds that will be spent in the metro area whether programmed through the Regional Solicitation process, by MnDOT for metro area highway projects, or by the Council for metro area transit projects, must be included in the region's four-year Transportation Improvement Program (TIP). MnDOT must select projects for the federal funds and state funds it intends to spend in the metro area in a manner consistent with the

established state and regional performance objectives as well as the other investment policies and direction in the adopted TPP and state plans. MnDOT's Metro district projects are incorporated into the TIP, along with the projects selected through the Regional Solicitation and federally funded transit projects, and are recommended by TAB and approved by the Council.

### **Transit Funds**

As shown in Figure 6, federal transit funds are distributed through the FTA as either formula or discretionary funds. Formula transit funds are allocated to the Public Transit Operator in the major metropolitan areas. In the metro area, the Council/Metro Transit is the designated recipient of federal transit formula funds and in Greater Minnesota MnDOT is the recipient of federal funds for the small metropolitan and rural area transit systems. The Council and Suburban Providers must select projects for the federal transit funds in a manner consistent with established investment policies and direction in the metro area TPP and Statewide Multimodal Transportation Plan. These projects are then incorporated into the TIP, which is recommended by TAB and approved by the Council.

Discretionary transit funds are distributed nationally on a competitive basis for specific projects or programs. The Council and the TAB are not directly involved in the allocation of discretionary transit funds. If received, these funds must also be included in the regional TIP.

### **Regional Solicitation Process**

The Regional Solicitation is a key biennial responsibility of the Council's TAB. Through this process, federal funds allocated directly to the metro area are directed to a variety of locally-initiated projects that address transportation problems and help implement regional transportation and development policies as articulated in the regional long-range plan.

Federal funds are available for roadway, bridge, transit capital and operating, and bike and pedestrian projects. The Council, MnDOT, other transit providers, local governments, and other agencies such as the MPCA may all submit project proposals.

The criteria and measures for evaluating project applications and the solicitation process itself are reviewed and updated biennially through the region's cooperative planning process and the revised application is adopted TAB. Projects are solicited, reviewed, scored, and ranked through this process. The TAB sends the recommended program of projects to the Council, which either approves TAB's recommendation or sends it back to TAB for reconsideration. The selected projects are then included in the next draft of the Transportation Improvement Program (TIP). Figure 7 illustrates the Regional Solicitation project selection process.

### **Project Implementation**

Each project funded through the Regional Solicitation will be developed and implemented with assistance, depending on funding source, by MnDOT Metro District's State Aid Division or

Metropolitan Council's Grants Department, who will assure that the project is being done per TAB and federal expectations.

### **Scope Changes**

Projects that receive funding through the regional solicitation process are subject to the Scope Change Policy, the purpose of which is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally funded project scope must go through a formal review and TIP amendment process if the project description or total project cost change substantially. The scope change process allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in the original application.

### **Regional Program Year Policy**

The Regional Program Year Policy is intended to promote the timely development and delivery of transportation projects awarded federal funds through the TAB's regional solicitation process. At the conclusion of the regional solicitation process, each project is assigned a program year in the TIP. The program year is July 1st to June 30th. For example, a "2022 project" would be delivered between July 1, 2021 and June 30, 2022. By March 31st of the program year the project must meet criteria showing it is on track for delivery. The TAB may grant a one-year program year extension due to unforeseen circumstances, provided the sponsor has been working on project development. The TAB has adopted criteria and procedures for determining whether a program year extension should be granted. Program year extensions are approved by the TAB and are not forwarded to the Council for concurrence.

See the [Scope Change Policy](#).

See the [Program Year Policy, Criteria and Procedure](#).

See more about the [Regional Solicitation](#) Process.

