Application

13872 - 2020 Transit System Modernization

14295 - Eagan Transit Station (ETS) Modernization- Elevator Installation

Regional Solicitation - Transit and TDM Projects

Status:	Submitted
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Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Transit and TDM Projects			

Organization Information

Name:	MN VALLEY TRANSIT AUTH
Jurisdictional Agency (if different):	

Organization Type:

Organization Website:

Address: 100 E HWY 13

*	BURNSVILLE	Minnesota	55337
	City	State/Province	Postal Code/Zip

County: Dakota

Phone:* 612-882-7500 Ext.

Fax:

PeopleSoft Vendor Number 0000003737A1

Project Information

Project Name Eagan Transit Station (ETS) Modernization-Elevator Installation

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Eagan

Jurisdictional Agency (If Different than the Applicant): N/A

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

(Limit 2,800 characters; approximately 400 words)

With a growing ridership at Eagan Transit Station (ETS), the need for an elevator has become apparent. ETS Modernization grant application is for the installation of a passenger elevator. The station is bordered by the second busiest intersection in Dakota County, Yankee Doodle Road and Pilot Knob Road. Adjacent to Interstate Highway 35E; it provides transit access to a large retail area, hotels, and multi-family housing. The station also serves commuters to the downtown areas of both Minneapolis and St. Paul.

Development in this area grew rapidly when MVTA built a Transit Oriented Development (TOD) on the site located at 3470 Pilot Knob Road in Eagan MN. The area is now the City of Eagan's central shopping district. That project included a six-store mall adjacent to the transit station. The original 330 vehicle surface park and ride started serving customers in 1999. The park and ride demand at the site increased and in 2002 and it was expanded to accommodate 750 vehicles. The expansion included a two-level parking ramp structure, customer waiting area, and restrooms. Annual ridership at this location is just under half a million. The expansion project did not include a passenger elevator. Currently, all customers parking on the upper levels are required to use stairways only to exit the parking ramp.

The Metropolitan Councils Thrive MSP 2040 Transportation Policy Plan states we should provide people of all ages and abilities with a transportation system that connects them with jobs, schools, and opportunities. It has become a necessity that an elevator is installed to aid customers in exiting all levels at ETS transit station parking ramp. This project is consistent with Thrive MSP 2040.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Eagan Transit Station (ETS) Modernization

Project Length (Miles)

0.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

$440,000.00

Match Amount

$110,000.00

Minimum of 20% of project total

Project Total

$550,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage

20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Dakota County and MVTA

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

2021, 2022, 2023

Select all years that are feasible if funding in an earlier year becomes available.

For All Projects

Identify the Transit Market Areas that the project serves:

1,2,3,4,8

See the "Transit Connections" map generated at the beginning of the application process.

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency

Minnesota Valley Transit Authority

Zip Code where Majority of Work is Being Performed

55122

(Approximate) Begin Construction Date

01/01/2024

(Approximate) End Construction Date

12/31/2025

Name of Park and Ride or Transit Station:

Eagan Transit Station

e.g., MAPLE GROVE TRANSIT STATION

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address) 3470 Pilot Knob Road, Eagan MN 55122

Primary Types of Work Install Elevator

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Goal B. Safety and Security (Page 2.7)
OBJECTIVES: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Reduce the transportation system's vulnerability to natural and manmade incidents and threats.

STRATEGIES: Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation.

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.

Briefly list the goals, objectives, strategies, and associated pages:

Goal C. Access to Destinations (Page 2.8)
OBJECTIVES: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Increase travel time reliability and predictability for travel on highway and transit systems

STRATEGIES: The 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.

Regional transportation partners will provide or

encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

The Council will provide paratransit service complementary to the region's regular route transit system for individuals who are certified by the Council under the Americans with Disabilities Act (ADA).

Goal E. Healthy Environment (Page 2.12)
OBJECTIVES: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Reduce transportation related air emissions.

STRATEGIES:

The Council and MnDOT will consider reductions in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments.

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.

