MEETING OF THE TAC PLANNING COMMITTEE

Thursday, October 14, 2021
Remote meeting
1:00 p.m.

NOTICE: In response to the COVID-19 pandemic, members of this committee will participate in this meeting via telephone or other electronic means, and this Metropolitan Council meeting will be conducted under Minnesota Statutes section 13D.021 at the date and time stated above. Though we are unable to take verbal comments at this meeting, you may email us at *public.info@metc.state.mn.us*. We will respond to your comments in a timely manner. Members of the public may monitor this meeting as follows:

Call-in number: 1-855-282-6330 (United States Toll Free)

Meeting code: 146 257 9596

Passcode: 59634757

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

August 12, 2021, meeting of the TAC Planning Committee

IV. BUSINESS

1. 2021-44: Transportation Policy Plan Amendment – Steve Peterson, Cole Hiniker, Katie Roth (Metro Transit), Andrew Andrusko (MnDOT)
2. 2021-45: Adoption of Regional Transit Safety Performance Targets and TIP Amendment to Incorporate Targets – Daniel Peña and Joe Barbeau
3. 2021-46: Accept Updated Regional Truck Corridors – Steve Elmer
4. 2021-47: Functional Class Map for Regional Solicitation – David Burns

V. INFORMATION

1. ActivitySim – Dennis Farmer

VI. OTHER BUSINESS

VII. ADJOURNMENT

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

Full Packet

Minutes of the
REGULAR MEETING OF THE TAC PLANNING COMMITTEE
Thursday, August 12, 2021 - Online meeting

Committee Members Present: Nathan Abney, Dave Burns, Michael Corbett, Innocent Eyoh, Jack Forslund, Jason Gottfried, Emily Jorgensen (chair), Elaine Koutsoukos, Michael Larson, Gina Mitteco, Ben Picone, Angie Stenson, Jim Voll, Andrew Emanuele

APPROVAL OF AGENDA
The agenda was approved with no changes.

APPROVAL OF MINUTES
The June 2021 minutes were approved without modification.

BUSINESS ITEMS
2021-23: 2022 Unified Planning Work Program (UPWP)

Dave Burns from the Council presented this item. The draft document is posted on the agenda.

Burns said comments that have been sent from partner agencies (FHWA, MnDOT, MPCA) will be addressed as this item moves through the committees, so there may still be some changes to the program.

MOTION: Michael Larson moved to recommend adoption with the understanding that changes will still be made to address partner agency comments. Michael Corbett seconded. The motion passed unanimously through a roll call vote.

2021-24: Regional Bicycle Transportation Network and Regional Bicycle Barriers Updates

Steve Elmer from the Council presented this item. The presentation is posted on the agenda.

Angie Stenson asked about a request from Carver County. Elmer said he would go back and recheck it was addressed and will make any needed edits to the map, if that is acceptable to the committee. Elmer said this will be a regular process to submit requests for changes before each Regional Solicitation. Cole Hiniker clarified that the next TPP update will have a draft in 2023 or early 2024, so there would not likely be another update cycle connected to that plan update considering the timing of it in relation to the solicitation.

MOTION: Gina Mitteco moved to recommend that the Technical Advisory Committee recommend to the Transportation Advisory Board to accept the updated RBTN and regional bicycle barriers and release for public comment as part of the 2022 Regional Solicitation packet. Ben Picone seconded. The motion passed unanimously.

2021-25: MnDOT Functional Classification System Changes

Steve Peterson from the Council presented this item with Joe Widing from MnDOT. Maps and information for this item are posted on the agenda.

Angie Stenson said the county appreciated being able to work with them on this but still has a few concerns going forward: more coordination is needed with other districts where there are county borders with the metro region; it would be helpful to look at principal arterials as a region (which was not part of this work); and not all cities responded to the outreach done as part of this work. There were three cities in Carver County that did not respond but have changes proposed in this item, and the county was concerned because this relates to local comprehensive plans and asked if it could be possible to default to not changing until cities respond. Widing said outreach was done for each city and county multiple times and it was unclear what else could be done for those who had not replied after

multiple attempts. Michael Larson said the regional functional classification process is the controlling document but they would not discourage cities from amending their comprehensive plans to address this issue but they are not required to do so. Those are typically administrative amendments for comprehensive plans. Peterson said state DOTs and MPOs are responsible for review of the functional classification system. Nathan Abney suggested that in the future, counties could take the lead in communicating with cities and townships. Peterson said they could pass along the comments about working on border issues and consistencies in the future, as well as how to better communicate with cities and townships when roadway classifications would change and how to handle it when cities do not respond.

MOTION: Gina Mitteco moved that TAC Planning recommend (as in the action transmittal) that the Metropolitan Council:

1. Administratively modify the 2040 Transportation Policy Plan to:

A. Include MnDOT's recommended systemwide changes to the Minor Arterial system;

B. Upgrade Dakota County State Aid Highway (CSAH 23) from an A-Minor Arterial Expander to a Principal Arterial from CSAH 42 to CSAH 70.

C. Upgrade Dakota County CSAH 70 from an A-Minor Arterial Expander to a Principal Arterial from CSAH 23 to Interstate 35.

2. Recommend that the MnDOT Commissioner submit all of the changes from the functional classification study to the Federal Highway Administration for approval.

Dave Burns seconded. The motion passed with two votes against (10-2).

2021-26: MnDOT Functional Classification A-Minor Arterials Changes

Steve Peterson from the Council presented this item with Joe Widing from MnDOT. Maps and information for this item are posted on the agenda.

Peterson said the A Minor arterial system is just for the metro area and is not recognized by FHWA or MnDOT, so TAC is the final action on this item. In response to a question, he said an upcoming study will review the A Minor system, including definitions and purpose, so any changes to subclassifications with the A Minor system would be done after that, not as part of this action item.

MOTION: Jason Gottfried moved to recommend that the Technical Advisory Committee (TAC) adopt the subclassifications to the A Minor Arterial Network. Michael Corbett seconded. The motion passed unanimously.

OTHER BUSINESS Steve Elmer said the regional freight truck corridors would likely come to this committee in October after additional time for local partners to review. Heidi Schallberg said the committee will still be meeting online in September and likely in October; future months are still to be determined. The committee's regular November meeting date falls on the federal Veterans Day holiday, so there may not be a regular November meeting.

ADJOURNMENT After business was completed, the meeting adjourned.

ACTION TRANSMITTAL – 2021-44

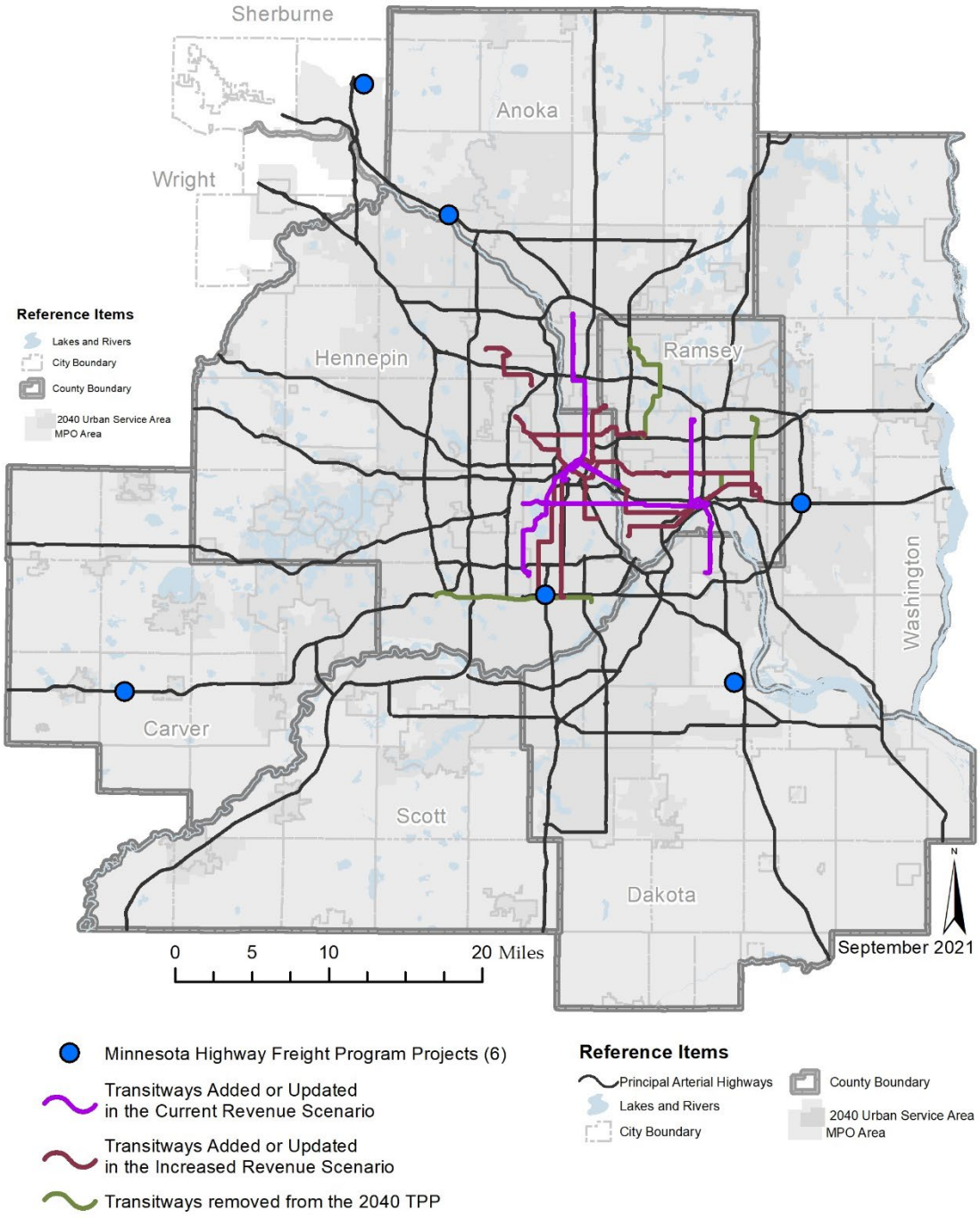
DATE:	October 14, 2021
TO:	TAC Planning
PREPARED BY:	Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819) Cole Hiniker, Manager of Multimodal Planning (651-602-1748)
SUBJECT:	Draft amendment to the 2040 Transportation Policy Plan to amend arterial bus rapid transit and freight projects
REQUESTED ACTION:	Metro Transit and MnDOT request that the draft amendment to the 2040 Transportation Policy Plan, which revises the arterial bus rapid transit network and six freight project additions, be released for public review and comment
RECOMMENDED MOTION:	Recommend that the Transportation Advisory Board recommend that the Metropolitan Council release the draft amendment to the 2040 Transportation Policy Plan for public review and comment to revise the arterial bus rapid transit network and add six freight projects

BACKGROUND AND PURPOSE OF ACTION: The 2040 Transportation Policy Plan (TPP) includes a fiscally constrained list of major projects for investment in the region by 2040, known as the Current Revenue Scenario. All transitway projects and highway projects that add lanes or interchanges to a Principal Arterial Highway are considered regionally significant projects. These projects must be identified as funded in a region's long-range transportation plan (i.e., the 2040 Transportation Policy Plan) in order to be added to the region's Transportation Improvement Program (TIP) and then to begin construction. The attached draft 2040 Transportation Policy Plan Amendment #1 document describes the project changes in detail. Figure 1 also shows the proposed project changes.

Requested by Metro Transit, this amendment includes additions and extensions to the region's arterial bus rapid transit network as part of implementing its Network Next 20-year transit improvement plan. Additions to the Current Revenue Scenario include the following:

- B Line (Lake Street/Marshall Ave/Selby Ave), including the extended alignment to downtown Saint Paul
- E Line (Hennepin Ave/France Ave)
- F Line (Central Ave)
- G Line (Rice St/Robert St)

Figure 1 – Overview of TPP Amendment Changes



Additions or updates to the Increased Revenue Scenario include the following arterial bus rapid transit corridors:

- H Line
- 63rd / Zane
- Grand
- Johnson / Lyndale
- Lowry
- Nicollet
- Randolph / East 7th
- West Broadway / Cedar

Subtractions from the Increased Revenue Scenario include the following:

- American Boulevard
- East 7th/White Bear Avenue
- North Snelling/Lexington (A Line Extension)

Requested by MnDOT and the project applicants (City of Inver Grove Heights, City of Bloomington, Carver County, Anoka County, and Sherburne County) this amendment also proposes to add six freight projects to the Current Revenue Scenario. The projects were selected as part MnDOT's Minnesota Highway Freight Program. The competitive statewide process allocates between $20M and $25M per year to the highest freight needs in the state. The process was guided by the Statewide Freight Investment Committee, which included a broad range of stakeholders from agencies across the state, including the Metropolitan Council. The six freight projects include the following:

- 117th Ave Reconstruction and Modernization (City of Inver Grove Heights)
- I-35W/I-494 Interchange Improvements (City of Bloomington)
- Highway 212 Rural Freight Safety Project (Carver County)
- I-94 Eastbound Lane Improvement Project (MnDOT, Woodbury/Oakdale)
- Highway 10/169 Ramsey Gateway Project (City of Ramsey, Anoka County)
- Sherburne County 33 Reconstruction and Realignment (City of Elk River, Sherburne County)

RELATIONSHIP TO REGIONAL POLICY: The Metropolitan Council and its Transportation Advisory Board are required, under both state and federal law, to develop a multimodal long-range regional transportation plan that identifies transportation system goals, needs, and investment priorities over at least a 20-year period.

Transitway projects can be added to the fiscally constrained Transportation Policy Plan when the following criteria are met:

- The proposed improvement meets the definition of a transitway listed in the Transportation Policy Plan or documents referenced within it
- A mode and alignment are identified by a local sponsoring agency and the process for selection is documented, including public involvement summaries
- Documentation is submitted showing how the project can be built with revenues in the fiscally constrained plan (or reasonable proposed additional revenues)

In addition, Increased Revenue Scenario transitways can be added if the projects show reasonable promise for transitway service, meet the definitions of transitway service in the TPP, and have undergone a technical process that includes public involvement. Metro

Transit has provided the appropriate information to meet these criteria through its Network Next work.

Highway projects can be added to the fiscally constrained Transportation Policy Plan when the following criteria are met:

- The proposal is consistent with the goals, objectives and strategies of the region's 2040 Transportation Policy Plan
- Documentation is submitted showing how the project can be built with revenues in the fiscally constrained plan (or reasonable proposed additional revenues)
- Air Quality Conformity is maintained
- Public Involvement is conducted

MnDOT and the project sponsors have provided the appropriate information to meet these criteria. The Council, in its role as the metropolitan planning organization (MPO), was involved in this freight solicitation process in numerous ways:

- MPO representation on the Statewide Freight Investment Committee.
- Project submittals required MPO letters of support.
- Review period for MPOs after the project application deadline.
- Interchange projects in the metro were required to go through the TPP's Appendix F, Preliminary Interchange Approval Process.
- Metro projects were required to be a Tier 1, 2, or 3 corridor in the Metropolitan Council's Truck Highway Corridor Study in order to apply.
- The MPO and MnDOT worked in cooperation to identify Urban and Rural Critical Freight Corridors in the project areas and were subsequently approved by the Federal Highway Administration (FHWA).

STAFF ANALYSIS: This draft amendment to the 2040 TPP is proposed for review and recommendation for release for public comment. The document provides background on the relationship to the existing plan and project descriptions.

The amendment also provides information on the impacts of the amendment to the Plan. This includes an assessment of fiscal constraint, an assessment of effects on the environment and air quality conformity, an assessment of effects on equity and environmental justice populations, and an assessment of the revised Plan outcomes. An assessment of public comments will be added to the text prior to final adoption.

With these elements included, the necessary information has been provided to release an amendment of the TPP for public comment.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED / EXPECTED
TAC Planning	Review & Recommend	10/14/21
Technical Advisory Committee	Review & Recommend	11/3/21
Transportation Advisory Board	Review & Recommend	11/17/21
Metropolitan Council Transportation Committee	Review & Recommend	11/22/21
Metropolitan Council	Review and Release for Public Comment	12/8/21
Transportation Advisory Board	Accept Public Comments & Recommend	2/16/22
Metropolitan Council Transportation Committee	Accept Public Comments & Recommend	2/28/22
Metropolitan Council	Accept Public Comments & Approve	3/9/22

2040 TRANSPORTATION POLICY PLAN AMENDMENT #1

Overview

Purpose

This 2040 Transportation Policy Plan amendment addresses changes to arterial bus rapid transit projects in both the Current Revenue Scenario and the Increased Revenue Scenario.

This amendment also adds six freight projects selected as part of Minnesota's Highway Freight Program to the Current Revenue Scenario.

Policy Basis

BRT Projects

The 2040 Transportation Policy Plan presents policies and plans to guide development of the region's transportation system. The Plan includes strategies in Chapter 2 that are organized by the Plan's six transportation system goals, including several strategies that relate to investment in the transitway system, shown in Table 1. These strategies guide the planned investments in transitways that are detailed in Chapter 6: Transit Investment Direction and Plan.

This amendment includes important additions and extensions to the region's arterial bus rapid transit network, namely as part of implementing Metro Transit's Network Next 20-year transit improvement plan. Included in Network Next's vision of an improved transit system by 2040 are new arterial bus rapid transit priorities that alter the planned network in the Transportation Policy Plan. Expansion of the network advances equity and reduces regional racial disparities, builds on successful existing routes to grow transit ridership, creates a network that supports a transit-oriented lifestyle, and ensures long-term sustainable growth of the bus network. This amendment incorporates the selected F, G, and H lines named in 2021 and the remaining 2040 arterial bus rapid transit candidate corridors resulting from Network Next. This amendment also incorporates an extension of the B Line to downtown Saint Paul included in that project's final corridor plan, as well incorporating the E Line which was adopted by the Metropolitan Council in January 2020.

B Line Corridor Plan Process

The corridor planning process for the B Line began in 2018. During this phase, stakeholders including the City of Saint Paul requested that the B Line be extended from its original termini at University Ave and Snelling Ave to downtown Saint Paul. Metro Transit staff developed plans for a corridor to downtown Saint Paul from 2019 to 2021 with feedback from community engagement as well as a Technical Advisory Committee. Metro Transit received over 2,500 comments on the plan throughout the planning process.

Table 1 – Transportation Policy Plan Strategies related to BRT Investment

Goal	Strategy Number	Strategy Text
Access to Destinations	C4	"Regional transportation partners will promote multimodal travel options and alternatives to single occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service."
Access to Destinations	C5	"The Metropolitan Council will work with MnDOT and local governments to implement a system of MnPASS lanes and transit advantages that support fast, reliable alternatives to single-occupant vehicle travel in congested highway corridors and in local corridors."
Access to Destinations	C11	"The Metropolitan Council and regional transit providers will expand and modernize transit service, facilities, systems, and technology, to meet growing demand, improve the customer experience, improve access to destinations, and maximize the efficiency of investments."
Access to Destinations	C12	"Regional transportation partners will invest in an expanded network of transitways that includes but is not limited to bus rapid transit, light rail, and commuter rail. Transitway investments will be prioritized based on factors that measure a project's expected contributions to achieving the outcomes, goals, and objectives identified in Thrive MSP 2040 and the Transportation Policy Plan."
Competitive Economy	D3	"The Metropolitan Council and its partners will invest in regional transit and bicycle and pedestrian facilities that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors."
Healthy and Equitable Communities	E3	"Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on

		promoting the environmental and health benefits of alternatives to single-occupant vehicle travel."
Leveraging Transportation Investments to Guide Land Use	F3	"Local governments will identify opportunities for and adopt guiding land use policies that support future growth around transit stations and near high-frequency transit service. The Metropolitan Council will work with local governments in this effort by providing technical assistance and coordinating the implementation of transit-oriented development. The Metropolitan Council will also prioritize investments in transit expansion in areas where infrastructure and development patterns support a successful transit system and are either in place or committed to in the planning or development process."
Leveraging Transportation Investments to Guide Land Use	F5	"Local governments should adopt policies, develop partnerships, identify resources, and apply regulatory tools to support and specifically address the opportunities and challenges of creating walkable, bikeable, and transit-friendly places."

Throughout 2019, Metro Transit received feedback through open houses, dozens of community events, meetings with local businesses, customer surveys, rider engagement on Route 21 buses, pop-ups in community spaces, direct mail to corridor residents, and online project information.

In 2021, Metro Transit engaged with the community for feedback on the B Line Corridor Plan. Due to COVID-19 guidelines, feedback was received through surveys and a website containing station concepts, the full corridor plan document, and other key information. Following feedback, the document was updated with revisions to several stations. The final B Line Corridor Plan was adopted by the Council in October 2021, including a B Line alignment from the West Lake Station in Minneapolis to Union Depot in downtown Saint Paul, primarily along Lake Street in Minneapolis and Marshall Ave and Selby Ave in Saint Paul.

E Line Corridor Plan Process

This E Line will connect Minneapolis and Edina along the Hennepin Ave/France Ave corridors. This project was partially funded through the Regional Solicitation and is now considered fully funded with the remaining funding being provided by the State of Minnesota. E Line will start at the Southdale Transit Center in Edina and terminate at the METRO Green Line Westgate Station in Minneapolis.

The corridor planning process for the E Line began in 2018 with the E Line Corridor Study. This process consisted of a variety of outreach and engagement activities. Feedback from the community received during these engagements helped inform concept station locations and alignment

recommendations. The study evaluated the corridor alignment and terminal location alternatives and selected the final E Line alignment, which was adopted by the Metropolitan Council in January 2020.