Figure 6- Simplified Federal Highway Trust Fund Distribution in the Twin Cities

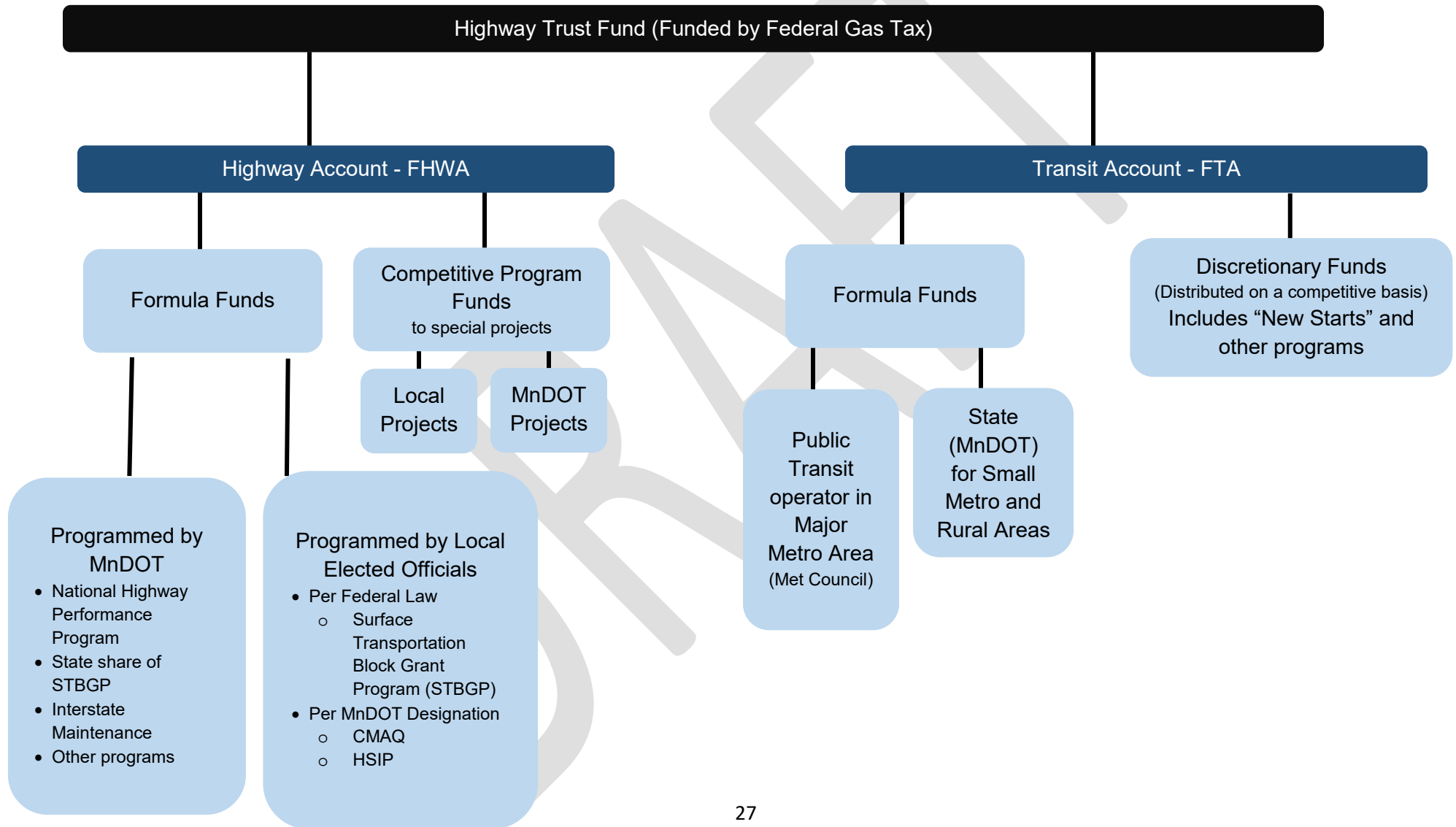




Figure 7 – Regional Solicitation Process

1. Based on TAB direction on regional criteria and issues raised from the previous solicitation, TAC F&P develops draft solicitation scoring measures and process for project selection.
2. Draft is forwarded to TAC, which may modify the package, and recommends approval to TAB.
3. TAB reviews the draft solicitation package, may modify it, and approves for purposes of public comment.
4. TAB solicits public comment on the draft Regional Solicitation.
5. TAC F&P reviews public comments, proposed responses, and any previous TAC and TAB modifications and forwards recommended Regional Solicitation to TAC.
6. TAC reviews public comments, proposed responses, and the recommended solicitation, may modify it, and forwards a recommended Regional Solicitation to TAB for adoption.
7. TAB considers public comment, proposed responses, and the recommended Regional Solicitation, may modify it, adopts a final Regional Solicitation and forwards it to the Metropolitan Council for concurrence.
8. Council concurs with the Regional Solicitation (or may send it back, but cannot modify).
9. Regional Solicitation is announced, training and information sessions held for potential applicants, and applications received.
10. Council staff leads review of projects against the qualifying criteria. Applicant is notified if a project appears to not meet the criteria and are invited to defend the project. TAC F&P makes final qualification determination.
11. Scoring groups comprised of volunteers from state and local agencies evaluate applications and develop ranked project lists for each category.
12. TAC F&P reviews and recommends ranked list, then notifies applicants that scores are available; applicants may request re-evaluation of project scores.
13. TAC F&P discusses and may revalue and adjust project scores and rankings. Final scores are forwarded to TAC and TAB for information.
14. TAC F&P develops funding options based on anticipated available funding, adopted procedures and guidance from TAB; options are forwarded to TAC.
15. TAC may modify the funding options prior to forwarding a recommended option for approval to TAB.
16. TAB discusses and may modify the funding recommendation. TAB votes to award funds to specific projects and forwards the program of projects to the Council for concurrence.
17. Met Council votes to concur with TAB's recommended program of projects.\*
18. The selected projects are included in the next draft TIP.

*\* The Council may only concur with the Regional Solicitation proposed program of projects or send it back for reconsideration by TAB.*

## The Transportation Improvement Program

The Transportation Improvement Program (TIP) is a staged, four-year, multimodal program of highway, transit, bicycle, and pedestrian projects and programs proposed to use federal funding throughout the Twin Cities metropolitan area. The MPO is federally required to prepare the TIP as a short-range program that complements its long-range transportation plan. The TIP must be fiscally constrained, which means that its estimated project costs cannot exceed anticipated

revenues.

The Council prepares the TIP in cooperation with MnDOT. The TIP must include all federal funds proposed to be spent in the MPO urbanized area, including funds allocated through the Regional Solicitation process, federal funds programmed by MnDOT for the Metro District, federal transit funds programmed by the Council and transit providers, federal funds programmed for the urbanized portions of District 3 (parts of Wright and Sherburne Counties) and the town of Houlton, Wisconsin (which is also included in the urbanized area boundary). The projects contained in the TIP must be consistent with, and implement, the regional long-range transportation plan (TRP) as well as the State Implementation Plan for air quality. The TIP and TIP amendments are reviewed and recommended by the TAC and TAB and approved by the Council. Minor TIP adjustments are done administratively by MnDOT and the Council.