Limit 2,800 characters; approximately 400 words

3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages:

Dakota County 2030 Transportation Plan Chapter 5

City of Eagan 2030 Comprehensive Guide Plan Chapter 7

MVTA Strategic Plan

Limit 2,800 characters, approximately 400 words

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5.Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6.Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement. Yes

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
***Transit Expansion:** $500,000 to $7,000,000*
***Transit Modernization:** $500,000 to $7,000,000*
***Travel Demand Management (TDM):** $100,000 to $500,000*

Check the box to indicate that the project meets this requirement. Yes

8.The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.

Date plan completed:

Link to plan:

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation: Yes

Date self-evaluation completed: 01/01/2020

Link to plan:

Upload plan or self-evaluation if there is no link. 1588268767210_MVTA_ADA Policy.pdf

Upload as PDF

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

10.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

Check the box to indicate that the project meets this requirement. Yes

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.
Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

1.The project must provide a new or expanded transit facility or service.

Check the box to indicate that the project meets this requirement.

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

Check the box to indicate that the project meets this requirement.

Transit Expansion and Transit Modernization projects only:

3.The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

Check the box to indicate that the project meets this requirement. Yes

4.The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Check the box to indicate that the project meets this requirement. Yes

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

Check the box to indicate that the project meets this requirement.

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

Check the box to indicate that the project meets this requirement.

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$0.00
Removals (approx. 5% of total cost)	$0.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$0.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00

Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$0.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$0.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$550,000.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$550,000.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Subtotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$550,000.00
Construction Cost Total	$550,000.00
Transit Operating Cost Total	$0.00

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	306134
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	18594
Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)	0
Upload the "Letter of Commitment" *Please upload attachment in PDF form.*	
Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)	0
Upload the "Letter of Commitment" *Please upload attachment in PDF form.*	
Explanation of last-mile service, if necessary: *(Limit 1,400 characters; approximately 200 words)*	N/A
Upload Map *Please upload attachment in PDF form.*	1588871077203_ETS Modernization_PopulationEmployment.pdf

Measure B: Transit Ridership

Existing transit routes directly connected to the project *Select all routes that apply.*	3, 4, 5, 6, 7, 9, 10, 11, 14, 16, 17, 18, 19, 21, 22, 25, 54, 61, 62, 63, 64, 65, 67, 68, 70, 71, 74, 75, 94, 134, 141, 250, 264, 270, 294, 353, 361, 436, 440, 444, 445, 446, 460, 477, 480, 490, 495, 535, 553, 578, 597, 600, 645, 663, 664, 667, 670, 690, 698, 721, 747, 755, 756, 760, 761, 763, 764, 765, 766, 768, 774, 776, 781, 790, 795, 824, 850, 852, 865, 901-METRO Blue Line, 902-METRO Green Line, 903-METRO Red Line, 921-METRO A Line, 923-METRO C Line, 3, 4, 5, 6, 7, 9, 10, 11, 14, 16, 17, 18, 19, 21, 22, 25, 46 , 54, 61, 62, 63, 64, 65, 67, 68, 70, 71, 74, 75, 94, 134, 141, 250, 264, 270, 294, 353, 361, 436, 440, 444, 445, 446, 460, 477, 480, 490, 495, 535, 553, 578, 597, 600, 645, 663, 664, 667, 670, 690, 698, 721, 747, 755, 756, 760, 761, 763, 764, 765, 766, 768, 774, 776, 781, 790, 795, 824, 850, 852, 865, 901-METRO Blue Line, 902-METRO Green Line, 903-METRO Red Line, 923-METRO C Line
Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP) *Select all transitways that apply.*	METRO Orange Line (I-35W South Highway BRT), METRO Green Line Extension (Southwest LRT), METRO Blue Line Extension (Bottineau LRT), METRO Gold Line (Gateway Dedicated BRT), Rush Line Dedicated BRT, METRO D Line (Chicago-Emerson-Fremont Arterial BRT), METRO E Line (Hennepin Ave Arterial BRT)
Upload Map *Please upload attachment in PDF form.*	1588366964653_ETS Modernization_TransitConnectMaps.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips	0