METRO F, G, and H Line Project Selection

As part of Network Next, the METRO F Line (Central), G Line (Rice/Robert), and H Line (Como/Maryland) projects were prioritized as additions to the region's planned transitway system. These projects were selected through a four-step process with public input throughout, beginning with engagement efforts to understand community transit needs and priorities in late 2019. This engagement helped to define principles used to guide bus rapid transit planning throughout the four steps of the Network Next process.

- **Step 1 (Spring 2020)** Metro Transit began the arterial bus rapid transit selection process by identifying 19 candidate corridors based on the existing High-Frequency network, ridership, network balance, and prior studies. Metro Transit worked with local government partners to review and refine the list of candidate corridors based on initial analysis.
- **Step 2 (Summer 2020)** Metro Transit screened the 19 candidate corridors to identify and further evaluate the most promising corridors. Screening criteria included measures of equity, existing ridership, market potential, community plans and priorities, and existing service levels, together creating a final score for each corridor. An additional qualitative review supplemented final scores. The screening process advanced 10 arterial BRT candidate corridors for further evaluation. In September 2020, Metro Transit publicly presented the refined list of 10 corridors and solicited public feedback on determining which principles were most important in evaluating them to determine the final list of prioritized corridors.
- **Step 3 (Fall 2020)** Metro Transit developed and evaluated corridor concepts for each of the remaining corridors. Concepts included alignments, station locations, termini, and service plans. Each candidate corridor received a score based on several evaluation criterion including proximity to jobs and people, nearby land uses, and costs. Using these scores as well as qualitative measures, Metro Transit grouped the candidate corridors into three tiers based on priority for implementation.
- **Step 4 (Winter 2020/2021)** Metro Transit prioritized near-term candidate corridors along Central Avenue, Como/Maryland, Johnson/Lyndale, and Rice/Robert. In December 2020 and January 2021, Metro Transit engaged the public to help identify METRO F, G, and H lines from the corridors identified for near-term implementation. Over 4,000 people engaged with a survey to prioritize the corridors. Based on critical dimensions of ridership and costs, Metro Transit designated the Central Avenue corridor as the future F Line. Based on corridors strengths in expanding the reach of the METRO network and integrating with the existing and planned bus network, Metro Transit designated the Rice/Robert corridor as the G Line and the Como/Maryland corridor as the H Line.

Metro Transit engaged the Transportation Advisory Board and local affected communities throughout this process and ultimately the Council adopted the F, G, and H lines as priorities in March 2021.

Future Arterial Bus Rapid Transit Candidate Corridors

In addition to the F, G, and H lines, this amendment includes seven new or updated corridors as expansion priorities for the arterial bus rapid transit network. These corridors are identified as the region's expansion priorities for 2040, replacing the arterial bus rapid transit expansion priorities in the current TPP's Increased Revenue Scenario. These seven corridors, along with the METRO F, G, and H lines, were identified as the most promising corridors for arterial BRT through Network Next. Using evaluation criteria accounting for cost, equity, ridership, and other benefits, these corridors were evaluated among 19 candidate corridors and determined to have the most potential for arterial bus rapid transit improvements to be implemented by 2040. The seven corridors are:

- 63rd / Zane
- Grand
- Johnson / Lyndale
- Lowry
- Nicollet
- Randolph / East 7th
- West Broadway / Cedar

There is no defined implementation order among the corridors identified as 2040 expansion priorities. Corridors beyond the H Line (Como/Maryland) will be prioritized for implementation in a future update to BRT plans by Metro Transit scheduled for 2025.

Corridors previously studied for arterial BRT, including all corridors in the current Increased Revenue Scenario, were among the initial 19 candidate corridors considered for arterial BRT in Network Next. Three corridors currently included in the Increased Revenue Scenario did not advance beyond the initial screening step and were not carried forward as priorities for 2040 BRT expansion. As a result, these corridors are removed from the Increased Revenue Scenario:

- American Boulevard
- East 7th/White Bear Avenue
- North Snelling/Lexington (A Line Extension)

These corridors are good candidates for exploring improved local bus service prior to consideration for transitway implementation, particularly as targeted redevelopment occurs and key connections to other transitways are implemented. For example, the American Blvd corridor has significant development plans and development activity, and it would connect to six other transitways in the Current Revenue Scenario, but existing service in the corridor has not yet demonstrated a proven market for high-frequency service. The BRT planning update scheduled for 2025 could reconsider these corridors and other corridors that may emerge.

Freight Projects

The Plan includes strategies that are organized by the Plan's six transportation system goals, including a number of strategies that relate to investment in the freight highway system and this proposed

amendment (see Table 2). These strategies and others guide planned investments that are detailed in Chapter 5: Highway Investment Direction and Plan and Chapter 8: Freight Investment Direction.

Table 2 – Transportation Policy Plan Strategies related to this Highway Investment

Goal	Strategy Number	Strategy Text
Transportation System Stewardship	A2	"Regional transportation partners should regularly review planned maintenance preservation and reconstruction projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, E-ZPass, strategic capacity, transit, bicycle, and pedestrian facilities."
Safety and Security	B1	"Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, and operation."
Safety and Security	B4	"Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior."
Access to Destinations	C9	"The Metropolitan Council will support investments in A-minor arterials that build, manage, or improve the system's ability to supplement the capacity of the Principal Arterial system and support access to the region's job, activity, and industrial and manufacturing concentrations."
Access to Destinations	C10	"Regional transportation partners will manage access to Principal and A-minor arterials to preserve and enhance their safety and capacity. The Metropolitan Council will work with MnDOT to review interchange requests for the Principal Arterial system. The Metropolitan Council, MnDOT and regional partners will invest in prioritized non-freeway Principal arterial intersections in accordance with the Principal Arterial Intersection Conversion Study."
Competitive Economy	D5	"The Metropolitan Council and MnDOT will work with transportation partners to identify the impacts of highway congestion on freight and identify cost-effective mitigation."
Competitive Economy	D2	"The Metropolitan Council will coordinate with other agencies planning and pursuing transportation investments that strengthen

Goal	Strategy Number	Strategy Text
		connections to other regions in Minnesota and the Upper Midwest, the nation, and world including intercity bus and passenger rail, highway corridors, air service, and freight infrastructure."

The six projects were selected as part MnDOT's Minnesota Highway Freight Program. The competitive statewide process allocates between $20M and $25M per year to the highest freight needs in the state. The process was guided by the Statewide Freight Investment Committee, which included a broad range of stakeholders from agencies across the state. Projects were scored based on heavy commercial annual average daily traffic (HCAADT), crash reduction, truck travel time reliability, number of trucks entering/existing nearby facilities, cost effectiveness, and project readiness. As part of the 2020 funding cycle, a new scoring measure for environmental justice and equity was added within the project readiness area. The process and project selections were also informed by the Minnesota Freight Advisory Committee (MFAC), which is a long-standing partnership between MnDOT and the business community to exchange ideas and recommend policies that promote a safe, reliable, and efficient freight transportation system.

The Council, in its role as the metropolitan planning organization (MPO), was involved in this freight solicitation process in numerous ways:

- MPO representation on the Statewide Freight Investment Committee
- Project submittals required MPO letters of support
- Review period for MPOs after the project application deadline
- Interchange projects in the metro were required to go through the TPP's Appendix F, Preliminary Interchange Approval Process.
- Metro projects were required to be a Tier 1, 2, or 3 corridor in the Metropolitan Council's Truck Highway Corridor Study in order to apply.
- The MPO and MnDOT worked in cooperation to identify Urban and Rural Critical Freight Corridors in the project areas and were subsequently approved by the Federal Highway Administration (FHWA).

Highway projects are added to the fiscally constrained Transportation Policy Plan when the following criteria are met.

- The proposal is consistent with the goals, objectives and strategies of the region's 2040 Transportation Policy Plan
- Documentation is submitted showing how the project can be built with revenues in the fiscally constrained plan (or reasonable proposed additional revenues)
- Air Quality Conformity is maintained
- Public Involvement is conducted

The 2040 Transportation Policy Plan (TPP) includes a fiscally constrained list of regionally significant projects for investment in the region by 2040, known as the Current Revenue Scenario. All projects that add new lanes or add new interchanges to a Principal Arterial Highway, or a lane of one mile or greater to an A-minor arterial, are considered regionally significant projects. These projects must be identified as funded in a region's long-range transportation plan (i.e., 2040 Transportation Policy Plan) in order to be included in the Transportation Improvement Program (TIP) and begin construction. The six projects are shown in the adopted TPP in a variety of ways with some already in the Plan, others with portions of the project in the Plan, others identified in the Increased Revenue scenario, and others not in the Plan at all. Given this complexity, Council staff is adding all six freight projects as part of this amendment to make sure the TPP shows an accurate record of the projects.

Project Details

Transit Projects

The following project descriptions have been added or updated in the Transit Investment Direction and Plan. Projects added to the Current Revenue Scenario include the METRO B Line, E Line, F Line, and G Line. Additional corridor changes only affect the Increased Revenue Scenario.

METRO B Line (Arterial BRT) This approximately 12.6-mile project along the Lake Street/Marshall Ave/Selby Ave corridor will connect Minneapolis and Saint Paul. This proposed project is defined as arterial BRT, operating primarily along Lake Street, Marshall Avenue, and Selby Avenue from West Lake Street Station on the METRO Green Line Extension in Minneapolis to Union Depot in downtown Saint Paul. The proposed project would serve 33 stations. The project will conduct environmental review and early design and engineering in 2021 continuing into 2022. The project is anticipated to begin construction in 2023 and open for operations in 2024.

METRO E Line (Arterial BRT) This approximately 13.3-mile project along the Hennepin Ave/France Ave corridor will connect Minneapolis and Edina. This proposed project is defined as arterial BRT, starting at the Southdale Transit Center in Edina and terminating at the METRO Green Line Westgate Station in Minneapolis. The proposed project would serve approximately 34 stations. The project will conduct engineering beginning in 2022 and continuing into fall 2023. The project is anticipated to begin construction in 2024 and open for operations in 2025.

METRO F Line (Arterial BRT) This approximately 13-mile project along the Central Ave corridor will connect Minneapolis, Columbia Heights, Hilltop, Fridley, Spring Lake Park, and Blaine. This proposed project is defined as arterial BRT, starting in downtown Minneapolis and terminating at the Northtown Transit Center. The proposed project would serve approximately 30 stations. The project will conduct environmental review and early design and engineering in 2023. The project is anticipated to begin planning in early 2022, construction in 2025, and open for operations in 2026.

METRO G Line (Arterial BRT) This approximately 11.5-mile project along the Rice/Robert corridor will connect Saint Paul, Little Canada, Roseville, and West Saint Paul. This proposed project is defined as arterial BRT, starting at the Dakota County Northern Service Center and terminating at the Little Canada Transit Center. The proposed project would serve approximately 30 stations. project is anticipated to begin planning in 2023 with construction prior to 2030.

METRO H Line (Arterial BRT) This approximately 16.6-mile project along the Como/Maryland corridor will connect Minneapolis, Falcon Heights, and Saint Paul. This proposed project is defined as arterial BRT, starting in downtown Minneapolis and terminating at Sun Ray Transit Center in Saint Paul. The proposed project would serve approximately 40 stations. As this project is not assumed to be fully funded as of the time of this amendment, the H Line will be included in the TPP's Increased Revenue Scenario. Implementation of the H Line, including engineering, design and construction, is scheduled to occur between 2025 and 2030.

Metro Transit Network Next 2040 Expansion Corridors (Arterial BRT) Based on evaluation results of Network Next, seven additional arterial bus rapid transit corridors were included for prioritization in the Plan by 2040. These corridors are likely to be considered for the 2030-2040 timeframe and their prioritization will be evaluated in a future bus rapid transit planning by Metro Transit scheduled for 2025. A number of these corridors overlap with corridors in the existing Transportation Policy Plan, but their alignments have changed or been expanded with this update. All of these corridors are being included in the Increased Revenue Scenario until further prioritization and funding have occurred.

The following corridors are candidates for arterial bus rapid transit for implementation by 2040:

- 63rd / Zane
- Grand
- Johnson / Lyndale
- Lowry
- Nicollet
- Randolph / East 7th
- West Broadway / Cedar

Previous Arterial Bus Rapid Transit Corridors not Advanced by Metro Transit Network Next The following arterial bus rapid transit corridors are no longer planned for implementation by 2040 and are being removed from consideration in the 2040 Transportation Policy Plan, though they may be reconsidered for bus rapid transit in future BRT planning efforts and will continue to be candidates for regular route service improvements.

- American Boulevard
- East 7th
- A Line Extension

Figures 1 and 2 are updated transitway system maps for the Current Revenue Scenario and Increased Revenue Scenario reflecting the changes described above.

Figure 1 – Updated Map of Existing Transitways and Current Revenue Scenario Expansion Transitways

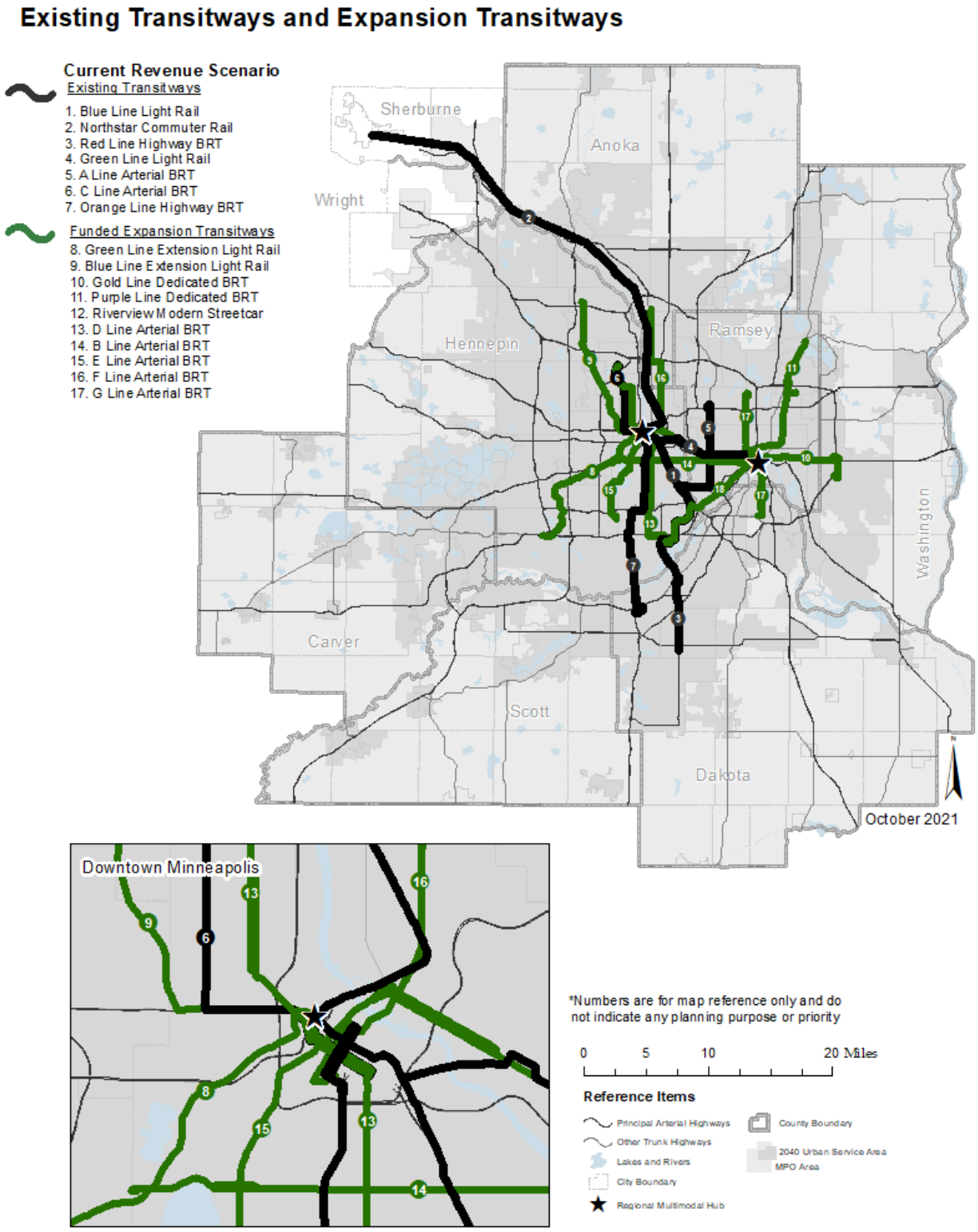
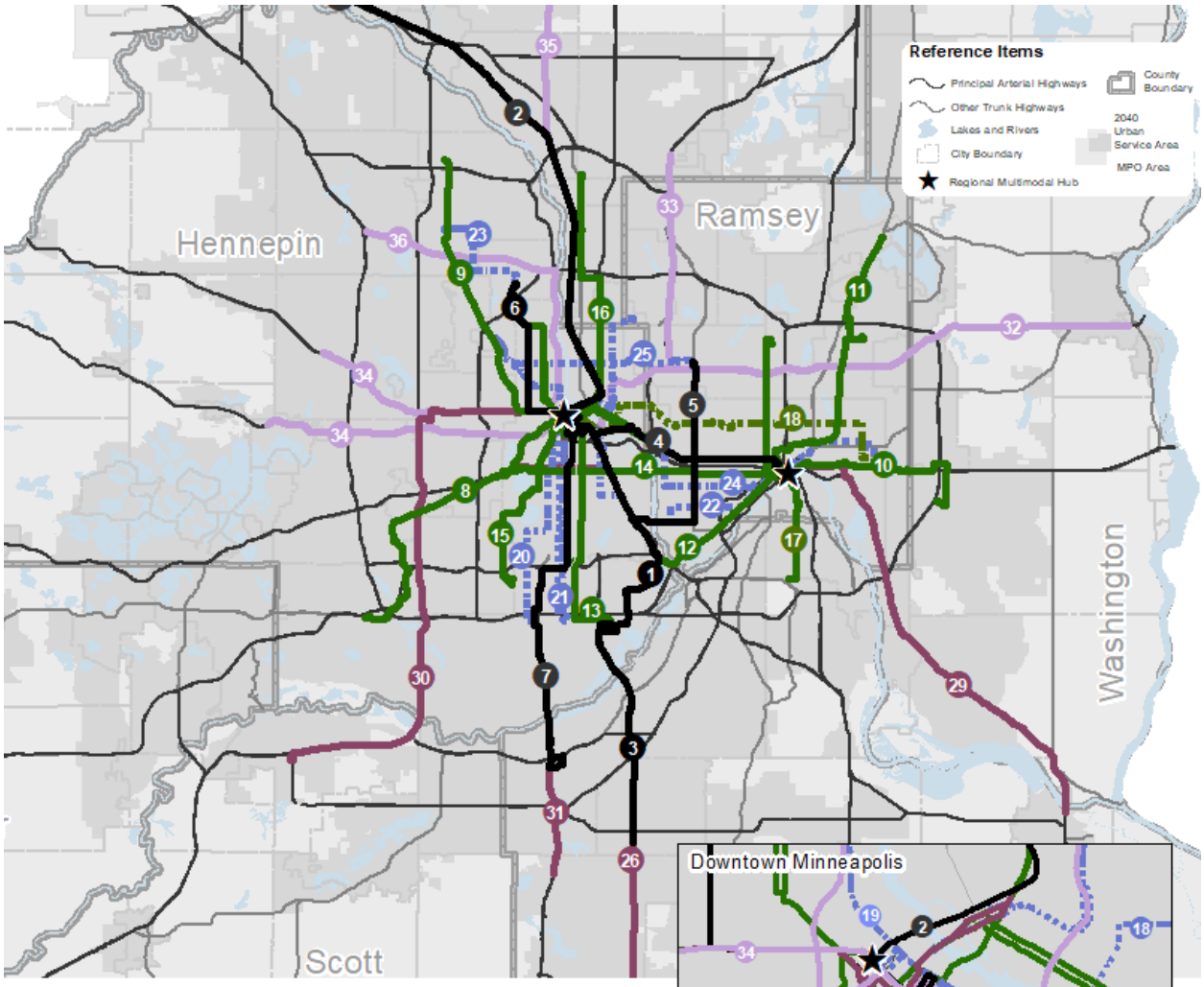


Figure 2 – Updated Map of Transitway System in an Increased Revenue Scenario



Current Revenue Scenario

Existing Transitways
1. Blue Line Light Rail
2. Northstar Commuter Rail
3. Red Line Highway BRT
4. Green Line Light Rail
5. A Line Arterial BRT
6. C Line Arterial BRT
7. Orange Line Highway BRT

Funded Expansion Transitways
8. Green Line Extension Light Rail
9. Blue Line Extension Light Rail
10. Gold Line Dedicated BRT
11. Purple Line Dedicated BRT
12. Riverview Modern Streetcar
13. D Line Arterial BRT
14. B Line Arterial BRT
15. E Line Arterial BRT
16. F Line Arterial BRT
17. G Line Arterial BRT

Increased Revenue Scenario

Near-Term ABRT
18. H Line Arterial BRT

Addtional Candidates for 2040 ABRT Expansion
19. West Broadway/Cedar
20. Johnson/Lyndale
21. Nicollet
22. Randolph/East 7th
23. 63rd Avenue/Zane
24. Grand
25. Lowry

Projects with Study Recommendations
26. Red Line Highway BRT - Future Stages
27. Nicollet-Central Modern Streetcar
28. Midtown Rail
29. Red Rock Highway BRT
30. Highway 169 Highway BRT
31. Orange Line Extension

Projects Under Study or to be Studied
32. Highway 36
33. I-35 W North
34. I-394/ Highway 55
35. North Central
36. I-94 West

October 2021

Table 3 includes project details for arterial bus rapid transit corridors added to the Current Revenue Scenario and the long-range capital project list (Appendix C).