### **TIP Amendments**

Sometimes it is necessary to make project changes that cannot be deferred to the next annual adoption cycle, necessitating a TIP amendment. Changes in project scope and changes to the project's program year are the two most common reasons a TIP amendment might be required.. MnDOT may also request a TIP amendment to reflect changes arising through the project development progress. TIP amendments are reviewed and recommended by the TAC Funding & Programming Committee and TAC and approved by TAB before being sent to the Council for concurrence. If a TIP amendment request is for a project that is not funded through the Regional Solicitation and not regionally significant, it is eligible for the streamlined TIP amendment process, which enables the TAC Executive Committee to approve it and move the request directly to TAB.

Figure 8 illustrates the development of the TIP from initiation to federal approval. Figure 9 shows the TIP amendment process.

### **Annual List of Obligated Projects**

Early each fiscal year, the Council prepares a list of federally funded projects obligated in the previous fiscal year. This is required to be completed no later than 90 calendar days following the end of the program year, per section 450.332 of the United States Code.

Figure 8 – Transportation Improvement Program (TIP) Process

1. Council works with MnDOT and MPCA to prepare a draft four-year TIP that includes all projects proposed for federal funding in the metropolitan planning area.
  2. TAC F&P reviews and comments on draft TIP and forwards to TAC.
  3. TAC reviews, comments, and recommends to TAB for release for public comment.
  4. MPCA reviews and approves Air Quality Conformity requirements.
  5. TAB reviews and approves release of draft TIP for public comment.
  6. Council summarizes public comments and proposes responses.
  7. Council prepares final TIP and public comment report.
  8. TAB reviews comments, responses and recommends the TIP to the Council for adoption.
  9. Council's Transportation Committee reviews the TIP and recommends it for approval by the Metropolitan Council.
  10. Council adopts the TIP.
  11. Council publishes TIP and forwards it to MnDOT, WisDOT and MPCA.
  12. MnDOT and WisDOT incorporate the TIP into their respective STIPs\*, approve their STIPs, and forward to USDOT for review of conformity with federal transportation law. USDOT also works with US EPA to determine conformance of the STIPs with the Clean Air Act.
- *The DOT must incorporate the adopted TIP and cannot change the projects or funding amounts.*

Figure 9– TIP Amendment Process

1. Project sponsor alerts Council to the need for a TIP amendment.
2. Proposed TIP amendment is provided to the Minnesota Interagency Air Quality and Transportation Planning Committee, which determines whether air quality conformity determination is needed.
3. If air quality conformity determination is needed, proposed amendment is added to the regional air quality model and documentation of air quality conformity is prepared.
4. Council staff and the TAC Executive Committee determine whether the amendment can be streamlined. If not, it is considered by TAC F&P; if yes, the amendment proceeds to step 7.
5. TAC F&P recommends approval of the amendment to TAC.
6. TAC recommends approval of the amendment to TAB.
7. TAB approves and forwards to the Council for concurrence.\*
8. The Council's Transportation Committee recommends concurrence.
9. The Council concurs with TAB's approval of the TIP amendment.
10. Council forwards approved amendment to MnDOT for incorporation into the STIP.

*\* If the amendment is regionally significant, the amendment will be released for a 21-day public comment period. TAB considers public comment and approves the amendment at its subsequent meeting and the remaining steps occur as shown.*

## State Transportation Improvement Program

Metropolitan TIP projects are incorporated into the State Transportation Improvement Program (STIP). The majority of the metro area projects are incorporated into the Minnesota STIP, though any projects in the Houlton Wisconsin part of the metropolitan area are included in the Wisconsin STIP. The STIP identifies the schedule and funding of transportation projects by state fiscal year (for Minnesota July 1 through June 30). STIPs include all state and local transportation projects with federal highway and/or federal transit funding. Rail, port, and aeronautic projects are included for information purposes. In each state, the STIP is developed and updated on an annual basis and must be approved by FHWA and FTA.

See more about the current [Minnesota STIP](#).

See more about the current [Wisconsin STIP](#).

# Chapter 4: Activities that Support Planning and Programming

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A number of federal and state requirements and procedures support transportation planning and programming activities. Various agencies and individuals participate in these required supportive activities.

Federal requirements include:

- Congestion Management Process
- Air Quality Conformity Determination Process
- Performance Measures and Targets
- Highway Functional Classification Designation Process
- Travel Forecasting Process
- Public Participation

In addition to federal requirements are state requirements and procedures.

## Congestion Management Process

Under federal law, metropolitan planning organizations in areas with populations over 200,000 must develop a Congestion Management Process (CMP) that manages traffic congestion and provides information on transportation system performance. A CMP must measure multimodal transportation system performance, identify the causes of congestion, assess alternative actions, implement cost-effective actions, and evaluate the effectiveness of those actions.

The CMP incorporates and coordinates the various activities of the Council, MnDOT, transit providers, counties, cities, and transportation management organizations to increase the efficiency of the multimodal transportation system to reduce vehicle use and provide lower-cost safety and mobility projects where feasible.

The CMP is incorporated into Chapter 12 of the TPP. The CMP emphasizes four approaches to address regional congestion: freeway system management; travel demand management; transit opportunities; and land use policy. Chapter 12 also notes some shortcomings of the current process and next steps to improve the process, including preparation of a Congestion Management Process Plan.

The aforementioned Congestion Management Process Plan was developed in 2018 and early 2019. It consists of two documents, the Policies and Procedures Handbook and the Traffic Trends Report. The handbook describes the process followed to assess congested corridors and evaluate the toolbox of strategies that could be implemented to manage congestion. The traffic trends reports track the effectiveness of the strategies on congestion and documents the individual

corridors as they are evaluated.