Measure: Usage

Existing Transit Routes on the Project	3, 4, 5, 6, 7, 9, 10, 11, 14, 16, 17, 18, 19, 21, 22, 25, 46 , 54, 61, 62, 63, 64, 65, 67, 68, 70, 71, 74, 75, 94, 134, 141, 250, 264, 270, 294, 353, 361, 436, 440, 444, 445, 446, 460, 477, 480, 490, 495, 535, 553, 578, 597, 600, 645, 663, 664, 667, 670, 690, 698, 721, 747, 755, 756, 760, 761, 763, 764, 765, 766, 768, 774, 776, 781, 790, 795, 824, 850, 852, 865, 901-METRO Blue Line, 902-METRO Green Line, 903-METRO Red Line, 921-METRO A Line, 923-METRO C Line

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly: Yes

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

According to the Transportation Policy Plan, regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

With the installation of an elevator at Eagan Transit Station (ETS), MVTA will be creating equal access to all amenities in the building. Buses that leave ETS reach customers in the low-income area, Minneapolis and downtown St Paul.

Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning that will include special efforts to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities to ensure that their concerns and issues are considered in regional and local transportation decision making.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

ETS requires a passenger elevator. The station is bordered by the second busiest intersection in Dakota County, Yankee Doodle Road and Pilot Knob Road. Adjacent to Interstate Highway 35E, it provides transit access to a large retail area, hotels, and multi-family housing. The station also serves commuters to the downtown areas of both Minneapolis and St. Paul. Development in this area was sparked when MVTA built a transit oriented development (TOD) on the site located at 3470 Pilot Knob Road in Eagan. The area is now the City of Eagan's central shopping district. That project included a six-store mall adjacent to the transit station.

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-occupancy vehicle travel.

Response:

The installation of an elevator will provide a benefit for customers with either long term or short-term disabilities and allow for easy access to the parking ramp. The project will extend safety measures and provide a healthy alternative to customers that require assistance. About 86% of people surveyed favored the station accessible for all users and 80% of people surveyed agreed that an elevator was needed at the transit station.

The transit station was expanded to accommodate 750 vehicles. The expansion included, a two-level parking ramp structure, customer waiting area and restrooms. Annual ridership at this location is just under half a million. The expansion project did not

include a passenger elevator, which is needed to meet the current American with Disabilities Act (ADA) standards. An elevator is necessary to assure accessibility for all customers to egress the three-level parking structure and is consistent with this plan There is no elevator at the ETS ramp. Therefore, customers with disabilities are forced to find parking within the limited surface lot area or take the stairs which can be an impossible task for customers in wheel chairs.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

During the construction of the ETS Elevator Project; parking spaces will be used to stage construction equipment. MVTA does have additional parking spaces available at surface level lots, therefore, MVTA expects minimal disruptions. MVTA and the Contractor will need to ensure safety measures are in place for customers accessing the surface lot and parking ramp during construction.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1588872275692_ETS Modernization_Socio-EconomicConditions.pdf

Measure B: Part 1: Housing Performance Score

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
	0	0	0	0
	0	0	0	0
Apple Valley	1.0	0.03	94.0	2.35
Burnsville	2.0	0.05	100.0	5.0
Eagan	23.0	0.58	84.0	48.3
Mendota Heights	2.0	0.05	25.0	1.25
Minneapolis	5.0	0.13	100.0	12.5
St. Paul	6.0	0.15	100.0	15.0
Rosemount	1.0	0.03	78.0	1.95
				86

Total Transit Stops

Total Transit Stops 40.0

Housing Performance Score

Total Housing Score 86.35

Housing Performance Score

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.
If text box is not showing, click Edit or "Add" in top right of page.

Response:

The Transportation Policy plan states that people and businesses prosper by using a reliable, affordable, and efficient multi-modal transportation system that connects them to destinations throughout the region and beyond. Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities. Major transit investments like transit ways and transit centers also need to be highly accessible for pedestrians and bicyclists.