Table 3 – Projects added to the Appendix C: Long-Range Capital Project List

Transit Investment Category	Route	Project Description	Estimated Cost (Year of Expenditure)	Timeframe
Transitway System	Hennepin / France (E Line)	13.3-mile arterial bus rapid transit line with 34 planned stations operating primarily along France Avenue, Hennepin Avenue, 4th Street and University Avenue from Southdale Transit Center in Edina to the METRO Green Line Westgate Station in Minneapolis	$60.0M	2020-2029
Transitway System	Lake / Marshall/ Selby (B Line)	12.6-mile arterial bus rapid transit line with 33 planned stations operating primarily along Lake Street, Marshall Avenue, and Selby Avenue from METRO Green Line Extension West Lake Station in Minneapolis to Union Depot in downtown Saint Paul.	$62.2M	2020-2029
Transitway System	Central Avenue (F Line)	13-mile arterial bus rapid transit with 30 planned stations along Central Ave from downtown Minneapolis to Northtown Transit Center in Blaine.	$79.8M	2020-2029
Transitway System	Rice / Robert (G Line)	11.5-mile arterial bus rapid transit with 30 planned stations along Rice and Robert St from the Northern Dakota County Service Center in West Saint Paul in the south to Little Canada Transit Center in the north.	$83.6M	2020-2029

Freight Projects

The following project descriptions and maps identify the six freight projects and how they will be included in the TPP.

117th Ave Reconstruction and Modernization (Inver Grove Heights) This first-last mile freight project will reconstruct 117th Avenue in Dakota County to improve freight movements from Rich Valley Road to Highway 52. This corridor has heavy freight movements due to Flint Hills Resources and

aggregate mining operations in area. The project is not currently in the TPP, but it is also not required to be given the project type (i.e., roadway reconstruction).

I-35W/I-494 Interchange Improvements (Bloomington) This freight project constructs a flyover ramp for northbound I-35W to westbound I-494 in Hennepin County to help alleviate one of the nation's worst freight bottlenecks. This regionally significant project is already shown in the Current Revenue Scenario of the TPP as it was funded through the state's Corridors of Commerce program.

Highway 212 Rural Freight Safety Project (Carver County) This regionally significant freight safety project will transition the corridor from a two-lane roadway to a four-lane roadway from Norwood Young America to Cologne. This project will fill the last remaining two-lane gap along Highway 212 from Glencoe to the Twin Cities. The project will also include reduced-conflict intersections, wider shoulders, and other measures to improve safety. This project is currently in the Increased Revenue Scenario and will now be added to the Current Revenue Scenario with this amendment. In addition, one intersection within the project area, Highway 212 and County State-Aid Highway (CSAH) 51 was funded as part of the 2020 Regional Solicitation funding cycle.

I-94 Eastbound Lane Improvement Project (MnDOT, Woodbury/Oakdale) This regionally significant project in Washington County was the top overall scoring freight project in the entire state as part of the 2020 funding cycle. It will add scope to an existing I-94 pavement project currently identified in Appendix C of the TPP. This approach of adding mobility elements to a preservation project is consistent with the highway system investment principles laid out in the TPP. The lane improvement project adds a lane in the eastbound direction of I-94 from the system interchange at I-94/494/694 to Woodbury Drive. The stretch of I-94 is uphill and thus creates freight mobility issues given the speed differentials between passenger vehicles and the semi-trucks heading eastbound out of the system interchange and up the hill. This cost-effective alternative is a part of a larger long-term project at this location.

Highway 10/169 Ramsey Gateway Project (City of Ramsey) This regionally significant project in Anoka County was awarded a $40M Infrastructure for Rebuilding America (INFRA) grant by the US DOT in 2020. The project converts two traffic signals (at Ramsey Boulevard and Sunfish Lake Boulevard) to interchanges and also bridges over the BNSF mainline at both intersections. The interchange and railroad grade separation at Highway 10/Ramsey Boulevard is identified in the Current Revenue Scenario by virtue of the project being awarded Regional Solicitation funding in the 2020 funding cycle.

CSAH 33 Reconstruction and Realignment (Elk River) This Sherburne County project is located within the Twin Cities metropolitan area's urbanized area. While selected as a Greater Minnesota project by MnDOT, its location within the MPO Planning area is the reason for its inclusion in the amendment. The first-last mile freight project improves the CSAH 33 connection to Highway 169. The realignment will also improve freight safety in the area and provides a critical linkage to the larger transportation system. The project is not considered regionally significant.

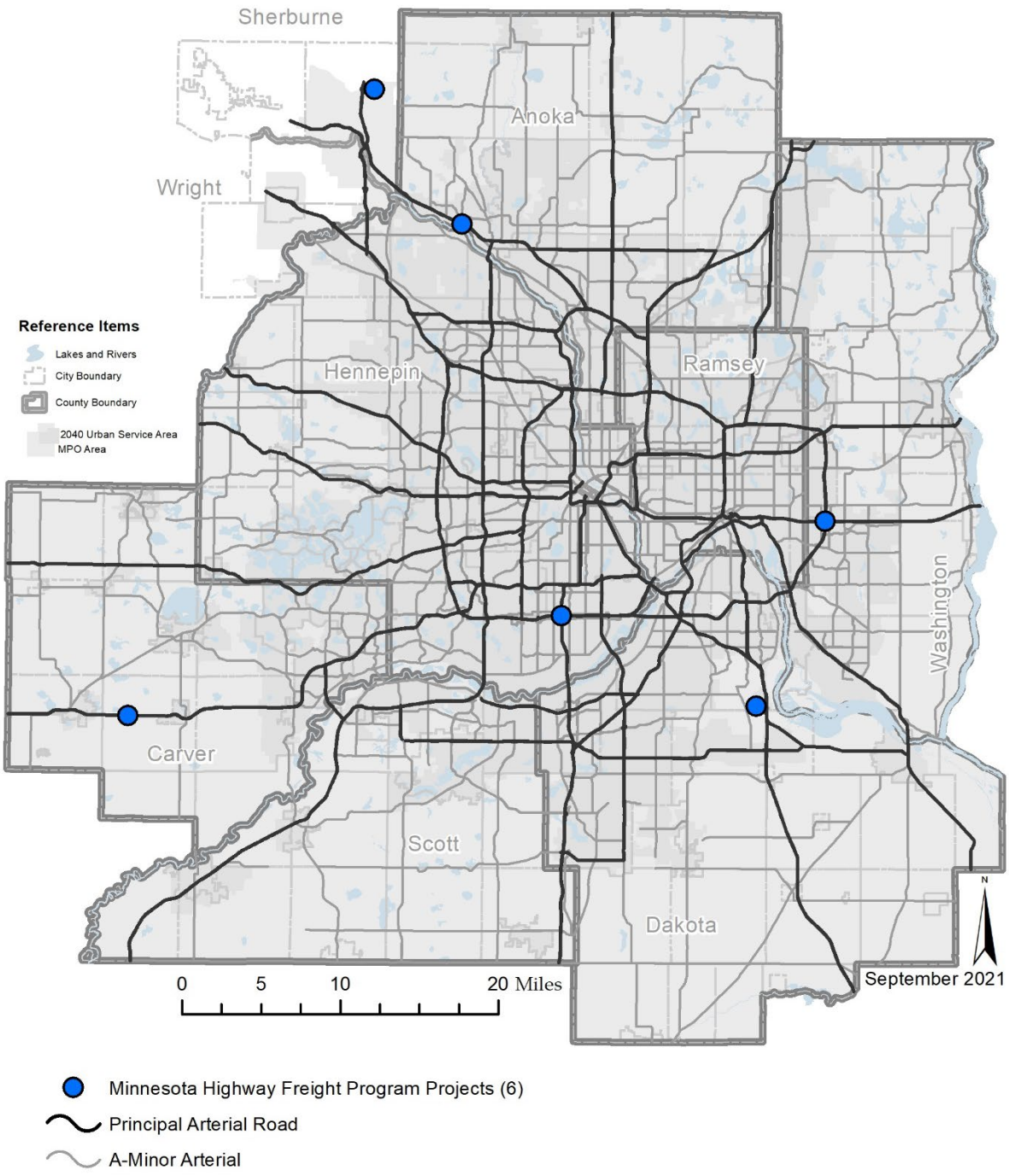
The following project description are added to Chapter 5, Table 5-12: National Highway Freight Program Projects, 2021-2025.

Table 4 – Freight Projects added to the Highway Chapter

Amendment Language	Project	County Location	Grant Amount
Added	117th Ave Reconstruction	Dakota	$8,000,000
Added	I-35W/I-494 Interchange Improvements	Hennepin	$11,100,000
Added	US 212 Rural Freight Safety Project	Carver	$7,500,000
Added	I-94 Eastbound Lane Improvements	Washington	$8,000,000
Added	US 10/169 Ramsey Gateway Project	Anoka	$10,000,000
Added	Sherburne Co 33 Reconstruction	Sherburne	$2,500,000

The following map will add the six freight projects and replace Figure 5-16

Figure 3 – National Highway Freight Program Projects



The region's MPO and MnDOT are responsible for identifying Critical Urban Freight Corridors and Critical Rural Freight Corridors. Projects selected with the federal freight funds must be on one of these two corridor designations. These corridors have also been approved by FHWA and are also identified

within MnDOT's Statewide Freight System and Investment Plan. As such, the following additions are proposed for Table 8-2 of the TPP.

Table 5 – Critical Urban Freight Corridors

Agency	Highway	From	To	Length (MI)
MnDOT Metro District	US Highway 10	0.6 miles W of Ramsey Blvd	0.5 Miles west of Thurston Ave	3.00
City of Inver Grove Heights	117th Street	CR 71 (Rich Valley Blvd)	US52 Interchange	1.20
Sherburne County	CSAH 33	Auburn St	CSAH 13/CR 34/Twin Lake Rd NW	1.70

Table 6 – Critical Rural Freight Corridors

Agency	Highway	From	To	Length (MI)
MnDOT Metro District	US Highway 169	Chestnut Boulevard	South Meridian Street	15.2

Figure 8-3 is also proposed to be updated to reflect both the revised Critical Urban and Rural Freight Corridors, along with the six new freight projects:

Figure 4 – National Highway Freight Network in the Twin Cities Region

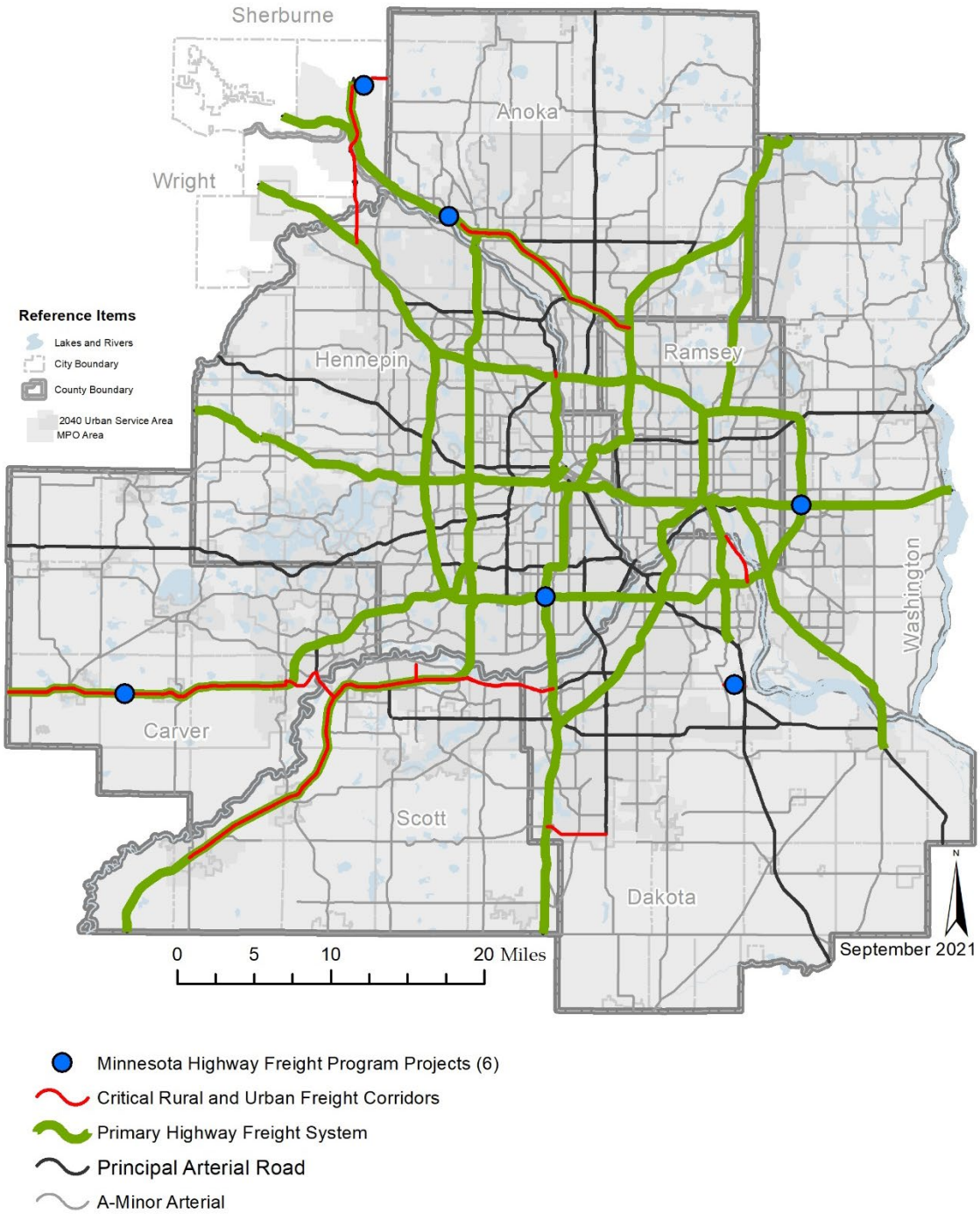


Table 6 includes project details for highway investments added to the Current Revenue Scenario and the long-range capital project list (Appendix C).

Table 7 – Projects added to the Appendix C: Long-Range Highway Project List

Highway Investment Category	Route	Project Description	Estimated Cost (Year of Expenditure)	Timeframe
Strategic Capacity	MN 212	Converts MN 212 from a two-lane roadway to a four-lane roadway from Norwood Young America to Cologne.	$60 million	2024
Strategic Capacity	I-94	The improvement adds a lane in the eastbound direction of I-94 from the system interchange at I-94/494/694 to Woodbury Drive.	$8 million	2023
Strategic Capacity	MN 10 / US 169	The project converts two traffic signals (at Ramsey Boulevard and Sunfish Lake Boulevard) to interchanges and bridges over the BNSF mainline at both intersections.	$138 million	2023

I-94 Rondo Lid: There is discussion (copied below) on page 5.41 of the Highway Investment Plan related to the I-94 corridor between downtown Minneapolis and downtown Saint Paul. Since the 2020 adoption of the TPP, design funding was provided by the state to further analyze a potential land bridge over I-94. If construction funding would be realized, then this would be a major investment in the I-94 corridor. The TPP will be updated in the future as master planning work continues and if funding is secured.

"The first Tier 1 priority corridor is the addition of E-ZPass lanes on I-94 between downtown Minneapolis and downtown Saint Paul. As of the date of this publication, $100 million has been allocated to the project. This corridor is also scheduled for major preservation work. The current Rethinking I-94 Study will evaluate mobility options along I-94 from MN 55 (Hiawatha Avenue) to Marion Street, although developed solutions may extend beyond these limits. Alternatives beyond E-ZPass are still being considered."

The following addition should occur to the paragraph shown above:

"During the 2021 Minnesota State Legislation session, the state appropriated $6.2M to create a master plan for a potential Rondo land bridge over I-94. The land bridge is being considered near Victoria Street in Saint Paul. Once the master planning process concludes, preliminary and final project engineering will occur."

Impacts to the Plan

Transportation Finance

The adoption of the arterial bus rapid transit projects impacts the Current Revenue Scenario capital and operations portions of the "Transit – Transitway System" section in Chapter 4: Transportation Finance.

Beginning with the 2020 Regional Solicitation, the Metropolitan Council has set aside $25 million per cycle to help fund one arterial bus rapid transit line per cycle (every two years). Under the previous Regional Solicitation structure, arterial bus rapid transit projects were the top-scoring projects in the Transit Expansion and Transit Modernization categories. To ensure a more consistent funding source for these projects, the $25 million set aside of Regional Solicitation funds was adopted by the Transportation Advisory Board and the Council. The funding of the METRO G Line assumes that this $25 million set aside from the Regional Solicitation for arterial bus rapid transit projects will continue into the future.

This amendment also assumes that the METRO G Line will receive capital funding through state general obligation bonds based on experience with previous arterial bus rapid transit lines. The last two legislative budget cycles have seen the Legislature authorizing bonding measures to complete funding for arterial bus rapid transit lines; In 2020 the Legislature authorized $55 million to complete funding for METRO B and D lines and in 2021 the Legislature authorized $57.5 million for the arterial bus rapid transit program, namely the E and F lines. With this support shown for previous arterial bus rapid transit lines, it is assumed that the state would contribute a similar level of support to complete the funding of the METRO G Line.

Table 8 – Current Revenue Scenario Arterial BRT Capital Funding Sources through 2040 (in Millions)

Funding Source	B Line	E Line	F Line	G Line	Relationship to Funding Assumed in Existing TPP
Federal - Regional Solicitation	$14.00	$13.00	$25.00	$25.00	Allocated from existing source
Federal Transit	$14.80	$1.20		$4.96	Allocated from existing source
Regional Transit Capital – Property Tax	$1.30	$5.10	$0.30	$1.44	Allocated from existing source
State General Fund Appropriation	-	$40.70	$17.50	-	New funding assumed
State General Obligation Bonds	$35.00	-	$37.00	$52.50	New funding assumed
Total Capital Costs	**$65.10**	**$60.00**	**$79.80**	**$83.60**	

Table 9 – Current Revenue Scenario Arterial BRT Operating Funding Sources through 2040 (in Millions)

Funding Source	B Line	E Line	F Line	G Line	Relationship to Funding Assumed in Existing TPP
Fare Revenue – Existing Service	$62.55	$62.45	$48.40	$51.45	Allocated from existing source
Fare Revenue – Expanded Service	$19.65	$29.65	$31.45	$63.90	New funding assumed
Existing Motor Vehicle Sales Tax	$187.75	$187.50	$144.85	$153.90	Allocated from existing source
State General Fund Appropriation	$58.95	$89.05	$94.40	$191.70	New funding assumed
Total Operating Costs	**$328.90**	**$368.65**	**$319.10**	**$460.95**	

The freight project additions do not reflect a change in overall regional revenues since the TPP already assumed that the federal freight funding would continue into the future. These assumptions are documented in Chapter 4: Transportation Finance on Page 4.6.

Environment and Air Quality

Three of the six freight projects should be added to the list of regionally significant projects described in Appendix E: Additional Air Quality Information. These projects are the Carver Highway 212 Rural Freight Safety Project, Highway 10/169 Ramsey Gateway Project, and I-94 Eastbound Lane Improvement Project. They should be included under Horizon Year 2030: Strategic Capacity Enhancements project. The projects are not located with the Particulate Material (PM10) maintenance area. The Plan is subject to Clean Air Act Conformity determination.

Clean Air Act Conformity Determination

The Minneapolis-Saint Paul region is within an Environmental Protection Agency (EPA)- designated limited maintenance area for carbon monoxide (CO). A map of this area, which for air quality conformity analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is included in Appendix E of the 2040 Transportation Policy Plan. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the National Ambient Air Quality Standards (NAAQS) were introduced but were subsequently brought under control. A second 10-year maintenance plan was approved by EPA on November 8, 2010, as a “limited-maintenance plan.” Every Transportation Policy Plan or Transportation Improvement Program (TIP) approved by the Council must be analyzed using specific criteria and procedures defined in the Federal Transportation Conformity Rule to verify that it does not result in emissions exceeding this current regional CO budget.

The analysis described in Appendix E has resulted in a Conformity Determination that the projects included in the 2040 Transportation Policy Plan, as amended, meet all relevant regional emissions analysis and budget tests. The 2040 Transportation Policy Plan, as amended, conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Emission Test

On December 5, 2019, EPA provided guidance to FHWA, MnDOT, and the Council on transportation conformity determinations for PM10. In this guidance, EPA determined that there is no requirement to project emissions over the maintenance period and that no regional modeling analysis is required; however, federally funded projects are still subject to "hot spot" analysis requirements. The maintenance plan adopted in 2002 determines that the level of PM10 emissions and resulting ambient concentrations continue to demonstrate attainment of the PM10 NAAQS in the maintenance area.

Transportation Control Measures

Pursuant to the Conformity Rule, the Council certifies that the 2040 Transportation Policy Plan as amended conforms to the State Improvement Plan and does not conflict with its implementation. All Transportation System Management (TSM) strategies that were the adopted Transportation Control Measures (TCM) for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCMs, nor any fully funded non-regulatory TCMs that will be implemented during the programming period of the TIP. There are no prior TCMs that were adopted since November 15, 1990, nor any prior TCMs that have been amended since that date. Details on the status of adopted Transportation Control Measures can be found in Appendix E of the 2040 TPP.

See the attached letter describing the Minnesota Pollution Control Agency's review of the amendment's Air Quality Conformity determination.