See more about the [Congestion Management Process in the TPP](#):

See more about the [Congestion Management Process](#) study

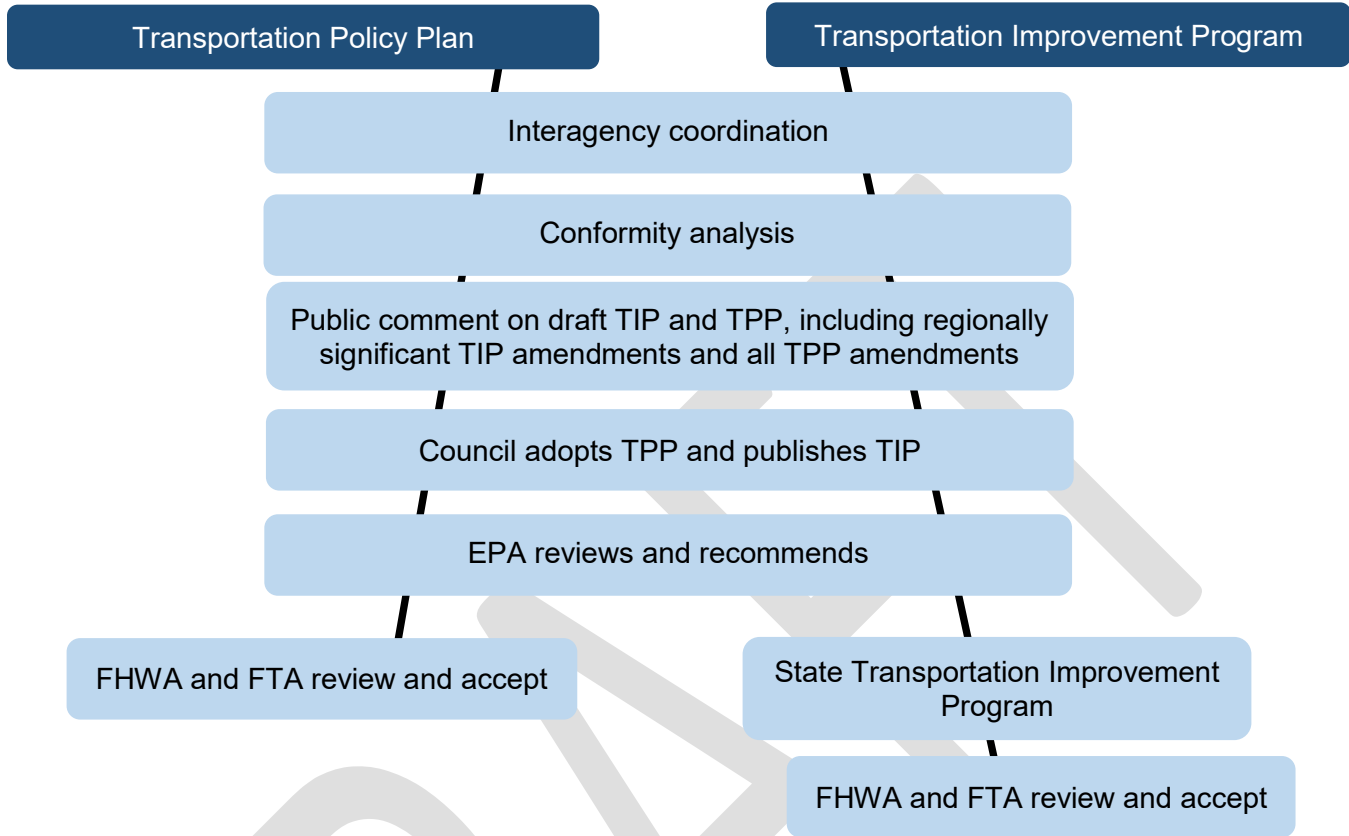
### **Air Quality Conformity Determination Process**

The Federal Clean Air Act Amendments passed in 1990 stipulate that transportation plans, programs, and projects in non-attainment and maintenance areas must undergo an air quality conformity analysis. The EPA designates most of the seven-county metropolitan area and a portion of Wright County, as a maintenance area for carbon monoxide emissions, so that transportation plans, projects, and programs are subject to air quality conformity determination.

The Minnesota Interagency Air Quality and Transportation Planning Committee—involving the Council, MnDOT, FHWA, EPA, MPCA, works to ensure that Minnesota’s transportation plans and programs conform to air quality standards. The Council, in conjunction with this interagency committee, evaluates its transportation plans conformity to air quality goals, using technical data, assumptions based on such things as transportation modeling and emissions analysis, and transportation control measures. The Council makes a conformity determination after interagency consultation as part of its adoption of the TIP or TPP.

Conformity determinations are subject to public review and comment before agencies take any formal action. The information, emissions data, analyses, models, and modeling assumptions used to determine conformity is public information available from the Council.