(Limit 2,100 characters; approximately 300 words)

Upload map:

Measure A: Description of emissions reduced

Response:

There is currently no elevator at Eagan Transit Station (ETS). Customers with disabilities are forced to find parking within the limited surface lot area or take the stairs which can be an impossible task for customers in wheel chairs. The purpose of this project is to ensure that all customers that use the ETS parking ramp has the same accessibility to all levels of the ramp at the transit station.

The installation of an elevator will benefit customers with either long term or short-term disabilities and allow for easy access to the parking ramp.

The project will extend safety measures and provide a healthy alternative to customers that require assistance.

(Limit 2,800 characters; approximately 400 words)

Applicants are recommended to provide any data to support their argument.

Upload any data

Please upload attachment in PDF form.

Measure C: Improvements and Amenities

Eagan Transit Station (ETS) requires a passenger elevator. The station is bordered by the second busiest intersection in Dakota County, Yankee Doodle Road and Pilot Knob Road. Adjacent to Interstate Highway 35E, it provides transit access to a large retail area, hotels, and multi-family housing. The station also serves commuters to the downtown areas of both Minneapolis and St. Paul. Enhancements to service reliability remains a key factor. When reviewing service expansion and/or micro-transit models; MVTA has to recognize our limitation due to no elevator accessibility to the parking ramp. The installation of the elevator and having accessibility to all levels of the ramp will likely attract new riders.

Response

Development in this area was sparked when MVTA built a transit oriented development (TOD) on the site located at 3470 Pilot Knob Road in Eagan. The area is now the City of Eagan's central shopping district. That project included a six-store mall adjacent to the transit station. The original 330 vehicle surface park and ride started serving customers in 1999. The park and ride demand at the site increased and in 2002 it was expanded to accommodate 750 vehicles. The expansion included, a two-level parking ramp structure, customer waiting area and restrooms. MVTA operates 169 buses, ranging in size from cutaways to 45-foot coaches, with a peak weekday pullout of 132 buses and 1,000 weekday platform hours. Service operates seven days per week, close to 24-hours per day. MVTA provided almost 2.8 million rides on 34 routes in 2019, with an average of 10,000-weekday riders and 1,500-weekend riders per day. Annual ridership at this location is just under half a million. The expansion project did not include a passenger elevator, which is needed to meet the current American with Disabilities Act (ADA) standards.

An elevator is necessary to assure accessibility for all customers to exit all levels of the parking structure and this project is consistent with the 2040 Transportation plan. The Policy Plan states we should provide people of all ages and abilities with a transportation system that connects them with jobs, schools, and opportunities. It has become a necessity that an elevator is installed to aid customers in exiting all levels at ETS transit station parking ramp. This project is consistent with Thrive MSP 2040. The advantages to installing an elevator within the parking structure are: easy access to all levels, additional parking spaces/capabilities for customers with disabilities, and a convenient transportation method for customers to use when/if needed. The installation of an elevator will provide a benefit for customers with either a long term or short-term disabilities and allow for easy access to the parking ramp. The project will extend safety measures and provide a healthy alternative to customers that require assistance.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

Development in this area was sparked when MVTA built a transit oriented development (TOD) on the site located at 3470 Pilot Knob Road in Eagan. The area is now the City of Eagan's central shopping district. That project included a six-store mall adjacent to the transit station. Enhancements to service reliability remains a key factor. When reviewing service expansion and/or micro-transit models; MVTA has to recognize our limitation due to no elevator accessibility to the parking ramp. The installation of the elevator and having accessibility to all levels of the ramp will likely attract new riders. We currently have lockers that riders can rent but these have been all been rented out. There is a waiting list of customers wanting to rent a locker. The station currently has bike storage

and lock-up areas that will be modernized as well during this project.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.
Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

Yes

50%

Attach Layout 1588280526844_ETSModernization_PreliminaryDrawings.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:

Meeting with partner agencies:

Targeted online/mail outreach: 04/20/2020

Number of respondents: 250

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need. Yes

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Response (Limit 2,800 characters; approximately 400 words):

MVTA's Spring 2020 survey received about 250 responds. From this survey, MVTA received feedback that included 86% of people favored the station having additional accessibility that allowed all users to access transit. 80% of people believed that an elevator at the station would be a sufficient choice of accessibility.