Equity and Environmental Justice

To quantify the effects of amending these projects into the Current Revenue Scenario of the Transportation Policy Plan, the highway and transit accessibility analysis was redone using the regional model for employment and community resources.

The number of jobs reachable within 20 minutes from home by each household in the region was calculated by the regional model, and this was aggregated across the region for the general population and for people of color. While the overall population of color is projected to increase from 24% to 39% by 2040 and the distribution will change as well, data limitations required that this analysis be performed assuming existing distributions of population by race/ethnicity. Low-income households will be included in future analysis due to current technical challenges with the model.

To examine accessibility to jobs and other community amenities, such as colleges and universities, hospitals, shopping centers, and libraries, the number of each type of destination within 20-minute

access by driving or by riding transit was totaled. The total number was multiplied by the number of people of color within each Transportation Analysis Zone (TAZ) and totaled for all TAZs, then divided by the total number of people of color within the region. This provides a weighted average across the region of the number of amenities that can be reached within 20 minutes. The same methodology was used for total population within the region as a comparison. Accessibility was compared between the no build scenario, which is the existing transportation system with future populations, and the current revenue scenario, which is fiscally constrained.

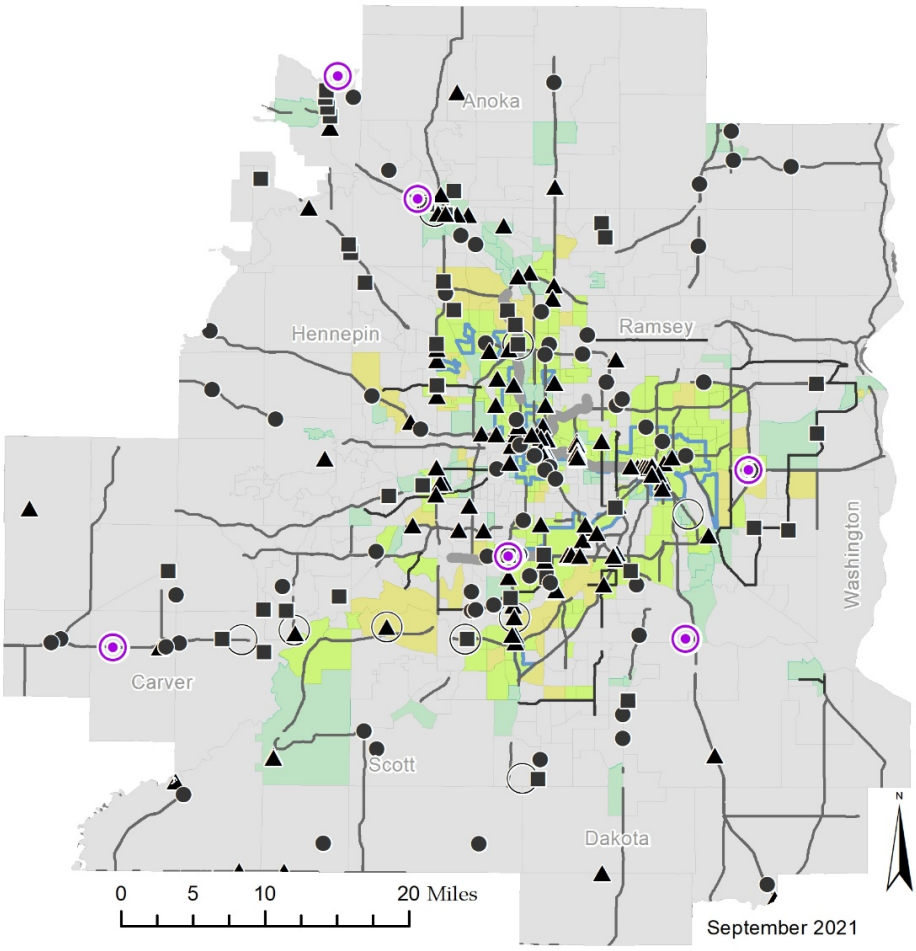
Results for this analysis are being reviewed and will be included in this document as soon as they are available.

Table 10 – Updated Accessibility Changes with 2040 Highway and Transit Investments (Current Revenue Scenario Compared to No Build)

	People of Color	Total Population
Total Jobs		
Drive	TBD	TBD
Transit	TBD	TBD
Retail Jobs/Shopping Opportunities		
Drive	TBD	TBD
Transit	TBD	TBD
Colleges & Universities		
Drive	TBD	TBD
Transit	TBD	TBD
Hospitals		
Drive	TBD	TBD
Transit	TBD	TBD
Shopping Centers		
Drive	TBD	TBD
Transit	TBD	TBD
Libraries		
Drive	TBD	TBD
Transit	TBD	TBD

The following two updated figures identify the Census tracts with populations of color and low-income residents above regional averages in the Twin Cities region along with the highway and transit projects in the Current Revenue Scenario. Analysis of the location of projects relative to historically underrepresented communities, as well as the location of their positive benefits and negative impacts is also recommended at the local and project level.

Figure 5: Population and 2040 Highway Investments (Current Revenue Scenario)



Current Revenue Highway Projects
see Figure 5-8

- Mobility Projects
- Preservation Projects
- MnDOT Tier 1 MnPASS
- Pavement
- Safety
- Freight
- Amended Freight Projects 2021

People in Poverty

- Areas of Concentrated Poverty (40% or more in poverty)

Regional Percentage by Tract

- Both Poverty + Pop. of Color Below Regional %
- Both Poverty + Pop. of Color Above Regional %
- Pop. of Color Above Regional %
- Individual Poverty Above Regional %

People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional percentages at either level.

100% poverty regional percentage is 9.3%
185% poverty regional percentage is 20.0%

Population of Color

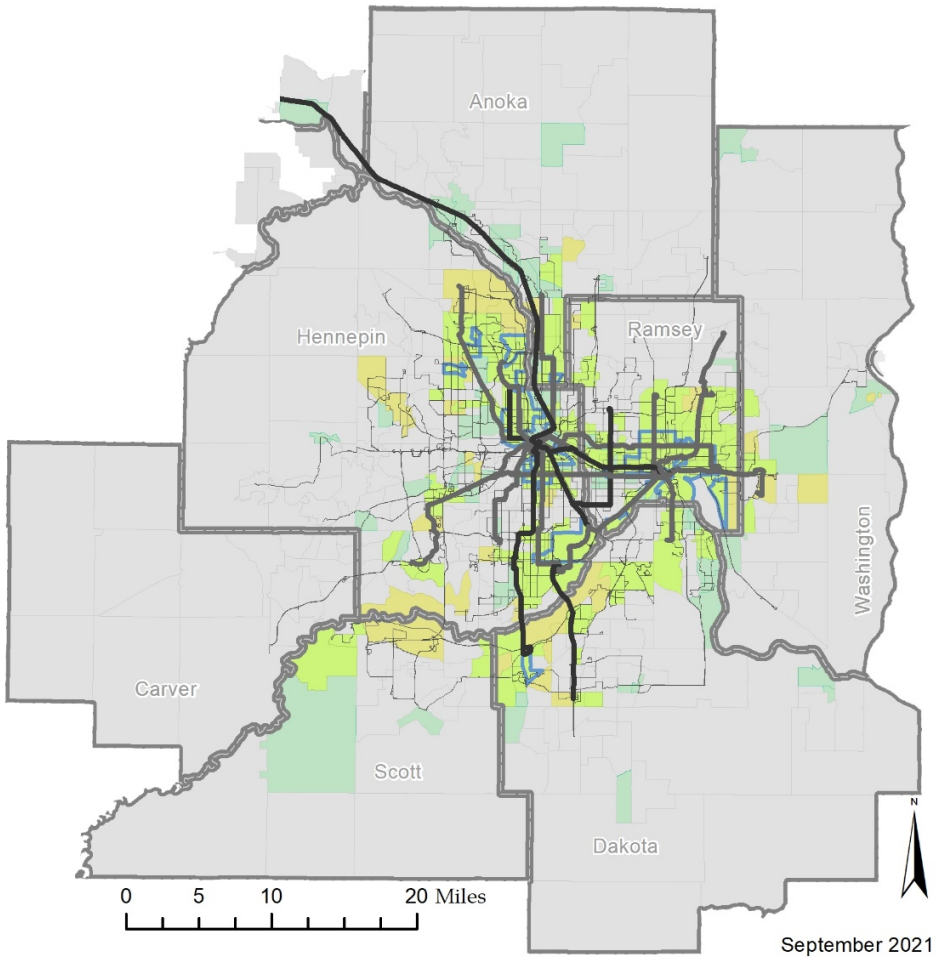
Population of Color is defined as all persons not classified as White, Non-Latino

Regional percentage is 26.3% People of Color

Tracts are marked above (higher than 26.3%) or below (less than 26.3%) the regional percentage

Data Source: 2014-2018 ACS by Tract

Figure 6 – Population and 2040 Transit Investments (Current Revenue Scenario)



Existing Transitways

Funded Expansion Transitways

Existing Bus Routes

People in Poverty

Areas of Concentrated Poverty (40% or more in poverty)

Regional Percentage by Tract

Both Poverty + Pop. of Color Below Regional %

Both Poverty + Pop. of Color Above Regional %

Pop. of Color Above Regional %

Individual Poverty Above Regional %

People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional percentages at either level.

100% poverty regional percentage is 9.3%
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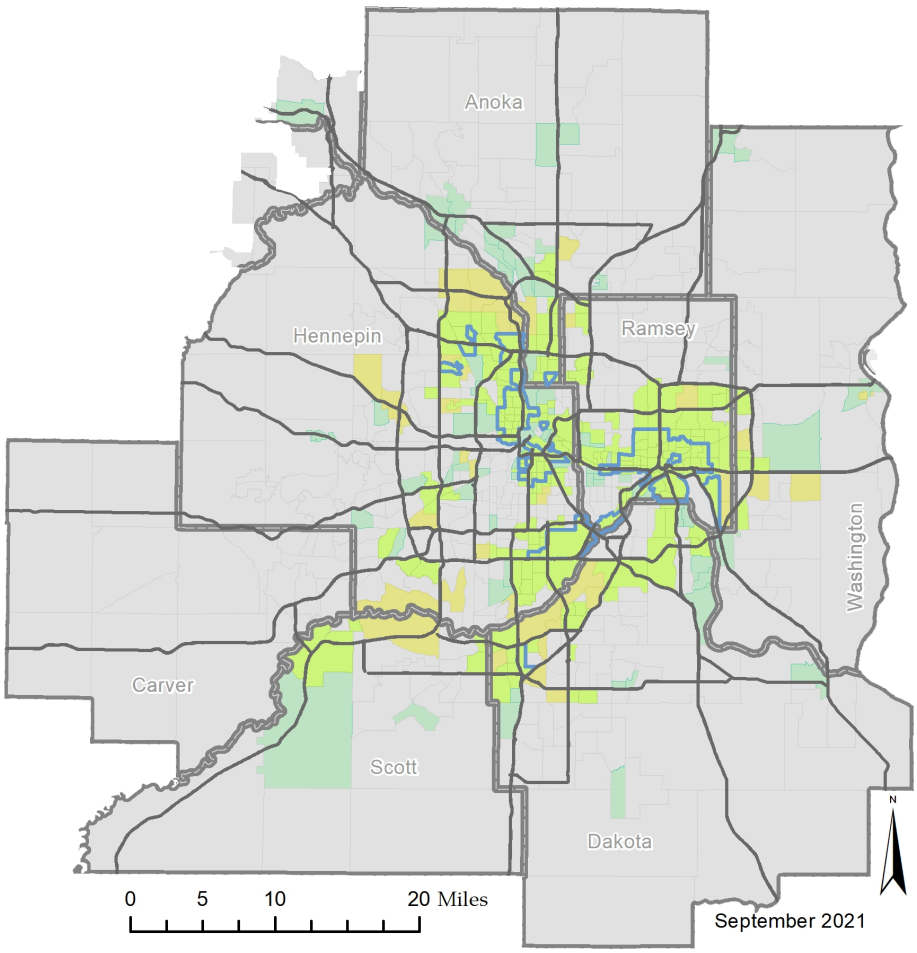
Regional percentage is 26.3% People of Color

Tracts are marked above (higher than 26.3%) or below (less than 26.3%) the regional percentage

Data Source: 2014-2018 ACS by Tract

The following updated figures identify the Census tracts with populations of color and low-income residents above regional averages in relation to the existing highway and transit systems and bicycle system investments in the plan.

Figure 7 – Population and Existing Highway System



Principal Arterial Highways

People in Poverty

Areas of Concentrated Poverty (40% or more in poverty)

Regional Percentage by Tract

- Both Poverty + Pop. of Color Below Regional %
- Both Poverty + Pop. of Color Above Regional %
- Pop. of Color Above Regional %
- Individual Poverty Above Regional %

People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional percentages at either level.

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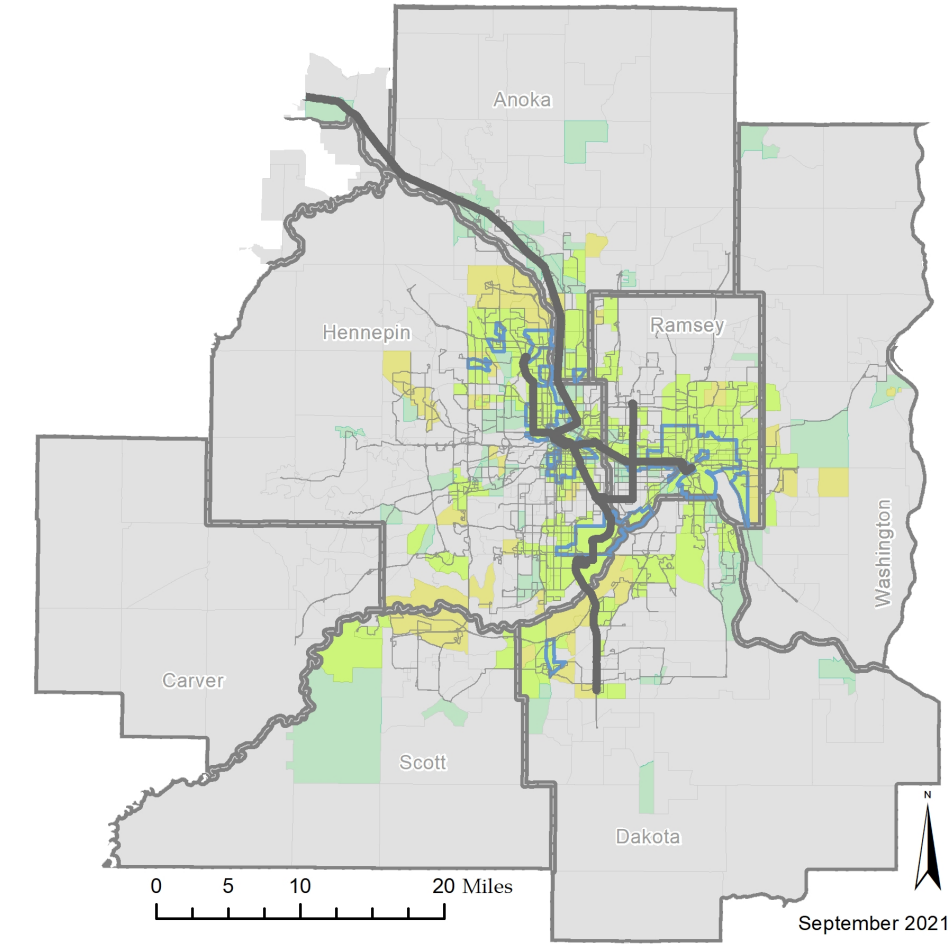
Regional percentage is 26.3% People of Color

Tracts are marked above (higher than 26.3%) or below (less than 26.3%) the regional percentage

Data Source: 2014-2018 ACS by Tract

Figure 8 – Population and Existing Transit System



Existing Transitways

Transit Routes

People in Poverty

Areas of Concentrated Poverty (40% or more in poverty)

Regional Percentage by Tract

Both Poverty + Pop. of Color Below Regional %

Both Poverty + Pop. of Color Above Regional %

Pop. of Color Above Regional %

Individual Poverty Above Regional %

People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional percentages at either level.

100% poverty regional percentage is 9.3%
185% poverty regional percentage is 20.0%

Population of Color

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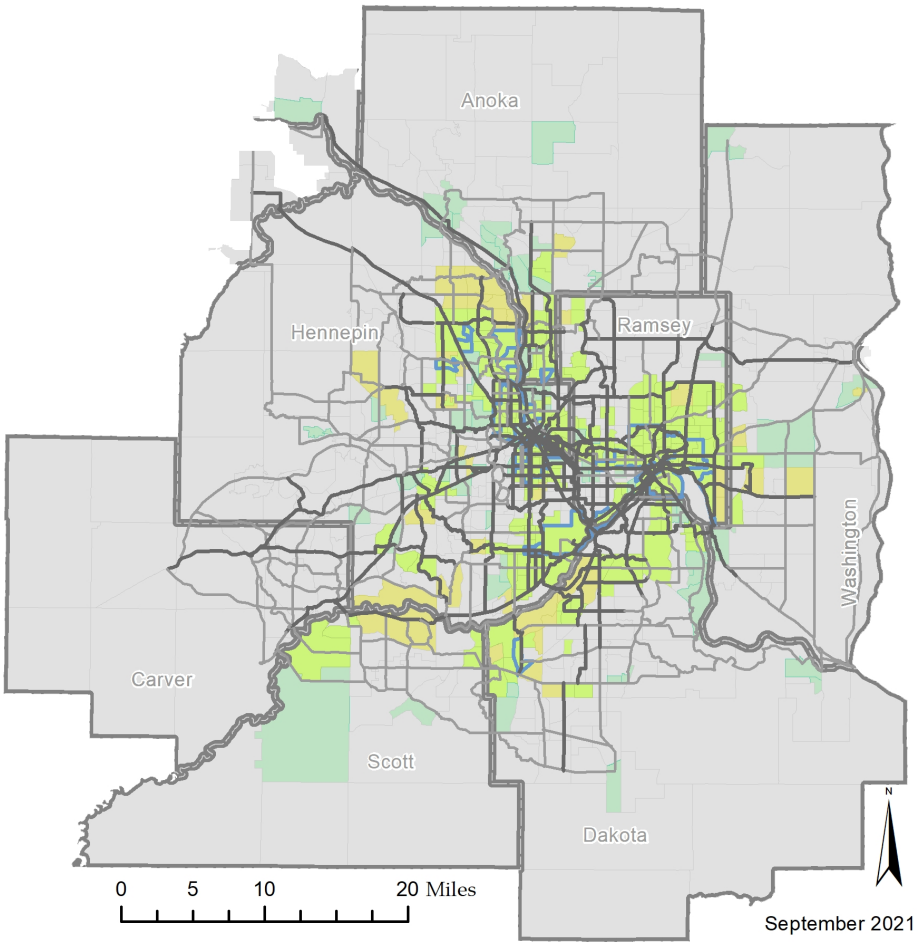
Regional percentage is 26.3% People of Color

Tracts are marked above (higher than 26.3%) or below (less than 26.3%) the regional percentage

Data Source: 2014-2018 ACS by Tract

Figure 9 – Population and Regional Priority Corridors for Bicycle Infrastructure



Regional Bicycle Transportation Network (RBTN)

Tier 1: Priority Alignments & Corridors

Tier 2: Alignments & Corridors

People in Poverty

Areas of Concentrated Poverty (40% or more in poverty)

Regional Percentage by Tract

Both Poverty + Pop. of Color Below Regional %

Both Poverty + Pop. of Color Above Regional %

Pop. of Color Above Regional %

Individual Poverty Above Regional %

People in Poverty

The census defines individual poverty at two levels, 100% of poverty and 185% of poverty. This map highlights census tracts with higher than regional percentages at either level.

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Population of Color

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Regional percentage is 26.3% People of Color

Tracts are marked above (higher than 26.3%) or below (less than 26.3%) the regional percentage

Data Source: 2014-2018 ACS by Tract

Performance Outcomes

This section will include a table comparing the impact of the amendment on the long-range performance outcomes for the Current and Increased Revenue Scenarios. The table will list the performance outcomes that are affected.

The Council is still in the process of validating the modeled outcomes of the amendment. The modeled outcomes will be included when available, and prior to official adoption of the Council.

ACTION TRANSMITTAL 2021-45

DATE:	October 8, 2021
TO:	Planning Committee
PREPARED BY:	Daniel Pena, Planner (Daniel.Pena@metc.state.mn.us)
	Joe Barbeau, Senior Planner (Joe.Barbeau@metc.state.mn.us)
SUBJECT:	Regional Transit Safety Performance Measures
REQUESTED ACTION:	Adoption of the Regional Transit Safety Performance Targets and Approval of an Amendment to the 2022-2025 TIP to Incorporate the Targets
RECOMMENDED MOTION:	That the TAC Planning Committee recommend adoption of the Regional Transit Safety performance targets and approval of an amendment to the 2022-2025 TIP to incorporate the targets.

BACKGROUND AND PURPOSE OF ACTION: Pursuant to 23 CFR 490, all Metropolitan Planning Organizations (MPOs) must set and adopt system performance targets in order to monitor progress. As part of this suite of federally required transportation performance measures, the MPO is required to set regional transit safety performance targets. The purpose of this action is to adopt regional transit safety performance targets for the MPO Planning Area. Additionally, per federal law, the Council is required to include the adopted transit safety performance targets into the 2022-2025 TIP.