Figure 10– Air Quality Conformity Determination



## Performance Measures and Targets

Pursuant to 23 CFR 490.29, all state DOTs and Metropolitan Planning Organizations (MPOs) must adopt a program to measure system performance and set performance targets in order to monitor progress towards achieving these targets. Federal requirements for performance measures and associated targets were originally established by the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and continued under the Fixing America’s Surface Transportation (FAST) Act. These requirements establish a planning program that is performance and outcome based. The overall objective of the program is for states and MPOs to invest resources in projects that contribute towards the achievement of national goals. The federal performance management program establishes national performance goals in the following seven areas:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

Federal requirements further establish specific performance measures and targets which will be used in order to

## Chapter 4: Activities that Support Planning and Programming

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help achieve the seven performance goals. The performance measures are as follows:

- Pavement condition on the Interstate System and the remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries on all public roads, including both the number and rate per vehicle mile travelled
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

The Council, in coordination with the Minnesota Department of Transportation, has adopted regional targets for the outlined performance measures. Additional information and the specific targets can be found in Chapter 13 of the Transportation Policy Plan: <https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan/tpp-update/2018-Transportation-Policy-Plan-Update/Chapter-13-Performance-Outcomes.aspx>

In addition to the federally required performance measures, the Council also incorporates a performance-based planning approach that is based upon the strategic vision and direction outlined in the Transportation Policy Plan. This includes the adoption of specific, regional performance measures that support the overarching goals and associated objectives of the TPP. These performance measures are intended to be clear, quantifiable metrics that convey whether the region is achieving the goals and objectives outlined in the TPP. Where applicable, the Plan outlines the potential 2040 modeled outcomes of these regional goals based upon three different investment directions: a “no build” scenario; the current revenue scenario, and an increased revenue scenario. The specific performance measures and a summary of their modeled outcomes can be found in Chapter 13 of the Transportation Policy Plan.

### Highway Functional Classification Designation Process

The federal government requires that states and regions cooperatively designate roads according to their primary function. This is called functional classification. For example, major highways exist primarily to move large volumes of traffic at higher speeds over long distances while other roads, like local streets, primarily provide access to land. Appropriate roadway width, speed limits, intersection controls, and other design features vary depending on the function and context of the road. Functional classification is used to determine whether a road is eligible to receive federal highway funds.

The Council has adopted criteria for classifying roads into one of four federally-defined categories: principal arterials (which include interstate freeways), minor arterials, collector roads, and local roads as defined in the TPP. In the seven-county metropolitan area, some minor arterials are further designated as A-minor arterials. A-minor arterials are eligible for federal funding through the Regional Solicitation.

The function of a road within the regional network of streets and roads is fairly stable over time. Occasionally a change in the overall network or adjacent land use will cause a change in function and the government with jurisdiction over the road may request that this change be reflected in the official functional classification designation. Principal arterials are designated by the Council through the TPP because these roads make up the legislatively-required metropolitan highway



## Chapter 4: Activities that Support Planning and Programming

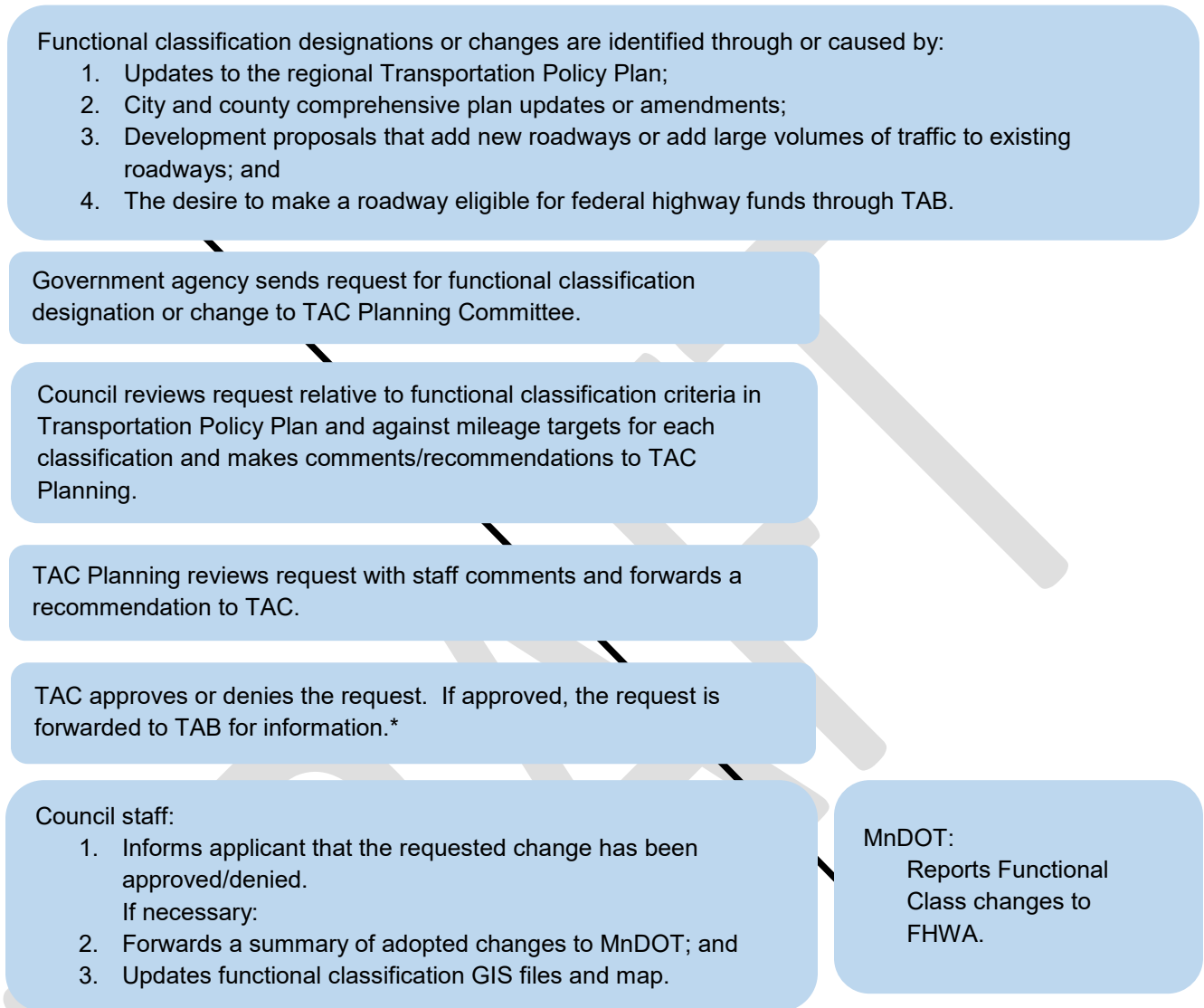
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system. Principal arterials can be designated only through a TPP update or administrative modification and require resolutions of support from all impacted jurisdictions.