Measure: Cost Effectiveness

Total Annual Operating Cost: $262,806.78

Total Annual Capital Cost of Project $11,000.00

Total Annual Project Cost $273,806.78

Assumption Used:

MVTA calculated three years of operation costs at Eagan Transit Station and provided the average for the Total Annual Operating Cost field.

The Total Annual Capital Cost of Project is based upon the FTA's Years of Useful Life - Park & Ride - Structure of 50 years.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness $0.00

Other Attachments

File Name	Description	File Size
BTS Modernization_Letter of Support-Chris Gerlach.pdf	BTS Modernization_Letter of Support-Chris	166 KB
BTS Modernization_Letter of Support-Gary Hansen.pdf	BTS Modernization_Letter of Support-Gary	289 KB
BTSElevatorInstall_OnePageProjectSum.pdf	ETS-One Page Project Summary	184 KB
CityofEagan_2030 Comprehensive Guide Plan_Chapter7_MVTA.pdf	Transportation Plan-City of Eagan	2.6 MB
Dakota County Local Match Letter_ETSModernization-ElevatorInstall.pdf	ETS-Dakota County_Local Match Letter	112 KB
DakotaCounty_2030TransportationPlan_Chapter5_MVTA.pdf	Transportation Plan-Dakota County	2.1 MB
ETS Modernization_Letter of Support-Hooppaw.pdf	ETS Modernization_Letter of Support-Hooppaw	116 KB
ETS Modernization_RegionalEconomy.pdf	BTS Modernization Regional Economy Map	5.3 MB
MinneapolisSaintPaul_2040TransportationPolicyPlan-Chapter2.pdf	Transportation Plan-Minneapolis_St Paul	2.9 MB
MVTACommitmentLetter_ETSModernizationElevator.pdf	ETS-MVTA Commitment Letter	129 KB
MVTALocalMatchLetter_ETSModernizationElevatorInstall.pdf	BTS-MVTA_Local Match Letter	128 KB
MVTAStrategicPlan.pdf	ETS-MVTA Strategic Plan	7.0 MB
Survey Monkey Results.pdf	ETS-Survey Monkey	72 KB

Minnesota Valley Transit Authority

ADA Policy

I. ABOUT THE POLICY

Minnesota Valley Transit Authority (MVTA) Policy on Accessibility and Compliance with the Americans with Disabilities Act of 1990 and related State of Minnesota Statutes as Amended, December 10, 2014.

It is the policy of the MVTA to implement the legal requirements of the Federal and State governments in a manner so as to meet the following goals:

1. To encourage individual and dignified use of the transit system with minimal assistance from transit system employees, contractors, and other users.
2. To expedite the safe and efficient boarding, transporting, and alighting of all passengers, regardless of mobility status.
3. To adapt to a wide range of mobility aids within the physical limitations of current vehicles and available commercial standard equipment.
4. To minimize any potential damage to mobility aids from the onboard securement system.

To accomplish this policy, the following specific actions have been adopted the 28th day of June, 2006, revised the 24th day of January, 2007, revised the 31st day of October, 2012, revised the 10th day of December 2014 and revised on the 29th day of April 2020.

II. APPLICATION OF POLICY

This policy applies to MVTA services, facilities, and vehicles. This includes all contracted services operated by other private and public operators. This policy is not intended to suggest or require compliance by other operating entities, including Metro Transit, other Metropolitan Council general public service providers, or Metro Mobility and its contracted agencies and operators.