The proposed targets were prepared in coordination with all regional transit service providers that are federally required to develop Public Transportation Agency Safety Plans. In coordinating the adoption of the regional transit safety measures, Metropolitan Council staff met with staff from each of the affected transit service providers and shared the proposed performance targets with the regional Transit Planning Working Group. The providers preferred that the regional safety performance targets reflect those adopted by the individual provider. As such, and as shown in the attachment, staff is recommending the following methodology for adoption of the safety performance targets:

- Adopt the transit safety performance targets of Metro Transit, Metropolitan Transportation Services Contracted Services, Southwest Transit, and the Minnesota Valley Transit Authority for Bus, Light Rail, Dial-A-Ride, and Vanpool as the regional transit safety performance targets of the Metropolitan Council.

All targets were developed by each transit service provider as required by the Federal Transit Administration. Each agency's safety performance targets were developed using methodologies reflecting the operating environment and investments unique to each service provider and were approved by their respective governing boards.

Once adopted, transit safety performance targets of the region will be integrated into regional transportation policy and planning documents including, but not limited to, the

Transportation Policy Plan (TPP). This action will incorporate the targets into the 2022-2025 Transportation Improvement Program (TIP).

RELATIONSHIP TO REGIONAL POLICY: The current 2040 Transportation Policy Plan includes a listing of performance measures used to monitor and assess system performance. These performance measures support the six over-arching transportation system goals of the TPP. The proposed performance measures and targets directly support the goals of the TPP and fulfill the federal requirements of an MPO.

Federal law requires that all transportation projects what will be funded with federal funds must be in an approved TIP. Further, federal law requires performance-based planning related to safety, pavement, bridge, reliability, freight, congestion management/air quality, and transit asset and safety.

STAFF ANALYSIS: The safety performance targets of each transit service provider reflects the operating contexts and investments unique to each provider. The methodologies that each provider used to arrive at their safety performance targets were vetted by each agency's respective governing boards ensuring regional buy-in for those affected by these performance metrics. Should these metrics be adopted they will fulfill the Metropolitan Council's federal requirements as Metropolitan Planning Organization to have regional transit safety performance targets adopted and will be incorporated in our regional transportation planning policies and documents, including but not limited to the Transportation Policy Plan and the Transportation Improvement Program.

The amendment to the TIP is a text change that does not directly impact any individual project. The amendment enables the TIP to be compliant with federal regulations and to remain flexible when amendments are needed to individual projects. The amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/ COMPLETED
TAC Planning	Review & Recommend	October 14, 2021
Technical Advisory Committee	Review & Recommend	November 3, 2021
Transportation Advisory Board	Review & Recommend	November 17, 2021
Metropolitan Council Transportation Committee	Review & Recommend	November 22,2021
Metropolitan Council	Review & Adopt	December 8, 2021

Technical Memorandum

DATE: October 8th, 2021

TO: Technical Advisory Committee Planning Committee

FROM: Daniel Peña, Planner, Multimodal Planning, Metropolitan Transportation Services

SUBJECT: Regional Transit Safety Performance Targets

Transit Safety Performance Overview

The Moving Ahead for Progress in the 21st Century Act (MAP-21), created the Public Transportation Agency Safety Program. This program resulted in several new Federal Transit Administration (FTA) rulemakings:

- Transit Asset Management (TAM) (Title 49, Part 625, Code of Federal Regulations [CFR])
- Public Transportation Safety Program (49 CFR Part 670)
- Public Transportation Safety Certification Training Program (49 CFR Part 672)
- Public Transportation Agency Safety Plan (49 CFR Part 673)
- State Safety Oversight (49 CFR Part 674)

Of these, the Public Transportation Agency Safety Plan (PTASP) rule requires that transit providers, MPOs and states develop targets for established safety measures. The PTASP rule was finalized in 2018 and requires certain public transit operators that receive federal funds from FTA's Urbanized Area Formula Grants or that operate rail system subject to FTA's State Safety Oversight Program to develop agency safety plan's (ASP). In the Minneapolis-Saint Paul metropolitan area, the agencies that were required to develop ASPs were Metro Transit, Metropolitan Council Metropolitan Transportation Services (MTS) contracted services, the Minnesota Valley Transit Authority (MVTA) and Southwest Transit.

Safety Performance Measures and Targets

Measures Overview

In order to reflect the broad and varied nature of public transportation, the FTA has identified standard Safety Performance Measures that can be applied to all modes of public transportation and are based on data currently submitted to the National Transit Database.

As part of transit provider ASPs, the FTA requires transit providers to establish, by mode, safety performance targets in four Safety Performance Measure categories.

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Safety Performance Measure Category	Safety Performance Measure
Fatalities	Total number of reportable fatalities
Fatalities	Fatality rate per total vehicle revenue miles
Injuries	Total number of reportable injuries
Injuries	Injury rate per total vehicle revenue miles
Safety Events	Total number of reportable safety events
Safety Events	Rate of safety events per total vehicle revenue miles
System Reliability	Mean distance between major mechanical failures

The FTA provides the following definitions for safety performance measures in the National Transit Database:

- **Reportable fatalities:** These are fatalities reported to the NTD (deaths confirmed within 30 days) excluding deaths in or on transit property that are a result of illness or other natural causes. These include deaths due to collision, derailment, fire, hazardous material spill, acts of God, system or personal security event, or other safety event.
- **Reportable injuries:** These include instances of damage or harm to persons that require immediate medical attention away from the scene because of a reportable transit safety event. Serious, injuries which are defined based on severity, are always reportable, even if a person was not immediately transported from the scene for medical attention. This excludes injuries from assaults and other crimes.
- **Reportable safety events:** These include incidents (including accidents and derailments) meeting NTD major reporting thresholds for transit rail, bus and paratransit. These events may occur on transit right-of-way or infrastructure, or at a transit revenue facility, maintenance facility, or rail yard. They may take place during a transit-related maintenance activity or otherwise involve a transit revenue vehicle. Examples of these events include:
    - Collisions
    - Fires
    - Derailments (mainline and yard), including non-revenue vehicles
    - Hazardous materials spills
    - Acts of God[1]

[1] FTA. *National Transit Database Safety and Security Policy Manual*. January 2020. Accessed March 29, 2021 at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/146986/2020-ntd-safety-and-security-policy-manual.pdf, pg. 18.

- **Major mechanical failures:** The NTD defines major mechanical failures as “a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns. Examples of major mechanical failures include breakdowns of brakes, doors, engine cooling systems, steering, axles and suspension.

Targets Overview

The Federal Transit Administration has requirements and provides some guidance for transit providers in setting their Safety Performance Targets (SPTs). Transit agencies are required to set SPTs by mode. Agencies are allowed to set targets for mode categories as broad as “fixed-route bus”, “non-fixed-route bus”, and “rail” when setting SPTs. Each of these mode categories corresponds to the variety of modes reported to the NTD.

Transit agencies are required to set targets for total number of incidents and rates of incidents. When establishing SPTs for total numbers of incidents, transit providers may consider the total number of incidents they expect to experience per year as they define it. They may choose calendar, fiscal or NTD reporting year. When defining rates for SPTs, agencies may base rates on per vehicle revenue mile, or any multiple thereof, such as per 100,000 or million vehicle revenue miles.

When establishing SPTs, transit providers may choose to set aspirational SPTs or targets that represent improvement over current safety performance levels, among other options. To the extent possible, the FTA recommends that transit providers set realistic SPTs that consider relevant safety goals and objectives. While transit providers may select SPTs that reflect an improvement in safety performance, they do not necessarily have to do so and could focus on maintaining current safety performance.

Transit providers are not required to report their SPTs to the FTA at this time, however, the FTA will ensure that transit agencies comply with the PTASP regulation by reviewing safety plans through the existing Triennial Reviews and State Management Reviews. The FTA has not established and does not impose penalties for transit providers that do not meet the SPTs they set.

MPO Responsibilities

The PTASP rule requires that transit provider make their SPTs available to states and MPOs. These providers must also coordinate with states and MPOs as the MPO sets the regional transit safety performance targets. MPOs must incorporate regional transit SPTs into their planning process and documents, as is required for targets for all federal performance areas. In general, the Metropolitan Council can consider how the projects and programs it selects to receive federal funding improve transit safety outcomes. The Metropolitan Council would also have to incorporate regional transit safety performance targets into the Transportation Policy Plan. The Metropolitan Council would also have to incorporate the regional TSPs into the Transportation Improvement Program and “to the maximum extent practicable, provide a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan”, with the intent of linking investment priorities to regional transit safety performance targets.

Regional Transit Agency Safety Targets

Metro Transit

Metro Transit monitor performance and sets federally required targets for rail and fixed-route bus service. The Strategic Initiatives department of Metro Transit works with data collected from many sources to identify significant risk factors and trends in accidents and injuries, leading to informed recommendations for accident reduction programs and more efficient use of limited resources

Table 1 - Metro Transit Bus and Light Rail Safety Performance Targets

Performance Target	Bus	Light Rail
Collisions	3.8 per 100k Vehicle Miles	0.6 per 100k Vehicle Miles
Annual Fatalities from Vehicle Operations	0 per 100k Vehicle Miles	0 per 100k Vehicle Miles
Annual Injuries from Vehicle Operations	175 per Calendar Year	145 per Calendar Year
System Reliability – Vehicle mean distance between failures (MDBF)	7,731 miles MDBF	25,000 miles MDBF

Metropolitan Transportation Services Contracted Services

The Metropolitan Council's Metropolitan Transportation Services Contracted Services arrived at their transit safety performance targets in the development of their Agency Safety Plan. Safety performance targets are based on past performance of each mode that MTS Contracted Service operates.

Table 2 - Metropolitan Transportation Services Fixed-Route, Demand Response, and Vanpool Safety Performance Targets

Performance Target	Fixed-Route	Demand Response	Vanpool
Estimated Annual Vehicle Revenue Miles (VRM) (2021)	3,400,000	26,000,000	895,000
Annual Fatalities	0	0	0
Fatalities per 100k VRM	0	0	0
Annual Injuries	3	50	0
Injuries per 100k VRM	0.097	0.19	0
Annual Safety Events	50	45	0
Safety Events per 100k VRM	1.47	0.17	0
Annual Major Mechanical Failures	130	450	0
System Reliability – Miles Between Major Mechanical Failures	26,154	57,777	0

Minnesota Valley Transit Authority

MVTA's transit safety performance targets are based on the five-year average of performance metrics submitted to the National Transit Database. Performance metrics that formed the base line for the agency's performance metrics were gathered from annual reports submitted between 2015 and 2019.

Table 3 - Minnesota Valley Transit Authority Transit Safety Performance Targets

Performance Target	Fixed-Route Bus
Fatalities (Total)	0
Fatalities (per 100 thousand VRM)	0
Injuries (total)	8.4
Injuries (per 100 thousand VRM)	0.236
Safety Events (total)	11.6
Safety Events (per 100 thousand VRM)	0.326
System Reliability (VRM/failures)	9.000

Southwest Transit

Southwest Transit's transit safety performance targets are based on the five-year average of performance metrics submitted to the National Transit Database. Performance metrics that formed the base line for the agency's performance metrics were gathered from annual reports submitted between 2015 and 2019.

Table 4 - Southwest Transit Fixed-Route and Demand Response Safety Performance Targets

Performance Target	Fixed-Route	Demand Response
Annual Fatalities	0	0
Fatalities per 100k VRM	0	0
Annual Injuries	1	1
Injuries per 100k VRM	1	1
Annual Safety Events	2	1
Safety Events per 100k VRM	1	1
System Reliability (VRM / Failures)	25,000	53,000

Recommended Action and Next Steps

The safety performance targets of each transit service provider reflects the operating contexts and investments unique to each provider. The methodologies that each provider used to arrive at their safety performance targets were vetted by each agency's respective governing boards ensuring regional buy-in for those affected by these performance metrics. It is recommended that the Metropolitan Council adopt each transit providers TSPs as the regional transit safety performance targets. Should these metrics be adopted they will fulfill the Metropolitan Council's federal requirements as Metropolitan Planning Organization to have regional transit safety performance targets adopted and will be incorporated in our regional transportation planning policies and documents, including but not limited to the Transportation Policy Plan and the Transportation Improvement Program.

DATE: October 8, 2021

TO: TAC Planning Committee

FROM: Joe Barbeau , Senior Planner

SUBJECT: Regional Transit Safety Performance Targets – TIP Amendment

Performance Measures in the Transportation Improvement Program (TIP)

Shown below is the Performance Measures section in the 2022-2025 TIP, along with changes reflective of the attached memo provided by Daniel Peña.

3. FEDERAL PERFORMANCE MEASURES AND TARGETS

Pursuant to Title 23, Section 450.326(d) of the Code of Federal Regulations (CFR), the Metropolitan Council is required to incorporate a performance-based planning approach when developing the TIP. This includes an analysis of the anticipated effect the TIP may have towards achieving the performance targets adopted for the Council's MPO planning area. Specifically, the regulation states: *The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.*

This approach was first established in 2012 with the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which established performance-based planning and identified the federal performance measures for safety, pavement and bridge condition, reliability, freight, congestion mitigation and air quality improvement (CMAQ), and transit asset management. Regional ~~T~~transit safety performance ~~measures~~ targets will be adopted by the MPO in 2021 and included in the ~~2023-2026 TIP~~ TIP following that action. The requirements continue through the federal Fixing America's Surface Transportation (FAST) Act, signed into law in 2015. The following are the four broad performance measure categories that must be included in the 2022-2025 TIP:

- Highway Safety Performance Measure (PM1)
- Pavement and Bridge Performance Measure (PM2)
- System Performance Measures and CMAQ (PM3)
- Transit Asset Management (TAM)
- Transit Safety Performance

Highway Safety Performance Measure (PM1)

Council Activities and Progress

The Transportation Policy Plan (TPP), which serves as the MTP for the Council, includes an overarching goal related to safety—the Safety and Security Goal, as well as objectives and strategies (actions) the Council will employ to ensure that the desired safety outcomes are met. In addition, the five federally required safety performance measures and targets are included in the TPP in the Performance Outcomes chapter.

The region has implemented a number of proactive and reactive strategies to improve the safety for users of all modes within the metro area. These include a commitment to aggressively reduce the number of crashes involving fatalities and serious injuries annually, with the ultimate aspirational goal of achieving zero fatalities and serious injuries. Pursuant to federal requirements, the Council must annually adopt safety performance targets for the region. 2021 targets were adopted in coordination

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with the Council's Safety Advisory Work Group. This group, which is comprised of city and county representatives along with MnDOT staff, was formed in 2020 to help guide the region in setting short-term safety targets.

Table 2 shows the adopted targets for 2021.

Table 1: Adopted Safety Targets for 2021

Measure	2021 Target
Number of Traffic Fatalities	106
Fatality Rate (per 100 million VMT)	0.36
Number of Serious Injuries	738
Serious Injury Rate (per 100 million VMT)	2.49
Number of non-motorized fatalities and serious injuries	181

In addition to the TPP, the Council and its regional partners have completed several studies that directly address safety issues and propose strategies to improve safety in the metro area. These studies and plans include the Minnesota Strategic Highway Safety Plan; the Congestion Management and Safety Plan IV; the Principal Arterial Intersection Conversion Study; and applicable modal and county-produced safety plans. In early 2022, the Council will complete a regional Pedestrian Safety Action Plan.

Efforts like Towards Zero Deaths and Vision Zero strive to achieve the long-term goal of eliminating fatalities and serious injuries on the transportation network. The Council supports these goals and will consistently work towards reducing fatalities and serious injuries.

Anticipated Effect of the Safety Performance Measures

The 2022-2025 TIP is anticipated to have a positive effect towards meeting the region's established safety performance targets. The TIP reflects $78.8 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to state and local match funding of $3.4 million and $16.1 million, respectively. These projects address both existing high-incident locations (reactive projects) and the design of newer projects (proactive projects) that pre-emptively address safety in their design. Further, safety is a key scoring criterion for the strategic capacity, spot mobility/safety, roadway reconstruction/modernization, traffic management technology, multiuse trails and bicycle facilities, pedestrian facilities, and Safe Routes to School funding categories in the biennial Regional Solicitation for Transportation Projects. In addition to federal funding sources, the region has used a number of other revenue sources to improve transportation safety in the metro area. Examples include a number of county- and city-funded safety projects as well as MnDOT's CMSP funding set aside each year.

MPO Investment Priorities

The Council has adopted objectives and strategies intended to improve transportation safety. As outlined in the Transportation Policy Plan, a key objective is to reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport.

Specific strategies the Council and its partners will use and implement to meet the safety objective include:

- Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, and operation.
- Regional transportation partners should monitor and routinely analyze safety and security data by mode, severity, and location to identify priorities and progress.

- Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.
- The Metropolitan Council and regional transit providers will provide transit police services and coordinate with public safety agencies to provide a collaborative approach to safety and security.
- Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.
- The Council and its regional transportation partners will work to ensure that police and public safety agency enforcement programs and actions on the region's transportation system do not create or perpetuate racial inequities.

Pavement/Bridge Performance Measures (PM2)

Council Activities and Progress

The Council reviewed and adopted PM2 targets for the first time in early 2021. As an MPO, the Council has the option to either plan and program to support the adopted MnDOT statewide targets or chose to adopt targets specific to the region. Due to the difference in urban and rural areas, the Council chose to adopt metro-specific targets for non-interstate NHS pavement in good and poor condition. Table 3 depicts the existing metro area performance as well as the adopted statewide and regional targets.

Table 2: Existing Conditions and Adopted Condition Targets

Measure	Existing Performance	MnDOT Target	Council Target
Bridges			
1. % of bridges by deck area in good condition	32.7	35%	35%
2. % of bridges by deck area in poor condition	4.8%	4%	4%
Pavement			
1. % of interstate pavement in good condition	58.5%	55%	55%
2. % of interstate pavement in poor condition	1.6%	2%	2%
3. % of non-interstate NHS pavement in good condition	56%	50%	53%
4. % of non-interstate NHS pavement in poor condition	1%	4%	3%

Anticipated Effect of the Pavement/Bridge Performance Measures

The 2022-2025 TIP is anticipated to have a positive effect on the pavement and bridge performance measures, as there are projects programmed specifically for the purpose of improving bridge and pavement conditions. While both interstate and non-interstate NHS pavement conditions within the metro area is performing at a level greater than the targets, resources must be provided to ensure they continue to meet the needs of the region.

Currently, the metro area is not meeting the adopted target for the percent of bridges by deck area in good condition. Moving forward, the Council will continue to monitor bridge deck condition and explore mechanisms to ensure the future targets are met. Projects in the TIP that will help address bridge needs include:

- MN 65 over Mississippi River in Minneapolis (2710-42)
- Kellogg Avenue Bridge in St. Paul (164-158-025)

- Kellogg Avenue / 3rd Street Bridge in St. Paul (164-158-028)
- US 10 in Anoka (0215-76)
- CSAH 158 over CP Railroad in Edina (027-758-006)
- CSAH 9 Bridge replacement in Plymouth (027-609-042)
- Rehabilitation of ten bridges on I-94 and I-35E in St. Paul (6283-247 and 6283-255)
- MN 41 in Chaska (1008-87 and 1008-47A)
- MN 55 and MN 62 in Minneapolis and Inver Grove Heights (1909-99)
- MN 55 in Minneapolis (2724-124)
- US 952A near Downtown Minneapolis (2770-05)
- I-494 Bridge replacement (six bridges) in Bloomington, Richfield, and Edina (2785-424)
- I-494 in Bloomington (2785-433)
- I-94 on Plymouth Avenue in Minneapolis (2781-485)
- MN 55 over Minnesota River (1909-106)
- MN 65 at CSAH 10 in Spring Lake Park (0207-120)
- Shepard Road in St. Paul (164-194-033)
- US 169 in Plymouth (2772-115)
- US 212 in Cologne (1013-101)
- I-494 at Mississippi River in Newport and South St. Paul (8285-109)
- I-94 over St. Croix river (8281-06)
- MN 65 in Ham and East Bethel (0208-165)
- US 169 at 36th Avenue in New Hope and Plymouth (2772-125)
- I-35W in Burnsville (1981-140)
- I-94 in St. Paul (6280-391)
- MN 13 in Burnsville (1901-175)
- MN 13 in Savage (070-596-015, 070-596-015F, 7001-128, 7001-128A, 7001-128R)
- Randolph Ave in St. Paul (164-597-001)
- Pillsbury Avenue South in Minneapolis (141-597-001)
- MN 3 in Farmington (1921-110 and 1921-90)
- US 169 in Brooklyn Park and Maple Grove (2772-124)
- US 169 in Elk River (7106-87)

System Performance Measures and Congestion CMAQ (PM3)

Council Activities and Progress

The Council adopted both the initial system reliability (shown on Table 4) and congestion mitigation and air quality (CMAQ) (Table 5) targets for the region during in early 2021. All of the targets associated with these measures are specific to the metro area.

Because almost all congestion within the State of Minnesota occurs within the Metro Area, the Council adopted targets specific to the region that differed from the state-wide targets. The existing metro area performance for the percent of reliable person-miles traveled on the interstate system is approximately 69.5%. MnDOT established a state-wide target of greater than 80%, which would likely be unattainable within the metro area. Instead, the Council has adopted a target of greater than 70%. This target is appropriate in that it still aspires to be better than current conditions, but better fits the urban context than does the statewide target of 80%.

The Council has also elected to adopt targets that are different than MnDOT's for the truck travel time reliability index measure. This is because truck travel reliability is less in the metro area than in Greater Minnesota as a whole. The adopted MnDOT target truck travel time reliability of less than 1.5 would be very difficult to attain given the increased traffic in the metro area compared to greater Minnesota.