The functional classification of minor arterial roads is reviewed and recommended by TAC and its committees to TAB. The TAB considers city and county functional classification requests and works to keep the region's mileage in each classification category within federal guidelines on principal arterial, minor arterial, and collector road mileage.



**Figure 11– Functional Classification Designation and Change Process for Minor Arterials**



*\*Principal Arterial requests continue to TAB and then are considered by the Council.*

See more about the [Highway Functional Classification Designation Process](#).

## Travel Forecasting Process

The Council, as the region's MPO, is responsible for ensuring that high quality, consistent, and defensible travel forecasts are completed for all transportation projects in the Twin Cities region. Travel forecasts are also used in the Air Quality Conformity Determination Process. The Council maintains a multimodal transportation forecasting model that uses a newly revised activity-based travel demand modeling process.

The Council conducts a regional Travel Behavior Inventory (TBI), the information from which is used to update the regional travel forecast model. The TBI is funded jointly by the Council, MnDOT and

the TAB. The TBI consists of a series of household travel surveys, a transit on-board survey, and “special generator” surveys conducted for locations such as at the airport and University of Minnesota. Household travel surveys are now conducted on a two-year rolling basis, as opposed to conducting one major survey every ten years as was the past practice, providing more up to date data for inclusion in the regional travel model.

See more about the [Travel Behavior Inventory](#).

### Public Participation

As described above, the Council’s transportation planning efforts include a proactive public involvement process and comply with federal public participation plan requirements.

See more about the Public Participation Plan: <https://metro council.org/About-Us/Publications-And-Resources/Transportation-Public-Participation-Plan.aspx>

### State Requirements and Procedures

A number of state requirements and procedures also support transportation planning activities. These include:

- The Controlled Access Highway Approval process;
- The Metropolitan Land Planning Act; and
- The Right-of-Way Acquisition Loan Fund Program (RALF)

#### Controlled Access Highway Approval Process

Minnesota state law (Mn. 473.166) requires the Council to approve any controlled access highway projects in the seven-county metropolitan area before construction or right-of-way acquisition begins. Requests for approval come from the constructing agency— typically MnDOT for a highway project. Under this statute, Council approval of fixed guideway controlled access occurs at the time it adopts a locally preferred transit guideway alternative.

#### Metropolitan Land Planning Act

Minnesota state law (Mn. 473.864) requires local governments in the seven-county Twin Cities region to update their comprehensive plans every 10 years. It also mandates that the Council create a metropolitan development guide and regional system plans for managing the region’s transportation, aviation, water resources, and regional parks and open space systems. The Metropolitan Land Planning Act also requires the Council to review local comprehensive plans to ensure that they conform to these regional system plans. The Council’s review is designed to determine how a community’s planned actions relate to the interests of the entire region over the long term. It helps ensure that costly public infrastructure, like roads and sewers, are built in an economical and timely fashion, so that public resources are used wisely.

## Chapter 4: Activities that Support Planning and Programming

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After a city adopts its plan and the Council finds it to be in conformance with regional system plans, a city may change, or amend, a portion of its plan at any time. The Council must also review these comprehensive plan amendments to determine their conformance with regional system plans.

See more about the Metropolitan Land Planning Act:

The Land Planning Act statutes can be found in [M.S. 473.851 through 473.869](#).

### **Right-of-Way Acquisition Load Fund Program (RALF)**

State law Minnesota state law (Mn. 473.167) allows the Council to levy a regional property tax for advance acquisition of highway right-of-way. The funds are used by the Council to make loans to counties, cities, and townships, which in turn buy property within the officially mapped right-of-way of state trunk highways or metropolitan highways. The loans are repaid before highway construction takes place.

See more about the [Right-of-Way Acquisition Loan Fund Program](#).

## **Transit Plans and Studies**

A number of transit studies are prepared or updated from time to time:

- The Regional Service Improvement Plan (RSIP) for Transit
- The Public Transit and Human Services Transportation Coordination Action Plan
- Regional Transitway Guidelines
- Preliminary studies
- Park and Ride Plan

### **Regional Service Improvement Plan (RSIP) for Transit**

The Regional Service Improvement Plan (RSIP) is called for in the TPP. The RSIP is prepared by the Council as the region's major public transit provider with participation by all transit providers in the region. The RSIP identifies all regional opportunities to improve transit service by increasing frequency, span, and coverage on existing routes and adding new routes to develop new transit markets. The RSIP informs allocation of the regionally allocated Motor Vehicle Sales Tax (MVST) for transit expansion and is used as input into the Regional Travel Demand Forecast Model.