III. FACILITY AND VEHICLE DESIGN REQUIREMENTS

All MVTA facilities and vehicles shall meet or exceed the minimum requirements for accessibility, including but not limited to 49 CFR Parts 27, 37, and 38, MN Stat. Ch. 299A, and MN Rules Ch. 7450. MVTA shall exceed the minimum requirements in the following way(s): All transit vehicles shall be equipped with two forward-facing securement positions, including those vehicles 22 feet long and under. Transit vehicles may be equipped with one or more combination positions which shall provide a compliant forward-facing position and a rear-facing position which need not include a compliant occupant-restraint system when used in the rear-facing manner. All vehicles shall be equipped with a kneeling feature if that feature is offered by the manufacturer.

IV. VEHICLES DESIGN RECORDS

Records will be maintained describing the lift and securement equipment on each MVTA transit vehicle. This information will include the design capacity of the devices to allow determination of what vehicles may be able accommodate passengers in various types of non-conforming mobility aids.

V. VEHICLE ASSIGNMENT

The assignment of particular vehicle types will be made on the basis of total ridership demand. Recognizing that certain vehicle types may be available to only one MVTA contractor, buses cannot and will not be assigned on the basis of their accessibility features. Given the sensitivity of certain passengers using mobility

aids to particular vehicle designs, however, staff will work with those passengers to alert them to changes in the vehicle assignments as they affect accessibility features when quarterly and special service changes are made.

VI. MOBILITY AID

Mobility aids belong to any class of two-, three- or more-wheeled devices, usable indoors, designed or modified for and used by individuals with mobility impairments, whether operated manually or powered.

VII. BOARDING

Passengers who use mobility aids requiring the deployment of the lift or ramp will board prior to other passengers, unless the passenger requests otherwise. Operators are required to kneel the bus if requested and so equipped, or to deploy the lift or ramp if requested, even if the passenger is not using a mobility aid. Operators are required to directly assist passengers upon request by briefly pushing the mobility aid (including up a steeply sloped vehicle ramp), and by properly operating the vehicle lift/ramp and securement systems. At locations where there is no curb or sidewalk, operators may require passengers to move their mobility aid a short distance to allow for proper and safe deployment of the lift or ramp.

A personal care attendant is permitted to accompany the passenger on the vehicle lift/ramp if requested, provided the combined weight of the passenger, mobility aid, and attendant does not exceed 600 pounds. The attendant is not permitted to operate the lift or ramp.

VIII. FARES

Fares for users with limited mobility are set by the Metropolitan Council. Riders must display a qualifying identification card, as determined by the Council, upon request of the operator. Operators must assist with fare payment upon request. It is the responsibility of passengers requiring fare payment assistance to have their fare ready and in a convenient location. A personal care attendant accompanying a qualified passenger rides for free.

IX. PRIORITY SEATING/SECUREMENT AREA

A priority seating area shall be designated at the front of each vehicle for passengers with limited mobility not using a secured mobility device. Operators are required to ask passengers occupying these seats to vacate them upon request of boarding passengers. Operators are not required to enforce the priority seating designation beyond making such a request.

An area shall be designated close to the lift or ramp entrance for the securement of mobility aids. If this area is occupied by ambulatory passengers and a passenger in a mobility aid boards the vehicle, operators will request those passengers to relocate, and passengers are required to relocate upon the operators request, unless the bus is already so full that those ambulatory passengers would be unable to safely stand.

X. SECUREMENT AND RESTRAINT

It is MVTA policy that mobility aids be secured by the operator while onboard MVTA vehicles. The standard for securement is that operators must make their best effort to secure the chair, not securement to the satisfaction of the operator. Operators will receive training in the proper securement of mobility aids both in

the hiring process and in regular in-service retraining. A personal care attendant may assist in the securement procedure but the operator must always examine the securements before proceeding.

A conforming lap and shoulder belt shall be provided in the forward-facing securement areas. It shall be recommended to all passengers riding in a secured mobility aid that they be restrained using the lap and shoulder belt, however, it will not be required.