All of the adopted reliability targets aim for improvement over the existing conditions, and as such may be considered aspirational given recent trends. There is, however, no consequence to the Council for not meeting these targets, and the State of Minnesota as a whole is likely to meet their adopted targets. The Council has chosen these targets as a mechanism to aim for improvement in reliability in the immediate future and prioritize highway projects integrated within the TIP thusly.

Table 3: Existing Conditions and Adopted System Reliability Targets

Measure	Existing Performance	MnDOT Target	2022 Target
% of reliable person-miles traveled on the Interstate	69.5%	>80%	>70%
% of reliable person-miles traveled on the non-Interstate NHS	79.6%	>90%	>80%
Truck travel time reliability index	2.32	<1.5	<2.20

Table 4: Existing Conditions and Adopted CMAQ Targets

Measure	Existing Performance	Adopted Target
On-road mobile source emissions – sum of emissions reductions of pollutants, in kilograms per day, for all projects funded with CMAQ funds	2,648	2,647
% of non-single occupancy vehicles	23.9%	25%
Peak hour excessive delay – annual hours of delay per capita (delay is travel at less than 20 MPH or 60% of the posted speed	8.5	8.5

Anticipated Effect of the System Reliability and Congestion Reduction Performance Measures
In total, there is over $130 million in CMAQ funding programmed for projects in the 2022-2025 TIP. The net benefit these projects are meant to help achieve, as shown in Table 5, is a reduction of approximately 2,647 kg/day of mobile source pollution. The CMAQ projects include the purchase of a number of transit vehicles; activities to market and incentive the use of carpools, vanpools, and ride matching programs; and projects aimed at retiming and optimizing traffic signal coordination.

The 2022-2025 TIP also includes projects that are anticipated to have a positive effect on mobility and system reliability. This includes a number of spot mobility enhancements as well as large set-asides for future mobility projects. Two examples include construction of a reduced conflict intersection in at US 212 and CSAH 51 in Carver County (010-596-013) and construction of a roundabout at CSAH 11 and Burnsville Parkway in Burnsville (019-611-013).

Transit Asset Management (TAM) Performance Targets

Transit asset management (TAM), a best practice and a requirement under federal law, is a business model that prioritizes funding decisions based on the condition of transit assets. Transit providers are required to assess, track, and report on their assets to FTA, and develop annual targets for asset management to ensure a state of good repair. Transit providers also develop transit asset management plans that document the implementation actions for asset management within their transit systems. TAM plans must be coordinated with the Council, which is the region's MPO. The four FTA-required performance measures for transit asset management are:

- Rolling stock (buses and train used for serving customers): The percentage of revenue vehicles (by type) that exceed the useful life benchmark.
- Equipment (vehicles used in a support role): The percentage of non-revenue service vehicles (by type) that exceed the useful life benchmark.
- Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
- Infrastructure: The percentage of rail track segments (by mode) that have performance restrictions. Track segments are measured to the nearest one-hundredth of a mile.

The region's transit operators established regional performance targets in 2018 and will use them through 2022.Table 6 summarizes the adopted targets:

Table 5: Adopted Transit Asset Management Targets

Measure	Target
Rolling Stock: % exceeding useful life	
Articulated Bus	8%
Over-the-Road Bus	0%
Bus	2.4%
Cutaway	14%
Light Rail Vehicle	0%
Commuter Rail Locomotive	0%
Commuter Rail Passenger Coach	0%
Equipment: % exceeding useful life	
Automobiles	42%
Trucks/other Rubber Tire Vehicles	38%
Facility: % rated below 3 on condition scale	
Passenger/Parking Facilities	0%
Administrative/Maintenance Facilities	0%
Infrastructure: % of track with performance restrictions	
Light Rail	1%

Transit Investment Priorities

The Council's Transportation Policy Plan (TPP) outlines the goals, objectives, and strategies that are used to set transit investment priorities for the region. These factors, in turn, directly guide the investment plan and transit projects programmed within the TIP. The TPP guides transit investments through the following objectives and strategies:

- Efficiently preserve and maintain the regional transit system in a state of good repair;

- Manage the regional transit network and respond to demand as deemed appropriate based on the Transit Market Area;
- Provide transit police services and coordinate with other public safety agencies to ensure the safety and security of the transit system;
- Promote alternatives to single occupant vehicles and ensure transit services reach major job and commercial activity centers;
- Expand and modernize transit service, facilities, systems, and technology to meet demand, improve customer experience, and increase transit access to destinations.

In 2019, over $33 million in federal funds was spent on the purchase of replacement vehicles. The Region's commitment to vehicle replacement supports efforts to achieve the rolling stock target goals.

The Council's Fleet Management Procedures provide guidance for minimum vehicle life and inform the TAM performance targets established by the region's transit providers. This document outlines the conditions used to determine if the replacement of assets is necessary or can be deferred, including the point at which fleet vehicles are eligible for mid-life rehab procedures. The Fleet Management Procedures also set the principles used for determining the end vehicle's useful life, a preventative maintenance schedule, and the process for the purchase of new vehicles.

A key pool of funds used to replace aging assets is FTA Sections 5337 and 5339, which are prioritized via the Regional Transit Capital Improvement Program (CIP), developed by Metro Transit and the suburban transit providers.

Transit Safety Performance Measures Targets

Measures Overview

In order to reflect the broad and varied nature of public transportation, the FTA has identified standard Safety Performance Measures that can be applied to all modes of public transportation and are based on data currently submitted to the National Transit Database.

As part of transit provider ASPs, the FTA requires transit providers to establish, by mode, safety performance targets in four Safety Performance Measure categories, shown in Table 7.

Table 7: Safety Performance Categories and Measures

Safety Performance Measure Category	Safety Performance Measure
Fatalities	Total number of reportable fatalities
Fatalities	Fatality rate per total vehicle revenue miles
Injuries	Total number of reportable injuries
Injuries	Injury rate per total vehicle revenue miles
Safety Events	Total number of reportable safety events
Safety Events	Rate of safety events per total vehicle revenue miles
System Reliability	Mean distance between major mechanical failures

The FTA provides the following definitions for safety performance measures in the National Transit Database:

- **Reportable fatalities:** These are fatalities reported to the NTD (deaths confirmed within 30 days) excluding deaths in or on transit property that are a result of illness or other natural causes. These include deaths due to collision, derailment, fire, hazardous material spill, acts of God, system or personal security event, or other safety event.
- **Reportable injuries:** These include instances of damage or harm to persons that require immediate medical attention away from the scene because of a reportable transit safety event. Serious, injuries which are defined based on severity, are always reportable, even if a person was not immediately transported from the scene for medical attention. This excludes injuries from assaults and other crimes.
- **Reportable safety events:** These include incidents (including accidents and derailments) meeting NTD major reporting thresholds for transit rail, bus and paratransit. These events may occur on transit right-of-way or infrastructure, or at a transit revenue facility, maintenance facility, or rail yard. They may take place during a transit-related maintenance activity or otherwise involve a transit revenue vehicle. Examples of these events include:
  - Collisions
  - Fires
  - Derailments (mainline and yard), including non-revenue vehicles
  - Hazardous materials spills
  - Acts of God[1]
- **Major mechanical failures:** The NTD defines major mechanical failures as "a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual

[1] FTA. *National Transit Database Safety and Security Policy Manual*. January 2020. Accessed March 29, 2021 at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/146986/2020-ntd-safety-and-security-policy-manual.pdf, pg. 18.

movement is limited or because of safety concerns. Examples of major mechanical failures include breakdowns of brakes, doors, engine cooling systems, steering, axles and suspension.

Targets Overview

The Federal Transit Administration has requirements and provides some guidance for transit providers in setting their Safety Performance Targets (SPTs). Transit agencies are required to set SPTs by mode. Agencies are allowed to set targets for mode categories as broad as "fixed-route bus," "non-fixed-route bus," and "rail" when setting SPTs. Each of these mode categories corresponds to the variety of modes reported to the NTD.

Transit agencies are required to set targets for total number of incidents and rates of incidents. When establishing SPTs for total numbers of incidents, transit providers may consider the total number of incidents they expect to experience per year as they define it. They may choose calendar, fiscal or NTD reporting year. When defining rates for SPTs, agencies may base rates on per vehicle revenue mile, or any multiple thereof, such as per 100,000 or million vehicle revenue miles.

When establishing SPTs, transit providers may choose to set aspirational SPTs or targets that represent improvement over current safety performance levels, among other options. To the extent possible, the FTA recommends that transit providers set realistic SPTs that consider relevant safety goals and objectives. While transit providers may select SPTs that reflect an improvement in safety performance, they do not necessarily have to do so and could focus on maintaining current safety performance.

Transit providers are not required to report their SPTs to the FTA at this time, however, the FTA will ensure that transit agencies comply with the PTASP regulation by reviewing safety plans through the existing Triennial Reviews and State Management Reviews. The FTA has not established and does not impose penalties for transit providers that do not meet the SPTs they set.

MPO Responsibilities

The PTASP rule requires that transit provider make their SPTs available to states and MPOs. These providers must also coordinate with states and MPOs as the MPO sets the regional transit safety performance targets. MPOs must incorporate regional transit SPTs into their planning process and documents, as is required for targets for all federal performance areas. In general, the Metropolitan Council can consider how the projects and programs it selects to receive federal funding improve transit safety outcomes. The Metropolitan Council would also have to incorporate regional transit safety performance targets into the Transportation Policy Plan. The Metropolitan Council would also have to incorporate the regional TSPs into the Transportation Improvement Program and "to the maximum extent practicable, provide a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan", with the intent of linking investment priorities to regional transit safety performance targets.

Regional Transit Agency Safety Targets

Metro Transit

Metro Transit monitor performance and sets federally required targets for rail and fixed-route bus service. The Strategic Initiatives department of Metro Transit works with data collected from many sources to identify significant risk factors and trends in accidents and injuries, leading to informed recommendations for accident reduction programs and more efficient use of limited resources.

Table 8 - Metro Transit Bus and Light Rail Safety Performance Targets

Performance Target	Bus	Light Rail
Collisions	3.8 per 100k Vehicle Miles	0.6 per 100k Vehicle Miles
Annual Fatalities from Vehicle Operations	0 per 100k Vehicle Miles	0 per 100k Vehicle Miles
Annual Injuries from Vehicle Operations	175 per Calendar Year	145 per Calendar Year
System Reliability – Vehicle mean distance between failures (MDBF)	7,731 miles MDBF	25,000 miles MDBF

Metropolitan Transportation Services Contracted Services

The Metropolitan Council's Metropolitan Transportation Services Contracted Services arrived at their transit safety performance targets in the development of their Agency Safety Plan. Safety performance targets are based on past performance of each mode that MTS Contracted Service operates.

Table9 - Metropolitan Transportation Services Fixed-Route, Demand Response, and Vanpool Safety Performance Targets

Performance Target	Fixed-Route	Demand Response	Vanpool
Estimated Annual Vehicle Revenue Miles (VRM) (2021)	3,400,000	26,000,000	895,000
Annual Fatalities	0	0	0
Fatalities per 100k VRM	0	0	0
Annual Injuries	3	50	0
Injuries per 100k VRM	0.097	0.19	0
Annual Safety Events	50	45	0
Safety Events per 100k VRM	1.47	0.17	0
Annual Major Mechanical Failures	130	450	0
System Reliability – Miles Between Major Mechanical Failures	26,154	57,777	0

Minnesota Valley Transit Authority

MVTA's transit safety performance targets are based on the five-year average of performance metrics submitted to the National Transit Database. Performance metrics that formed the base line for the agency's performance metrics were gathered from annual reports submitted between 2015 and 2019.

Table 10 - Minnesota Valley Transit Authority Transit Safety Performance Targets

Performance Target	Fixed-Route Bus
Fatalities (Total)	0
Fatalities (per 100 thousand VRM)	0
Injuries (total)	8.4
Injuries (per 100 thousand VRM)	0.236
Safety Events (total)	11.6
Safety Events (per 100 thousand VRM)	0.326
System Reliability (VRM/failures)	9,000

Southwest Transit

Southwest Transit's transit safety performance targets are based on the five-year average of performance metrics submitted to the National Transit Database. Performance metrics that formed the base line for the agency's performance metrics were gathered from annual reports submitted between 2015 and 2019.

Table 11 - Southwest Transit Fixed-Route and Demand Response Safety Performance Targets

Performance Target	Fixed-Route	Demand Response
Annual Fatalities	0	0
Fatalities per 100k VRM	0	0
Annual Injuries	1	1
Injuries per 100k VRM	1	1
Annual Safety Events	2	1
Safety Events per 100k VRM	1	1
System Reliability (VRM / Failures)	25,000	53,000

The Council supports the efforts to move towards a performance-based planning approach, and will continue to work closely with regional, state, and federal partners to proactively establish and monitor both the required federal and the regionally adopted performance measures over time. Moving forward, the Council will continue to devote substantial resources to this effort and work closely with stakeholders to assess the federal targets and the regional performance measures and adjust to changes in the performance of the system by shifting regional investment priorities.

ACTION TRANSMITTAL – 2021-46

DATE:	October 14, 2021
TO:	TAC Planning Committee
PREPARED BY:	Steven Elmer, Planning Analyst (651) 602-1756
SUBJECT:	Updated Regional Truck Corridors for Regional Solicitation
REQUESTED ACTION:	Accept the updated Regional Truck Corridors map and recommend its use for the 2022 Regional Solicitation.
RECOMMENDED MOTION:	That TAC Planning recommend that Technical Advisory Committee recommend to the Transportation Advisory Board to accept the updated Regional Truck Corridors for the 2022 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION:
Regional Truck Corridors were developed through the Regional Truck Highway Corridor Study (2017) and established in the region's Transportation Policy Plan through its 2018 update. These corridors represent the set of major highways most heavily relied upon by the trucking industry for delivering the region's freight and goods. They are grouped into prioritized tiers 1, 2, and 3, and are applied as criteria in the Regional Solicitation project selection process for distributing federal transportation funds. Prior to the open process for proposing new corridors, the corridors prioritization tool developed in the original study was updated with more current truck and general traffic volume data. Preliminary results of the updated prioritization analysis (as well as subsequent analysis iterations) were reviewed with agency members of the original study's technical work group to help ensure consistency with the original study assumptions and methodology.

The update to the prioritization analysis and the process for agencies to propose new corridors was presented at TAC Planning in April. Local agencies were notified in late May of the opportunity to propose new truck corridors and/or to propose new major freight facilities to be included in the regional truck corridors prioritization analysis. Proposal applications were due on July 2nd. Staff reviewed the applications to determine if minimum thresholds for average daily truck trips were met based on available data.

The purpose of this action is to accept the regional truck corridors map as updated to include the agency-proposed new corridors that met specified minimum thresholds for inclusion in the 2022 Regional Solicitation.

RELATIONSHIP TO REGIONAL POLICY:
Regional truck corridors were established in the Transportation Policy Plan, 2018 Update. Regional truck corridors are used as selection criteria in the Regional Solicitation. Updates considered in this action will be incorporated into the TPP by early 2022.

STAFF ANALYSIS:
Met Council received 14 proposals to add new regional truck corridors and 2 proposals to add major freight facilities. The proposals were assessed to determine if minimum thresholds for daily truck trips were met. Of the 14 proposed new corridors, 11 were determined to meet

minimum thresholds and are recommended for acceptance; 2 corridors had partial segments meeting minimum thresholds which are also recommended for acceptance. Of the 2 proposed new major freight facilities, one met the minimum threshold for daily truck trips and is recommended for acceptance. All of the recommended additions have been incorporated into the corridors prioritization analysis, as shown in the attached Regional Truck Corridor Scores Summary and as referenced in the online map of 2021 Updated Regional Truck Corridors.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & recommend	
Technical Advisory Committee	Review & recommend	
Transportation Advisory Board	Review & adopt for Regional Solicitation	
Transportation Committee	Review & recommend	
Metropolitan Council	Concurrence	

Regional Truck Corridor Updated Scores Summary

Updated 10/6/21

Corr ID	Corridor Length (miles)	Route No.	Route Name	County	Function Class Category	Orig. Truck HCAADT Score (60% wt)	Original Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Proximity Score: Reg. Freight Facilities (10% wt)	Orig. Corridor Tier	Original Composite Score	Updated Truck HCAADT Score (60% wt)	Updated Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Updated Prox. Score: Reg. Freight Facilities (10% wt)	Updated Composite Score	Updated Corridor Tier
TIER 1 CORRIDORS																	
45	4.1	35	I-35W	Ramsey	Interstates	77.5	24.7	100.0	20.3	Tier 1	63.43	97.9	19.6	100.0	100.00	82.68	Tier 1
32	8.0	494	I-494	Washington	Interstates	100.0	56.3	64.9	38.9	Tier 1	81.65	100.0	26.2	64.9	100.00	81.74	Tier 1
20	4.9	694	I-694	Anoka	Interstates	100.0	40.1	59.0	15.5	Tier 1	75.47	100.0	25.1	59.0	100.00	80.92	Tier 1
80	9.8	52	US-52	Dakota	Principal Arterial	78.8	65.6	65.6	100.0	Tier 1	76.92	92.1	39.4	65.6	100.00	79.67	Tier 1
69	6.1	35	I-35W	Hennepin	Interstates	100.0	33.5	100.0	15.2	Tier 1	78.23	92.6	17.2	100.0	100.00	79.03	Tier 1
11	10.3	94	I-94	Hennepin	Interstates	100.0	49.1	8.0	3.2	Tier 1	70.94	100.0	37.4	8.0	100.00	78.27	Tier 1
19	5.8	94	I-94	Hennepin	Interstates	100.0	32.8	65.5	15.3	Tier 1	74.65	100.0	18.4	65.5	74.31	77.66	Tier 1
41	8.9	94	I-94	Ramsey	Interstates	71.3	16.6	93.6	57.2	Tier 1	61.18	99.6	13.0	93.6	57.21	77.47	Tier 1
18	2.0	94	I-94	Hennepin	Interstates	100.0	38.1	89.4	6.9	Tier 1	77.24	100.0	28.7	89.4	8.98	75.58	Tier 1
30	7.5	494	I-494	Hennepin	Interstates	77.8	24.5	80.4	37.8	Tier 1	63.35	99.4	18.4	80.4	40.53	75.42	Tier 1
46	5.8	35	I-35E	Ramsey	Interstates	57.7	16.1	62.4	58.1	Tier 1	49.88	100.0	15.8	62.4	58.05	75.21	Tier 1
34	7.9	169	US-169	Hennepin	Principal Arterial	46.9	22.1	100.0	8.8	Tier 1	43.40	99.2	23.6	100.0	8.86	75.09	Tier 1
29	6.6	494	I-494	Hennepin	Interstates	93.2	24.5	100.0	14.9	Tier 1	72.29	100.0	17.8	100.0	14.92	75.05	Tier 1
71	16.2	35	I-35	Dakota	Interstates	100.0	88.1	36.5	14.8	Tier 1	82.74	100.0	36.0	36.5	37.23	74.58	Tier 1
40	1.7	94	I-94	Hennepin	Interstates	58.0	12.4	100.0	17.0	Tier 1	48.97	100.0	13.0	100.0	18.00	74.40	Tier 1
31	4.6	494	I-494	Dakota	Interstates	100.0	45.0	69.1	16.1	Tier 1	77.51	100.0	20.1	69.1	33.62	74.29	Tier 1
22	12.1	694	I-694	Washington	Interstates	100.0	76.5	58.4	12.2	Tier 1	82.37	100.0	27.1	58.4	12.17	72.47	Tier 1
27	8.5	494	I-494	Hennepin	Interstates	55.8	22.1	80.2	5.9	Tier 1	46.52	98.0	23.0	80.2	7.09	72.11	Tier 1
21	5.5	694	I-694	Ramsey	Interstates	100.0	50.4	48.5	10.4	Tier 1	75.97	100.0	25.7	48.5	14.11	71.40	Tier 1
28	7.6	494	I-494	Hennepin	Interstates	67.1	24.4	68.4	7.4	Tier 1	52.72	100.0	18.5	68.4	7.42	71.29	Tier 1
79	5.6	52	US-52	Dakota	Principal Arterial	40.7	24.9	72.9	100.0	Tier 1	46.71	80.2	23.6	72.9	100.00	70.11	Tier 1
23	9.9	94	I-94	Washington	Interstates	100.0	97.9	8.2	12.0	Tier 1	81.59	100.0	38.2	8.2	11.99	69.66	Tier 1
70	6.1	13	TH 13	Scott	Principal Arterial	60.3	44.7	52.0	100.0	Tier 1	60.31	78.9	29.7	52.0	100.00	68.48	Tier 1
65	5.1	169	US-169	Hennepin	Principal Arterial	61.6	27.1	69.8	21.2	Tier 1	51.49	91.5	18.8	69.8	21.15	67.73	Tier 1
33	7.6	169	US-169	Hennepin	Principal Arterial	47.3	20.8	100.0	8.5	Tier 1	43.39	86.6	19.9	100.0	11.11	67.06	Tier 1
43	5.3	35	I-35W	Hennepin	Interstates	41.7	12.6	100.0	34.5	Tier 1	40.97	72.1	13.0	100.0	100.00	65.88	Tier 1
12	6.5	94	I-94	Hennepin	Interstates	100.0	47.0	22.4	5.4	Tier 1	72.18	96.4	17.0	22.4	11.53	64.63	Tier 1
39	7.2	94	I-94	Hennepin	Interstates	41.0	14.8	74.1	100.0	Tier 1	44.99	72.0	14.7	74.1	100.00	63.55	Tier 1
77	4.0	70	Juniper Way	Dakota	Minor Arterial	48.8	100.0	5.3	5.0	Tier 1	50.29	70.7	100.0	5.3	5.04	63.44	Tier 1
48	8.1	35	I-35W	Hennepin	Interstates	77.3	21.0	64.5	25.4	Tier 1	59.56	84.9	13.5	64.5	25.41	62.64	Tier 1
25	4.0	35	I-35W	Ramsey	Interstates	64.3	19.9	50.3	10.4	Tier 1	48.60	85.9	16.7	50.3	14.48	61.37	Tier 1
84	2.0	26	Lone Oak Rd	Dakota	Minor Arterial	30.9	81.9	100.0	11.5	Tier 1	46.05	44.2	62.0	100.0	100.00	58.91	Tier 1
66	9.0	169	US-169	Scott	Principal Arterial	40.7	34.7	17.5	19.0	Tier 1	34.99	73.4	30.0	17.5	20.58	53.87	Tier 1
160	3.9	32	Cliff Rd	Dakota	Minor Arterial	15.6	81.3	100.0	19.5	Tier 1	37.58	41.2	70.7	100.0	49.58	53.83	Tier 1
7	4.0	10	US-10	Anoka	Principal Arterial	42.1	17.3	34.2	6.9	Tier 1	32.81	73.7	16.5	34.2	10.69	52.00	Tier 1
9	7.9	81	CR 81	Hennepin	Minor Arterial	15.6	25.7	56.1	5.5	Tier 2	20.65	42.3	51.5	56.1	100.00	51.30	Tier 1
47	6.9	94	I-94	Ramsey	Interstates	53.8	18.2	60.2	100.0	Tier 1	51.94	54.9	10.7	60.2	100.00	51.08	Tier 1
44	5.5	36	TH 36	Ramsey	Principal Arterial	29.0	11.1	67.3	21.8	Tier 1	28.53	53.2	10.1	67.3	100.00	50.68	Tier 1
42	3.6	280	TH 280	Ramsey	Principal Arterial	37.1	29.9	100.0	100.0	Tier 1	48.25	42.4	17.0	100.0	100.00	48.86	Tier 1
104	2.2	23	29th Ave NE	Ramsey	Minor Arterial	19.0	35.4	100.0	20.9	Tier 1	30.58	32.5	43.9	100.0	100.00	48.30	Tier 1
3	10.5	101	TH 101/US 169	Wright	Principal Arterial	20.2	17.7	34.2	2.8	Tier 2	19.35	50.8	21.1	34.2	100.00	48.13	Tier 1
38	8.6	394	I-394	Hennepin	Interstates	31.7	9.6	72.9	15.1	Tier 1	29.76	59.5	9.5	72.9	15.10	46.43	Tier 1