See more about the [Regional Service Improvement Plan for Transit](#).

### **Public Transit and Human Services Transportation Coordination Action Plan**

Federal law requires the creation of coordinated action plans for public transit and human services transportation at the state, regional and local levels. These plans establish goals, criteria, and strategies for delivering efficient, coordinated services to elderly, underemployed or otherwise financially disadvantaged persons and persons with disabilities.

See more about the [Coordination Action Plan](#).

**Regional Transitway Guidelines**

The Council created and adopted the Regional Transitway Guidelines in cooperation with its partner transitway planning and development agencies in the region. The Regional Transitway Guidelines are technical guidelines based in best practice for the development of corridors where intensive transit investment is planned, as identified in the TPP. The Guidelines provide consistent practices for project partners to use in developing, operating, and maintaining commuter rail, light rail, and bus rapid transit.

See the [Regional Transitway Guidelines](#).

**Preliminary Studies**

Agencies, such as regional railroad authorities, study corridors or travel sheds to determine viable transit alternatives. These studies examine potential alignments and modes, including both bus and rail options. Land use and zoning needs are also evaluated

# Appendix: Useful Links & Glossary

## Useful Links

MOU between Council and MnDOT	<a href="https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents.aspx">https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents.aspx</a>
Transportation Advisory Board	<a href="http://www.metro council.org/Transportation/Planning/Advisory-Board-Staff.aspx">http://www.metro council.org/Transportation/Planning/Advisory-Board-Staff.aspx</a>
Technical Advisory Committee	<a href="http://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee.aspx?source=child">http://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee.aspx?source=child</a>
MN Department of Transportation	<a href="http://www.dot.state.mn.us/">http://www.dot.state.mn.us/</a>
MN Pollution Control Agency	<a href="http://www.pca.state.mn.us/">http://www.pca.state.mn.us/</a>
Metropolitan Airports Commission	<a href="http://www.metroairports.org/Airport-Authority.aspx">http://www.metroairports.org/Airport-Authority.aspx</a>
Individual Participation Information	<a href="http://www.metro council.org/About-Us/TheCouncil/Getting-involved.aspx">http://www.metro council.org/About-Us/TheCouncil/Getting-involved.aspx</a>
Regional Development Framework (Thrive MSP 2040)	<a href="http://www.metro council.org/Planning/Projects/Thrive-2040.aspx">http://www.metro council.org/Planning/Projects/Thrive-2040.aspx</a>
Transportation Policy Plan	<a href="http://www.metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/2040-Transportation-Policy-Plan-DRAFT.aspx?source=child">http://www.metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/2040-Transportation-Policy-Plan-DRAFT.aspx?source=child</a>
Unified Planning Work Program	<a href="http://www.metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Unified-Planning-Work-Program.aspx">http://www.metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Unified-Planning-Work-Program.aspx</a>
Federal Funding Overview – FHWA	<a href="http://www.fhwa.dot.gov/resources/topics/funding.cfm">http://www.fhwa.dot.gov/resources/topics/funding.cfm</a>
Federal Funding Overview - FTA	<a href="https://www.transit.dot.gov/grants">https://www.transit.dot.gov/grants</a>
Regional Solicitation Process	<a href="http://www.metro council.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation.aspx?source=child">http://www.metro council.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation.aspx?source=child</a>
Scope Change Policy	<a href="http://www.metro council.org/METC/files/63/63ec5adc-b352-4874-a135-57451a08d930.pdf">http://www.metro council.org/METC/files/63/63ec5adc-b352-4874-a135-57451a08d930.pdf</a>
TAB Regional Program Year Policy	<a href="http://www.metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Improvement-Program-(TIP)/Regional-Policy-TAB-4-17-2013-updated-9-20104.aspx">http://www.metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Improvement-Program-(TIP)/Regional-Policy-TAB-4-17-2013-updated-9-20104.aspx</a>
Congestion Management Process	<a href="https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Congestion-Management-Process.aspx">https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Congestion-Management-Process.aspx</a>
Functional Highway Classification	<a href="http://www.metro council.org/Transportation/Planning/Transportation-Resources/Functional-Roadway-Classifications/Functional-Roadway-Classifications-Defined.aspx">http://www.metro council.org/Transportation/Planning/Transportation-Resources/Functional-Roadway-Classifications/Functional-Roadway-Classifications-Defined.aspx</a>
Travel Forecasting / Travel Behavior Inventory	<a href="http://www.metro council.org/Transportation/Planning/Transportation-Resources/Transportation-Behavior-Inventory.aspx">http://www.metro council.org/Transportation/Planning/Transportation-Resources/Transportation-Behavior-Inventory.aspx</a>
Public Participation Plan	<a href="https://metro council.org/About-Us/Publications-And-">https://metro council.org/About-Us/Publications-And-</a>

## Appendix: Useful Links & Glossary

	<a href="#">Resources/Transportation-Public-Participation-Plan.aspx</a>
Metropolitan Land Planning Act	<a href="http://www.revisor.mn.gov/statutes/?id=473.859">http://www.revisor.mn.gov/statutes/?id=473.859</a>
Right-of-Way Acquisition Loan Fund	<a href="http://www.metrocouncil.org/Transportation/Planning/RALF.aspx">http://www.metrocouncil.org/Transportation/Planning/RALF.aspx</a>
Transportation Coordination Action Plan	<a href="http://metrocouncil.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Transit-Transitways/Transportation-Coordination-Action-Plan.aspx">http://metrocouncil.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Transit-Transitways/Transportation-Coordination-Action-Plan.aspx</a>
Regional Transitway Guidelines	<a href="https://metrocouncil.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Transit-Transitways/Regional-Transitway-Guidelines.aspx">https://metrocouncil.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Transit-Transitways/Regional-Transitway-Guidelines.aspx</a>