Mobility aids placed in an approved rear-facing position shall be secured by the design of the position which may be entirely passive or include a securement strap to restrict lateral movement. In the latter case, deployment of the securement strap either by the operator, the passenger, or an attendant is required, and operator inspection of the strap deployment is required if it is deployed by the passenger or an attendant.

A conforming lap and shoulder belt need not be provided for the rear-facing use of a combination position and even if such a lap and shoulder belt is provided, it is not required to be used except on request of the passenger. Passengers requesting use of the lap and shoulder belt must be carried in a forward-facing position if a conforming lap and shoulder belt is not available for a rear-facing position.

XI. TRANSFER TO FIXED SEATING

Operators shall recommend that users of scooter type conforming mobility aids transfer to fixed seating and allow only the mobility aid to be secured to the bus; furthermore, operators may recommend that users of other particular mobility aids transfer if they believe it to be in the passenger's safety interest due to the design of the mobility aid. Under no circumstance may operators require a transfer, even if the mobility aid is not able to be secured to the operator’s satisfaction. Operators are required to use their best effort to secure all mobility aids whether occupied or not.

XII. WHEELCHAIR SECUREMENT TRAINING PROGRAM

Staff shall implement a program for users of mobility aids to improve operators’ ability to correctly secure mobility aids. This program may include but not be limited to marking of preferred attachment points for securement devices, attachment of tether straps where appropriate attachment points are not available, and passenger training on identifying preferred securement methods to operators on vehicles with different securement systems.

XIII. SERVICE ANIMALS

Persons with a disability requiring the use of a service animal shall be permitted to board with such animal. Operators are permitted to request that persons traveling with a service animal identify that the animal is performing a service function either by verbal or visual means, including but not limited to identifying equipment or markings attached to the animal.

XIV. ANNOUNCING OF STOPS

Operators are required to announce inside the bus all upcoming time points, transfer points that are not time points, and stops at signalized intersections, as well as any other stops requested by riders.

Operators are required to announce both the stop location and any transfer routes. MVTA staff will develop a program to identify to operators those stops that must always be announced.

Operators are required to announce to persons outside the bus at stops the route number, plus the direction and destination where necessary to clearly identify the trip to waiting passengers.

Operators are required to use provided public address systems to make these announcements, except on 25-foot and smaller buses where announcements may be made without the use of the public address system provided the announcements can be clearly heard throughout the bus.

XV. ALIGHTING

Passengers who use mobility aid devices will ordinarily alight after other passengers at the same stop. Operators are required to kneel the bus if requested and so equipped, or to deploy the lift or ramp if requested, even if the passenger is not using a mobility aid. Operators are required to assist passengers upon request. At locations where there is no curb or sidewalk, operators may suggest an alternate stop to allow for easier deployment of the lift or ramp; however, operators are required to allow passengers to alight at their requested stop unless doing so is likely to damage the lift/ramp or prevent it from operating properly.

XVI. USE OF ACCESSIBILITY DEVICES BY RIDERS NOT USING A MOBILITY AID

Operators shall operate the vehicle lift/ramp and/or kneeling feature upon request for all passengers. This includes use of the lift/ramp for strollers. The mobility aid securement system may only be used to secure a mobility aid. The lap-and-shoulder belt may only be used to restrain a passenger riding in a secured mobility aid.

XVII. REPLACEMENT VEHICLES

If there is a failure of the lift/ramp or securement devices, a replacement vehicle must be dispatched if the next trip to the destination of any passenger using a mobility device is scheduled in more than 30 minutes. If the next trip to the destination of any passenger using a mobility device is scheduled in 30 minutes or less, a replacement vehicle may be dispatched if available.