Regional Truck Corridor Updated Scores Summary

Updated 10/6/21

Corr ID	Corridor Length (miles)	Route No.	Route Name	County	Function Class Category	Orig. Truck HCAADT Score (60% wt)	Original Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Proximity Score: Reg. Freight Facilities (10% wt)	Orig. Corridor Tier	Original Composite Score	Updated Truck HCAADT Score (60% wt)	Updated Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Updated Prox. Score: Reg. Freight Facilities (10% wt)	Updated Composite Score	Updated Corridor Tier
78	15.4	35	I-35E	Dakota	Interstates	34.8	17.9	65.9	10.7	Tier 1	32.15	46.0	10.8	65.9	69.74	43.33	Tier 1
110	5.8	81	Bottineau Blvd	Hennepin	Minor Arterial	9.4	13.4	100.0	8.9	Tier 2	19.18	38.3	41.2	100.0	13.88	42.61	Tier 1
218	2.2	0	7th Ave/Maxwell Ave	Washington	Minor Arterial	19.5	100.0	99.0	38.8	Tier 1	45.45	18.9	69.2	99.0	75.46	42.61	Tier 1
157	1.8	0	Lexington Ave S	Dakota	Minor Arterial	9.6	20.9	100.0	9.7	Tier 2	20.88	25.3	34.6	100.0	100.00	42.10	Tier 1
83	7.4	55	TH 55	Dakota	Principal Arterial	36.5	68.1	72.6	14.8	Tier 1	44.28	36.9	30.8	72.6	60.69	41.61	Tier 1
35	8.0	100	TH 100	Hennepin	Principal Arterial	28.9	12.3	22.6	18.1	Tier 1	23.87	52.0	10.9	22.6	48.67	40.53	Tier 1
195	0.4	0	Cretin Ave N	Ramsey	Minor Arterial	17.9	35.4	100.0	45.7	Tier 1	32.39	29.1	37.2	100.0	55.27	40.40	Tier 1
88	5.4	61	US-61	Ramsey	Principal Arterial	23.3	24.6	66.8	100.0	Tier 1	35.58	31.1	18.3	66.8	100.00	38.97	Tier 1
89	22.6	61	US-61/TH 316	Washington	Principal Arterial	24.1	41.6	53.3	29.8	Tier 1	31.08	32.5	19.5	53.3	100.00	38.70	Tier 1
64	9.7	212	US-212	Hennepin	Principal Arterial	27.4	20.2	70.8	7.4	Tier 1	28.29	45.8	15.8	70.8	7.57	38.46	Tier 1
81	16.7	52	US-52	Dakota	Principal Arterial	46.7	67.2	18.0	24.3	Tier 1	45.69	44.8	31.2	18.0	30.27	37.93	Tier 1
36	5.7	100	TH 100	Hennepin	Principal Arterial	33.1	10.1	36.4	10.8	Tier 1	26.61	52.3	8.0	36.4	10.77	37.71	Tier 1
109	2.6	130	Elm Creek Blvd N	Hennepin	Minor Arterial	11.6	18.7	100.0	7.0	Tier 2	21.36	34.1	31.0	100.0	9.31	37.60	Tier 1
49	6.6	62	TH 62/TH 55	Hennepin	Principal Arterial	25.0	11.6	46.6	47.0	Tier 1	26.65	43.0	12.0	46.6	47.04	37.55	Tier 1
8	12.4	610	TH 610	Hennepin	Principal Arterial	20.6	12.2	63.5	7.1	Tier 2	21.86	45.1	12.9	63.5	12.80	37.29	Tier 1
230	22.1	169	US-169	Scott	Principal Arterial	36.0	60.3	6.0	4.5	Tier 1	34.72	46.7	40.8	6.0	4.54	37.20	Tier 1
26	1.3	0	S Diamond Lake Rd	Hennepin	Minor Arterial	50.1	100.0	6.5	2.9	Tier 1	50.99	23.6	59.5	6.5	100.00	36.71	Tier 1
159	5.2	101	Hwy 101	Scott	Minor Arterial	8.2	16.6	14.8	11.9	Tier 3	10.89	42.2	38.1	14.8	18.54	36.28	Tier 1
111	4.2	109	85th Ave N	Hennepin	Minor Arterial	8.3	27.4	100.0	6.4	Tier 2	21.12	30.5	31.6	100.0	8.76	35.48	Tier 1
106	5.0	23	East River Rd	Hennepin	Minor Arterial	4.7	22.1	73.0	100.0	Tier 1	24.51	17.9	33.2	73.0	100.00	34.69	Tier 1
58	8.0	62	TH 62	Hennepin	Principal Arterial	21.4	10.7	90.6	17.4	Tier 1	25.75	36.0	9.7	90.6	17.40	34.33	Tier 1
94	1.5	0	E Hennepin Ave	Hennepin	Minor Arterial	10.9	25.9	100.0	52.1	Tier 1	26.93	16.7	21.0	100.0	97.35	33.96	Tier 1
85	10.8	32	Cliff Rd	Dakota	Minor Arterial	9.9	32.8	59.4	24.2	Tier 2	20.84	18.3	31.4	59.4	100.00	33.20	Tier 1
96	6.4	47	University Ave NE	Hennepin	Minor Arterial	5.7	12.5	78.4	100.0	Tier 1	23.74	17.8	23.1	78.4	100.00	33.16	Tier 1
74	2.3	77	TH 77	Hennepin	Principal Arterial	18.7	9.9	43.1	100.0	Tier 1	27.50	28.3	8.6	43.1	100.00	33.01	Tier 1
37	2.1	100	TH 100	Hennepin	Principal Arterial	19.0	9.6	100.0	9.5	Tier 1	24.29	33.3	8.6	100.0	10.17	32.72	Tier 1
51	4.1	51	TH 51	Ramsey	Minor Arterial	13.9	13.9	99.9	93.9	Tier 1	30.51	17.7	10.1	99.9	94.28	32.05	Tier 1
199	1.2	65	TH 65/5th Av	Hennepin	Principal Arterial	26.9	17.1	100.0	18.2	Tier 1	31.35	28.5	13.0	100.0	22.24	31.94	Tier 1
102	3.9	88	New Brighton Blvd	Hennepin	Minor Arterial	16.7	46.0	100.0	26.7	Tier 1	31.89	14.2	24.0	100.0	81.91	31.53	Tier 1
56	4.3	0	W Pierce Butler Route	Ramsey	Minor Arterial	14.6	59.3	82.9	100.0	Tier 1	38.91	12.5	27.1	82.9	100.00	31.19	Tier 1
53	5.0	5	TH 5	Hennepin	Principal Arterial	19.3	13.5	35.5	25.9	Tier 2	20.43	34.2	13.3	35.5	40.38	30.77	Tier 1
158	3.5	34	Normandale Blvd	Hennepin	Minor Arterial	10.0	20.3	83.9	28.0	Tier 2	21.27	25.2	20.9	83.9	29.65	30.62	Tier 1
231	8.8	10	US-10	Anoka	Principal Arterial	34.9	15.8	17.4	6.0	Tier 1	26.40	42.7	10.2	17.4	10.18	30.42	Tier 1
148	1.0	27	Stinson Blvd	Hennepin	Minor Arterial	7.5	23.4	100.0	35.2	Tier 2	22.71	11.7	22.5	100.0	86.70	30.18	Tier 1
112	1.4	0	Zachary Ln N	Hennepin	Minor Arterial	6.5	17.6	88.5	5.4	Tier 2	16.79	23.7	31.4	88.5	6.74	30.03	Tier 1
6	11.1	35	I-35W	Anoka	Interstates	25.1	19.6	15.8	6.8	Tier 2	21.25	39.8	18.1	15.8	8.96	29.97	Tier 1
55	3.4	0	Energy Park Dr/Kasota/Elm St	Ramsey/Henn	Minor Arterial	22.1	90.6	100.0	100.0	Tier 1	51.37	9.1	22.3	100.0	100.00	29.90	Tier 1
152	1.7	5	East 7th St/Fort Rd	Ramsey	Minor Arterial	10.4	20.6	88.0	91.0	Tier 1	28.27	13.9	16.7	88.0	90.96	29.59	Tier 1
155	4.7	28	Yankee Doodle Rd	Dakota	Minor Arterial	9.3	21.2	81.8	11.2	Tier 2	19.10	15.0	16.9	81.8	86.28	29.16	Tier 1
17	8.8	169	US-169	Hennepin	Principal Arterial	17.9	12.8	63.6	6.9	Tier 2	20.36	31.9	11.6	63.6	8.84	28.72	Tier 1
92	1.1	394	I-394	Hennepin	Interstates	10.2	11.2	100.0	18.9	Tier 2	20.25	23.8	11.9	100.0	20.12	28.66	Tier 1
72	5.8	1	W Old Shakopee Rd	Hennepin	Minor Arterial	15.2	26.7	83.9	29.5	Tier 1	25.81	21.6	17.8	83.9	35.64	28.51	Tier 1
10	4.5	101	Brockton Ln N	Hennepin	Minor Arterial	21.9	77.0	8.2	3.4	Tier 1	29.71	22.8	59.0	8.2	21.81	28.44	Tier 1

Regional Truck Corridor Updated Scores Summary

Updated 10/6/21

Corr ID	Corridor Length (miles)	Route No.	Route Name	County	Function Class Category	Orig. Truck HCAADT Score (60% wt)	Original Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Proximity Score: Reg. Freight Facilities (10% wt)	Orig. Corridor Tier	Original Composite Score	Updated Truck HCAADT Score (60% wt)	Updated Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Updated Prox. Score: Reg. Freight Facilities (10% wt)	Updated Composite Score	Updated Corridor Tier
135	1.0	10	Bass Lake Rd	Hennepin	Minor Arterial	7.9	16.5	100.0	9.1	Tier 2	18.92	20.3	21.8	100.0	13.51	27.90	Tier 1
13	13.3	35	I-35E	Anoka	Interstates	24.2	17.3	54.6	8.0	Tier 1	24.27	31.5	12.0	54.6	8.26	27.58	Tier 1
14	4.7	65	TH 65	Anoka	Principal Arterial	24.3	24.2	97.1	15.3	Tier 1	30.67	19.0	11.2	97.1	40.06	27.34	Tier 1
232	22.1	212	US-212	Carver	Principal Arterial	23.0	70.4	11.2	4.1	Tier 1	29.41	29.8	39.6	11.2	4.05	27.32	Tier 1
87	4.9	156	TH 156	Dakota	Minor Arterial	13.8	58.7	83.0	100.0	Tier 1	38.31	8.8	18.2	83.0	100.00	27.21	Tier 1
15	5.2	47	University Ave	Anoka	Minor Arterial	10.0	11.0	80.9	14.9	Tier 2	17.74	12.2	7.9	80.9	100.00	26.97	Tier 1
5	5.4	35	I-35	Washington	Interstates	30.7	17.6	3.9	2.8	Tier 2	22.59	39.9	11.7	3.9	3.14	26.94	Tier 1
117	1.8	0	White Bear Pkwy	Ramsey	Minor Arterial	12.6	84.5	21.2	5.2	Tier 1	27.08	18.8	63.9	21.2	5.95	26.75	Tier 1
138	2.7	152	N Washington Ave	Hennepin	Minor Arterial	9.9	59.5	100.0	100.0	Tier 1	37.82	7.0	11.0	100.0	100.00	26.39	Tier 1
46.9%	**603.9**	**Tier 1 Miles**															
TIER 2 CORRIDORS																	
219	1.7	31	Pilot Knob Rd	Dakota	Minor Arterial	4.2	22.0	100.0	14.0	Tier 2	18.31	14.1	20.1	100.0	36.82	26.15	Tier 2
183	3.9	3	Excelsior Blvd	Hennepin	Minor Arterial	11.3	18.8	100.0	6.7	Tier 2	21.21	19.5	17.9	100.0	6.91	25.98	Tier 2
181	2.0	6	CR 6	Hennepin	Minor Arterial	5.1	19.2	100.0	6.0	Tier 2	17.53	17.5	23.8	100.0	7.08	25.96	Tier 2
105	1.9	0	Old Hwy 8	Ramsey	Minor Arterial	7.2	21.0	100.0	15.7	Tier 2	20.09	11.8	22.7	100.0	42.74	25.88	Tier 2
189	8.3	37	Shepard Rd/Warner Rd	Ramsey	Principal Arterial	4.1	10.2	67.5	100.0	Tier 2	21.26	10.8	12.2	67.5	100.00	25.66	Tier 2
59	9.1	55	TH 55	Hennepin	Principal Arterial	9.9	11.7	85.5	18.8	Tier 2	18.68	21.0	13.2	85.5	18.75	25.63	Tier 2
73	9.7	13	TH 13	Dakota	Minor Arterial	13.7	25.9	77.5	14.9	Tier 2	22.63	18.7	16.8	77.5	31.87	25.51	Tier 2
16	4.2	252	TH 252	Hennepin	Principal Arterial	11.2	7.0	34.6	15.0	Tier 3	13.07	20.5	6.8	34.6	84.00	25.49	Tier 2
137	1.8	152	Brooklyn Blvd	Hennepin	Minor Arterial	5.4	14.5	18.9	22.5	Tier 3	10.28	17.1	16.1	18.9	100.00	25.37	Tier 2
50	5.5	55	TH 55	Hennepin	Principal Arterial	12.9	15.9	64.0	23.3	Tier 2	19.65	21.3	12.4	64.0	31.88	24.82	Tier 2
194	1.9	0	University Ave W	Ramsey	Minor Arterial	12.2	24.1	100.0	55.3	Tier 1	27.66	10.5	14.3	100.0	56.39	24.81	Tier 2
200	1.5	46	Cleveland Ave	Ramsey	Minor Arterial	16.4	83.1	100.0	16.7	Tier 1	38.14	5.2	11.1	100.0	93.38	24.65	Tier 2
107	1.9	0	County Rd B2 W	Ramsey	Minor Arterial	8.6	60.1	100.0	20.7	Tier 1	29.21	4.1	8.4	100.0	100.00	24.15	Tier 2
93	3.8	0	Broadway St NE	Hennepin	Minor Arterial	11.1	26.1	100.0	33.2	Tier 1	25.22	10.8	13.8	100.0	49.16	24.13	Tier 2
139	0.8	0	Lyndale Ave N	Hennepin	Minor Arterial	11.5	100.0	30.9	43.6	Tier 1	34.35	11.6	25.3	30.9	90.28	24.10	Tier 2
182	1.9	61	Xenium Ln N	Hennepin	Minor Arterial	5.9	20.4	100.0	6.0	Tier 2	18.25	14.2	22.5	100.0	7.07	23.75	Tier 2
86	9.5	55	TH 55	Dakota	Principal Arterial	14.5	35.1	55.5	100.0	Tier 1	31.24	9.1	13.4	55.5	100.00	23.67	Tier 2
150	3.4	5	7th St W	Ramsey	Minor Arterial	3.9	10.7	67.4	66.9	Tier 2	17.90	10.1	16.3	67.4	75.41	23.59	Tier 2
186	2.8	62	TH 62	Hennepin	Principal Arterial	10.1	9.5	100.0	6.6	Tier 2	18.61	18.0	10.4	100.0	6.63	23.53	Tier 2
98	2.3	10	US-10	Ramsey	Minor Arterial	33.7	23.6	32.0	8.8	Tier 1	28.99	27.5	11.8	32.0	13.88	23.44	Tier 2
97	6.4	65	Central Ave NE	Hennepin	Minor Arterial	5.7	11.2	74.0	86.4	Tier 2	21.67	8.9	10.0	74.0	86.36	23.39	Tier 2
4	15.5	10	US-10	Sherburne	Principal Arterial	15.7	15.7	56.2	3.6	Tier 2	18.51	23.0	13.3	56.2	12.74	23.36	Tier 2
261	0.7	19A	CR 19A	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	6.2	45.0	4.9	100.00	23.18	Tier 2
162	10.0	23	Cedar Ave	Dakota	Minor Arterial	7.6	21.4	9.4	6.3	Tier 3	10.39	27.2	24.9	9.4	8.52	23.10	Tier 2
130	1.0	19	County Rd D W	Ramsey	Minor Arterial	7.2	13.6	100.0	17.7	Tier 2	18.82	10.0	13.4	100.0	42.81	22.96	Tier 2
95	1.9	61	US-61	Ramsey	Minor Arterial	9.3	9.5	75.1	10.7	Tier 2	16.07	19.5	13.5	75.1	10.68	22.95	Tier 2
131	1.8	0	Main St NE	Anoka	Minor Arterial	13.3	100.0	21.5	22.9	Tier 1	32.40	8.2	27.8	21.5	100.00	22.60	Tier 2
190	1.4	0	University Ave E, Lafayette Rd	Ramsey	Minor Arterial	5.6	12.3	100.0	78.7	Tier 1	23.70	4.8	7.0	100.0	78.70	22.15	Tier 2
140	1.6	94	I-94 On-Ramp	Hennepin	Minor Arterial	6.4	12.9	100.0	29.8	Tier 2	19.43	11.2	12.3	100.0	29.78	22.14	Tier 2
205	2.5	0	Lyndale Ave S	Hennepin	Minor Arterial	2.8	6.7	100.0	17.5	Tier 3	14.79	12.4	14.2	100.0	17.49	22.01	Tier 2
1	19.4	65	TH 65	Anoka	Principal Arterial	12.6	13.5	18.1	6.3	Tier 3	12.68	26.7	15.2	18.1	10.79	21.98	Tier 2
235	1.3	0	Northdale Blvd	Anoka	Minor Arterial	5.5	14.4	9.8	4.6	Tier 3	7.62	24.6	27.2	9.8	6.48	21.80	Tier 2