## Glossary

Americans with Disabilities Act (ADA)	Civil rights legislation passed in 1990. The ADA sets design guidelines for accessibility to public facilities, including sidewalks, trails, and public transit vehicles by individuals with disabilities.
Congestion Management Process	A systematic process for evaluating and developing transportation strategies and plans for addressing existing and future traffic congestion.
Congestion mitigation and air quality improvement program (CMAQ)	A categorical funding program that directs funding to projects that contribute to meeting national air quality standards and further reducing transportation-related air pollution.
Current Revenue Scenario	TPP revenue scenario that assumes revenues that can reasonably be expected to be available based on past years. Under federal guidelines this scenario is called “fiscally constrained.” Under this scenario, no new funding or funding sources are assumed and the preservation, maintenance and operations of the regional highway system will not be met over time. Under this scenario, the preservation, maintenance, and operation of the transit system will be met, but the regional goal of expanding, modernizing, and improving regional transit cannot be achieved.
Expansion	The addition of new or added capacity to the transportation system and can occur in different forms and different modes.
FAST Act	Fixing America’s Surface Transportation (FAST) Act a five-year federal transportation authorization signed by President Obama on December 4, 2015.
Federal Aviation Administration (FAA)	Federal part of DOT that addresses the air transportation mode and all aspects of pilot licensing, airport certification, aircraft certification, aviation rules and regulations, safety, operation, air traffic control, navigational system, fees and taxes, security, airline operations, etc.
Functional Classification	Functional classification Federal taxonomy for roadways based to their primary function— mobility for through trips or access to adjacent lands. A four-class system is used to designate roads (principal arterials, minor arterials, collectors and local streets) in the Twin Cities.
Increased Revenue Scenario	TPP revenue scenario that assumes revenues that can realistically be attained through local, state, and federal sources. Under federal guidelines this scenario is called “non-fiscally constrained”. Under this scenario, more of the regional transportation goals beyond system maintenance and operations for both transit and highways would be achieved.
Infrastructure	Fixed facilities, such as roadways or railroad tracks; permanent structures or improvements.
Metro Mobility	A service of the Metropolitan Council that provides door-to-door dial-a-ride transit service for persons with disabilities that prevent them from using the

## Appendix: Useful Links & Glossary

	fixed-route bus and rail system.
Metro Transit	A service of the Metropolitan Council that provides rail transit and the largest amount of regular route bus service in the region.
Metropolitan Airports Commission (MAC)	An airport authority established for the Twin Cities area by the state legislature in 1943 to promote aviation in and through the area, operate a system of public airports and ensure provision of air passenger and cargo services.
Metropolitan Planning Area	The geographic area a Metropolitan Planning Organization plans for and provides services to.
Metropolitan Urban Service Area (MUSA)	The geographic area in which the Metropolitan Council ensures that regional services and facilities under its jurisdiction are provided.
Mode	Type of transportation, for example car, bus, bicycle, etc.
Mode share	The share of one of the types of transportation as a percentage of all transportation types. Driving continues to have the largest mode share of all transportation types in the region.
Multimodal	Including or pertaining to multiple modes of transportation, This can be used to describe a transportation system, transportation project, or a travel trip.
Performance measures	An accountability tool that measures progress toward achieving goals and objectives.
Preservation	Preservation activities are directed toward the elimination of deficiencies and major replacement of existing facilities.
Right-of-Way Acquisition Loan Fund (RALF)	This program grants interest-free loans to communities within officially mapped highway corridors to purchase property threatened by development. The loan is repaid when the property is purchased by the highway construction authority. The Minnesota Legislature established the RALF program in 1982. It is funded by a property tax levied by the Metropolitan Council and funds are loaned out on a revolving basis.
Surface Transportation Block Grant Program (STBGP)	Surface Transportation Block Grant Program (STBGP) One of the core federal highway funding programs. STBGP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the national highway system, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities.
Regional Development Framework (RDF)	The RDF is the vision and planning framework for the Twin Cities region for the next 30 years. It reflects regional concerns and aspirations, anticipates future needs, and addresses our responsibility to future generations. This long-range plan is required to be updated by the Metropolitan Council every 10 years under state law. The policies in the RDF drive the systems and policy plans developed by the Council: the Transportation Policy Plan, the Water Resources Policy Plan, the Regional Parks Policy Plan, and the Council's first Housing Policy Plan update in nearly 30 years. Current RDF, Thrive MSP 2040, was adopted by the Council in May 2014.
Technical Advisory Committee (TAC)	The TAB'S Technical Advisory Committee (TAC) provides technical expertise and makes recommendations to the TAB and provides a public forum for discussion of technical issues that impact the TAB's role and responsibilities. The TAC is composed of professional staff from city and county governments and the agencies involved in transportation in the seven-county region. The TAC has two



## Appendix: Useful Links & Glossary

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	standing committees - the Funding and Programming Committee and the Planning Committee.
Transitways	High-demand travel corridors that offer improved transit service that includes bus rapid transit, light rail or commuter rail.
Transportation Policy Plan (TPP)	The Transportation Policy Plan carries forward the transportation vision of the Regional Development Framework and presents the region's policies and plans to guide development of the region's transportation system. The TPP is updated every four years.

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