Regional Truck Corridor Updated Scores Summary

Updated 10/6/21

Corr ID	Corridor Length (miles)	Route No.	Route Name	County	Function Class Category	Orig. Truck HCAADT Score (60% wt)	Original Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Proximity Score: Reg. Freight Facilities (10% wt)	Orig. Corridor Tier	Original Composite Score	Updated Truck HCAADT Score (60% wt)	Updated Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Updated Prox. Score: Reg. Freight Facilities (10% wt)	Updated Composite Score	Updated Corridor Tier
91	8.9	36	TH 36	Washington	Principal Arterial	10.3	11.8	10.2	6.4	Tier 3	10.21	28.3	14.4	10.2	6.36	21.48	Tier 2
61	16.5	12	US-12	Hennepin	Principal Arterial	17.5	27.7	46.4	5.2	Tier 2	21.19	21.0	17.5	46.4	5.71	21.33	Tier 2
221	1.3	0	Canterbury Rd S	Scott	Minor Arterial	17.0	57.1	11.5	8.9	Tier 1	23.68	18.1	42.0	11.5	8.91	21.33	Tier 2
151	5.7	952A	S Robert St	Dakota	Minor Arterial	4.5	9.6	69.2	100.0	Tier 2	21.55	4.7	6.6	69.2	100.00	21.07	Tier 2
128	1.5	9	County Rd H	Ramsey	Minor Arterial	12.6	65.6	52.0	9.2	Tier 1	26.80	10.3	38.5	52.0	16.35	20.72	Tier 2
141	3.3	0	Hennepin Ave/Dunwoody Blvd.	Hennepin	Minor Arterial	3.6	8.0	100.0	24.5	Tier 2	16.17	5.6	6.4	100.0	58.07	20.45	Tier 2
75	9.5	77	TH 77	Dakota	Principal Arterial	14.7	7.7	28.8	35.4	Tier 2	16.80	21.3	5.2	28.8	35.43	20.23	Tier 2
67	8.2	5	TH 5	Carver	Minor Arterial	9.3	10.4	71.4	6.2	Tier 2	15.42	17.1	10.0	71.4	6.59	20.08	Tier 2
126	2.0	0	Labore Rd	Ramsey	Minor Arterial	4.4	31.3	100.0	7.5	Tier 2	19.67	8.7	19.4	100.0	8.34	19.96	Tier 2
167	9.2	46	160th St W	Dakota	Minor Arterial	6.0	12.1	14.2	13.0	Tier 3	8.76	20.0	24.2	14.2	15.14	19.75	Tier 2
172	1.8	0	Jamaica Ave S, 100th St S	Washington	Minor Arterial	6.1	59.8	12.8	10.3	Tier 2	17.93	9.4	24.5	12.8	77.49	19.59	Tier 2
156	2.9	149	Dodd Rd	Dakota	Minor Arterial	8.7	20.2	66.1	13.3	Tier 2	17.22	8.3	10.8	66.1	57.31	19.50	Tier 2
114	3.5	241	TH 241	Wright	Minor Arterial	11.0	22.5	7.5	2.4	Tier 3	12.09	22.0	22.3	7.5	10.27	19.45	Tier 2
24	6.0	10	Mounds View Blvd	Anoka	Minor Arterial	9.2	15.9	67.5	8.5	Tier 2	16.31	14.4	13.0	67.5	13.24	19.32	Tier 2
229	1.1	0	Johnson St NE	Hennepin	Minor Arterial	6.6	40.5	100.0	31.0	Tier 1	25.18	3.0	8.3	100.0	57.63	19.20	Tier 2
204	4.0	0	American Blvd E	Hennepin	Minor Arterial	5.6	15.9	92.1	25.8	Tier 2	18.30	8.3	8.5	92.1	32.35	19.10	Tier 2
60	15.1	55	TH 55	Hennepin	Principal Arterial	8.8	14.1	54.0	5.7	Tier 3	14.09	16.6	14.7	54.0	6.70	18.94	Tier 2
90	3.6	51	TH 51	Ramsey	Minor Arterial	11.4	22.4	59.1	34.8	Tier 2	20.73	10.9	14.3	59.1	34.80	18.78	Tier 2
82	13.2	47	Northfield Blvd	Dakota	Minor Arterial	20.0	100.0	4.1	4.9	Tier 1	32.89	12.7	50.5	4.1	4.89	18.59	Tier 2
213	1.6	30	93rd Ave N	Hennepin	Minor Arterial	3.2	21.4	92.6	6.1	Tier 2	16.08	7.7	18.7	92.6	9.19	18.54	Tier 2
132	0.8	2	44th Ave NE	Anoka	Minor Arterial	5.1	38.7	26.2	29.7	Tier 2	16.41	4.8	14.9	26.2	100.00	18.47	Tier 2
191	2.2	0	Kellogg Blvd	Ramsey	Minor Arterial	5.5	15.1	61.6	34.0	Tier 2	15.89	5.9	6.6	61.6	73.56	18.35	Tier 2
233	1.9	0	Flying Cloud Dr, Valley View Rd	Hennepin	Minor Arterial	3.4	5.2	100.0	8.2	Tier 3	13.87	9.3	9.3	100.0	8.25	18.28	Tier 2
196	0.6	0	Cedar Ave	Hennepin	Minor Arterial	4.9	10.7	100.0	27.5	Tier 2	17.83	5.4	7.7	100.0	33.96	18.15	Tier 2
62	5.4	7	TH 7	Hennepin	Principal Arterial	7.5	8.3	73.8	7.8	Tier 3	14.33	13.8	8.3	73.8	7.83	18.11	Tier 2
100	2.6	32	County Rd J	Ramsey	Minor Arterial	9.7	24.9	26.3	6.6	Tier 3	14.06	16.8	21.7	26.3	10.93	18.11	Tier 2
103	3.7	51	TH 51	Ramsey	Minor Arterial	5.8	6.4	82.5	17.4	Tier 3	14.77	8.9	5.5	82.5	32.51	17.93	Tier 2
108	2.0	0	County Rd D W, Fairview Ave N	Ramsey	Minor Arterial	7.0	27.0	100.0	15.1	Tier 2	21.11	3.1	6.1	100.0	47.76	17.83	Tier 2
144	1.8	0	Hennepin Ave S	Hennepin	Minor Arterial	7.6	9.1	88.6	13.8	Tier 2	16.64	9.1	9.1	88.6	15.28	17.69	Tier 2
154	3.3	149	Dodd Rd	Dakota	Minor Arterial	10.2	22.7	74.5	14.7	Tier 2	19.61	4.9	8.1	74.5	54.99	17.49	Tier 2
134	1.5	156	Winnetka Ave N	Hennepin	Minor Arterial	10.8	34.9	100.0	10.0	Tier 1	24.46	6.2	11.1	100.0	14.24	17.37	Tier 2
212	1.6	0	42nd Ave N	Hennepin	Minor Arterial	11.3	100.0	46.2	73.2	Tier 1	38.73	4.0	12.3	46.2	77.12	17.21	Tier 2
163	4.0	50	212th St W	Dakota	Minor Arterial	10.1	35.4	5.1	4.8	Tier 3	14.15	18.6	24.8	5.1	5.19	17.15	Tier 2
136	1.0	0	Boone Ave N	Hennepin	Minor Arterial	6.9	27.9	100.0	7.1	Tier 2	20.40	5.7	12.2	100.0	10.16	16.88	Tier 2
203	2.0	0	Shady Oak Rd	Hennepin	Minor Arterial	9.4	96.1	100.0	8.3	Tier 1	35.71	4.7	15.5	100.0	8.33	16.76	Tier 2
185	1.1	5	Franklin Ave	Hennepin	Minor Arterial	2.8	18.1	100.0	13.6	Tier 2	16.64	5.8	7.0	100.0	18.24	16.68	Tier 2
214	3.2	18	Lyman Blvd	Carver	Minor Arterial	4.8	29.0	88.3	5.1	Tier 2	18.03	6.4	17.1	88.3	5.09	16.62	Tier 2
57	6.6	36	TH 36	Ramsey	Principal Arterial	13.8	10.7	24.6	11.4	Tier 3	14.02	18.5	7.1	24.6	11.96	16.14	Tier 2
76	12.4	42	CR 42 E (150th St)	Dakota	Principal Arterial	11.4	21.8	24.2	24.9	Tier 2	16.14	14.0	12.1	24.2	28.81	16.10	Tier 2
115	2.9	52	Radisson Rd NE	Anoka	Minor Arterial	3.0	5.5	15.0	5.3	Tier 3	4.90	17.3	16.7	15.0	7.83	15.98	Tier 2
173	2.0	0	E Point Douglas Rd	Washington	Minor Arterial	6.3	56.0	20.7	9.5	Tier 2	18.01	2.8	10.9	20.7	100.00	15.91	Tier 2
180	5.0	42	CR 42 W (Egan Dr)	Dakota	Principal Arterial	7.8	8.3	17.4	19.8	Tier 3	10.07	17.0	9.3	17.4	19.80	15.76	Tier 2
197	1.0	0	Riverside Ave	Hennepin	Minor Arterial	10.6	31.9	95.6	36.1	Tier 1	25.88	2.5	4.9	95.6	36.08	15.67	Tier 2

Regional Truck Corridor Updated Scores Summary

Updated 10/6/21

Corr ID	Corridor Length (miles)	Route No.	Route Name	County	Function Class Category	Orig. Truck HCAADT Score (60% wt)	Original Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Proximity Score: Reg. Freight Facilities (10% wt)	Orig. Corridor Tier	Original Composite Score	Updated Truck HCAADT Score (60% wt)	Updated Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Updated Prox. Score: Reg. Freight Facilities (10% wt)	Updated Composite Score	Updated Corridor Tier
68	10.4	41	TH 41	Carver	Minor Arterial	9.1	19.4	33.9	4.7	Tier 3	13.18	14.0	16.9	33.9	4.89	15.66	Tier 2
165	6.7	50	TH 50	Dakota	Minor Arterial	5.1	36.8	4.2	4.5	Tier 3	11.30	10.5	41.3	4.2	4.50	15.44	Tier 2
26.8%	**345.4**	**Tier 2 Miles**															
TIER 3 CORRIDORS																	
54	4.7	110	TH 110	Dakota	Minor Arterial	7.0	10.3	51.1	15.2	Tier 3	12.88	10.6	7.5	51.1	21.65	15.16	Tier 3
184	1.5	0	Louisiana Ave S	Hennepin	Minor Arterial	3.9	9.3	32.0	8.8	Tier 3	8.26	13.2	15.1	32.0	9.02	15.02	Tier 3
146	1.2	0	Minnehaha Ave	Hennepin	Minor Arterial	4.4	21.7	77.3	25.6	Tier 2	17.29	4.5	8.6	77.3	28.55	14.99	Tier 3
133	2.0	9	42nd Ave N	Hennepin	Minor Arterial	3.6	6.1	55.1	12.0	Tier 3	10.06	9.6	8.5	55.1	19.57	14.92	Tier 3
147	0.7	5	E Franklin Ave	Hennepin	Minor Arterial	3.4	8.6	74.4	27.5	Tier 3	13.98	4.4	6.2	74.4	31.23	14.42	Tier 3
121	4.6	97	TH 97	Anoka	Minor Arterial	5.9	14.0	3.7	2.6	Tier 3	6.97	16.8	17.2	3.7	2.89	14.16	Tier 3
179	17.4	13	TH 13/TH 282	Scott	Minor Arterial	4.4	16.1	17.9	43.2	Tier 3	11.97	8.5	14.3	17.9	43.87	14.12	Tier 3
116	0.8	96	Hwy 96 E	Ramsey	Minor Arterial	6.7	9.9	26.1	5.4	Tier 3	9.13	14.0	11.4	26.1	6.10	13.91	Tier 3
201	1.8	8	US-8	Washington	Principal Arterial	9.3	15.5	3.0	2.3	Tier 3	9.19	17.2	14.9	3.0	2.51	13.85	Tier 3
178	9.9	21	TH 21	Scott	Minor Arterial	3.1	19.4	3.5	3.3	Tier 3	6.39	10.9	32.1	3.5	3.33	13.67	Tier 3
127	3.0	77	Old Hwy 8	Ramsey	Minor Arterial	19.3	100.0	42.6	10.3	Tier 1	36.87	6.9	15.7	42.6	18.66	13.43	Tier 3
255	10.5	0	Hudson Rd	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	12.7	20.9	6.6	9.69	13.40	Tier 3
119	18.1	61	US-61	Washington	Minor Arterial	4.2	10.0	53.2	7.6	Tier 3	10.58	8.8	9.5	53.2	8.14	13.34	Tier 3
63	28.9	7	TH 7	Carver	Principal Arterial	9.7	26.7	14.9	4.6	Tier 3	13.10	13.4	14.7	14.9	4.78	12.96	Tier 3
250	1.5	19	CSAH 19	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	14.9	11.7	5.9	8.42	12.70	Tier 3
153	1.5	0	Maryland Ave E	Ramsey	Minor Arterial	8.8	15.8	28.5	23.0	Tier 3	13.62	9.0	8.5	28.5	25.05	12.47	Tier 3
251	1.8	2	CSAH 2	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	15.1	13.7	3.1	2.57	12.35	Tier 3
207	1.8	0	White Bear Ave	Ramsey	Minor Arterial	10.8	19.8	16.9	28.3	Tier 3	14.95	8.7	8.4	16.9	36.82	12.28	Tier 3
223	7.0	95	TH 95	Washington	Minor Arterial	3.6	4.4	4.3	3.9	Tier 3	3.83	12.6	19.2	4.3	3.93	12.22	Tier 3
169	3.1	10	US-10	Washington	Minor Arterial	13.6	9.2	5.5	6.7	Tier 3	11.18	11.9	14.4	5.5	16.29	12.17	Tier 3
225	2.9	95	TH 95	Washington	Minor Arterial	3.8	17.3	2.5	1.9	Tier 3	6.16	10.3	27.5	2.5	1.95	12.14	Tier 3
211	3.1	40	Glenwood Ave	Hennepin	Minor Arterial	2.4	11.5	72.5	16.8	Tier 3	12.67	2.4	7.3	72.5	16.93	11.82	Tier 3
198	1.1	48	26th Ave S	Hennepin	Minor Arterial	2.7	12.2	45.2	30.5	Tier 3	11.61	3.3	8.9	45.2	34.25	11.67	Tier 3
145	3.1	3	Lake St	Hennepin	Minor Arterial	6.2	7.3	42.7	21.0	Tier 3	11.52	6.4	6.7	42.7	21.04	11.52	Tier 3
192	1.2	0	Como Ave	Ramsey	Minor Arterial	4.6	19.2	44.9	29.8	Tier 3	14.08	3.6	7.5	44.9	32.04	11.36	Tier 3
166	11.3	61	US-61	Dakota	Minor Arterial	4.7	33.7	4.6	5.9	Tier 3	10.60	6.9	28.6	4.6	8.60	11.16	Tier 3
234	2.5	0	Chaska Blvd	Carver	Minor Arterial	4.2	26.5	10.0	4.1	Tier 3	9.23	8.8	22.1	10.0	4.13	11.13	Tier 3
253	1.5	13	CSAH 13	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	12.5	7.2	7.1	9.91	10.63	Tier 3
252	8.7	120	TH 120	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	7.7	12.0	10.1	24.82	10.51	Tier 3
257	12.3	11	CSAH 11	Carver	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	8.0	24.3	4.2	3.55	10.43	Tier 3
226	2.1	5	Stillwater Blvd N	Washington	Minor Arterial	3.8	6.7	5.8	4.8	Tier 3	4.67	11.9	10.1	5.8	4.82	10.19	Tier 3
113	3.3	0	95th Ave N, Maple Grove Pkwy	Hennepin	Minor Arterial	4.9	20.2	13.5	4.1	Tier 3	8.73	9.9	9.7	13.5	9.26	10.16	Tier 3
149	1.5	53	Dale St N	Ramsey	Minor Arterial	6.4	11.8	29.2	21.3	Tier 3	11.21	4.8	5.3	29.2	27.42	9.61	Tier 3
193	1.2	49	Rice St	Ramsey	Minor Arterial	3.1	7.1	41.4	28.4	Tier 3	10.28	2.6	3.7	41.4	30.37	9.50	Tier 3
176	6.2	56	TH 56	Dakota	Minor Arterial	3.8	58.8	4.0	4.5	Tier 3	14.89	3.7	31.9	4.0	4.49	9.47	Tier 3
120	10.7	97	TH 97	Washington	Minor Arterial	5.2	21.7	3.2	2.3	Tier 3	8.03	8.3	18.7	3.2	2.56	9.31	Tier 3
101	2.0	109	85th Ave N	Hennepin	Minor Arterial	3.4	7.1	18.5	8.0	Tier 3	6.11	6.5	6.8	18.5	17.05	8.80	Tier 3
161	25.8	3	TH 3	Dakota	Minor Arterial	5.4	24.9	13.4	14.6	Tier 3	11.01	5.4	11.8	13.4	18.33	8.74	Tier 3
258	2.9	15	CSAH 15	Carver	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	6.6	16.6	6.6	4.54	8.40	Tier 3

Regional Truck Corridor Updated Scores Summary

Updated 10/6/21

Corr ID	Corridor Length (miles)	Route No.	Route Name	County	Function Class Category	Orig. Truck HCAADT Score (60% wt)	Original Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Proximity Score: Reg. Freight Facilities (10% wt)	Orig. Corridor Tier	Original Composite Score	Updated Truck HCAADT Score (60% wt)	Updated Truck % Score (20% wt)	Proximity Score: Freight Clusters (10% wt)	Updated Prox. Score: Reg. Freight Facilities (10% wt)	Updated Composite Score	Updated Corridor Tier
260	4.1	101	CSAH 101	Carver	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	6.8	14.2	9.0	5.41	8.34	Tier 3
256	9.1	10	CSAH 10	Carver	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	7.8	13.8	4.7	4.10	8.32	Tier 3
125	2.1	148	Otter Lake Rd	Ramsey	Minor Arterial	3.7	20.6	38.4	5.8	Tier 3	10.77	3.3	9.2	38.4	6.11	8.27	Tier 3
254	3.8	8	CSAH 8	Washington	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	9.1	9.7	4.7	3.88	8.26	Tier 3
170	1.5	38	CSAH 38/McAndrews Rd	Dakota	Minor Arterial	4.2	7.6	29.3	10.0	Tier 3	7.97	4.4	4.6	29.3	15.89	8.05	Tier 3
222	17.1	19	TH 19	Scott	Minor Arterial	2.7	25.1	2.5	2.8	Tier 3	7.14	4.6	22.8	2.5	2.77	7.85	Tier 3
209	1.2	5	34th St N	Washington	Minor Arterial	3.5	12.4	12.5	9.4	Tier 3	6.74	6.0	9.4	12.5	9.90	7.73	Tier 3
99	3.2	0	Main St	Anoka	Minor Arterial	5.4	10.4	9.8	4.0	Tier 3	6.68	7.3	7.5	9.8	7.03	7.54	Tier 3
259	4.6	17	CSAH 17	Carver	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	6.5	11.5	8.2	4.93	7.49	Tier 3
177	20.7	86	280th St W, Pillsbudy Ave	Dakota	Minor Arterial	6.2	83.1	3.3	3.3	Tier 2	20.98	3.8	22.5	3.3	3.39	7.45	Tier 3
262	2.7	14	CSAH 14	Carver	Minor Arterial	NEW	NEW	NEW	NEW	NEW	1.00	6.0	11.1	6.6	4.67	6.94	Tier 3
164	9.2	50	TH 50	Dakota	Minor Arterial	8.0	23.8	5.4	5.5	Tier 3	10.65	3.6	17.7	5.4	5.49	6.80	Tier 3
124	3.2	54	20th Ave S	Anoka	Minor Arterial	2.0	21.9	8.3	3.8	Tier 3	6.78	3.8	15.4	8.3	4.98	6.72	Tier 3
216	1.3	10	W 13th St	Carver	Minor Arterial	3.9	28.6	4.9	2.4	Tier 3	8.79	5.4	12.6	4.9	2.36	6.48	Tier 3
224	2.1	95	TH 95	Washington	Minor Arterial	6.1	3.3	6.1	6.3	Tier 3	5.56	5.3	7.7	6.1	6.27	5.94	Tier 3
187	8.7	5	TH 5	Carver	Minor Arterial	3.8	10.8	11.7	3.3	Tier 3	5.93	4.6	7.1	11.7	3.33	5.67	Tier 3
188	3.5	5	TH 25	Carver	Minor Arterial	5.7	53.5	2.4	1.6	Tier 3	14.49	3.0	16.6	2.4	1.63	5.50	Tier 3
2	15.9	47	TH 47	Anoka	Minor Arterial	6.4	30.3	7.3	3.6	Tier 3	10.96	3.6	7.6	7.3	6.67	5.06	Tier 3
26.3%	**338.8**	**Tier 3 Miles**															
1288.1	**Total Miles**																

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL 2021-47

DATE:	October 8, 2021
TO:	TAC Planning
PREPARED BY:	David Burns, Planning Analyst, david.burns@metc.state.mn.us
SUBJECT:	Functional Classification Map for Use in the 2022 Regional Solicitation
REQUESTED ACTION:	Recommend adoption of the Roadway Functional Classification Map for use in the 2022 Regional Solicitation
RECOMMENDED MOTION:	That TAC Planning recommend that TAB adopt the Roadway Functional Classification Map for use in the 2022 Regional Solicitation

BACKGROUND AND PURPOSE OF ACTION: The regional solicitation process is a competitive process conducted biennially in order to allocate federal transportation funds on projects within the Council's Metropolitan Planning Area. Federal rules allow recipients of these funds to focus or target them to meet defined regional needs. Funded roadway projects are required to be on roadways functionally classified by the Council as A-Minor or Principal Arterials to be eligible for federal funds in the Regional Solicitation.

MnDOT, in coordination with the Council, FHWA, and local cities and counties recently completed a comprehensive update to the functional classification system within the Council's planning area. Additionally, the Council has classified roadways within the A-Minor designation as per Council policy. This action will put into effect the adopted changes to the functional classification system for use in the 2022 Regional Solicitation. The map, which will be available on the Council's website, reflects the adopted changes to the functional classification system.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) maintains the roadway functional classification system for all public roads within the Metropolitan Planning Area. TAB has delegated the responsibility of approving changes to the system to the Technical Advisory Committee except for Principal Arterials, which must be approved by the Council. The TAB adopts a functional classification map with the approved changes for use in the 2022 Regional Solicitation.

STAFF ANALYSIS: The proposed roadway map fit the designation criteria of Appendix D of the 2020 update of the Transportation Policy Plan. Additionally, the map reflects the approved changes made by the TAB.

ROUTING

TO	ACTION REQUESTED	COMPLETION/ EXPECTED DATE
TAC Planning Committee	Review & Recommend	10/14/21
Technical Advisory Committee	Review & Recommend	11/3/21
Transportation Advisory Board	Review & Approve	11/17/21

Revised Classification

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

N