Population/Employment Summary

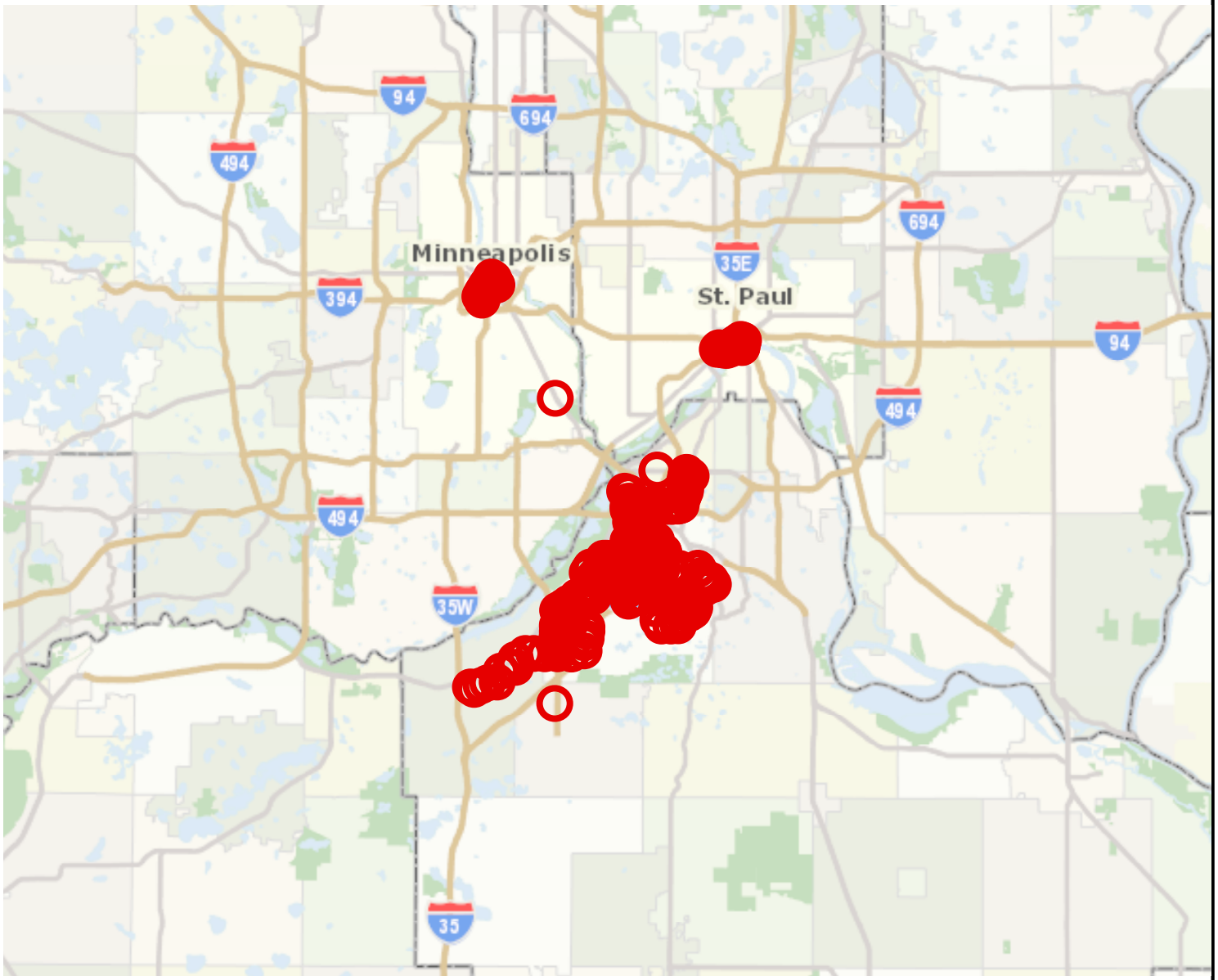
Transit System Modernization Project: Eagan Transit Station (ETS) Elevators | Map ID: 1586288801098

Results

Within QTR Mile of project:
Total Population: 120341
Total Employment: 263315
Postsecondary Students: 1846

Within HALF Mile of project:
Total Population: 167899
Total Employment: 306134
Postsecondary Students: 18594

Within ONE Mile of project:
Total Population: 293440
Total Employment: 418353



Project Points Project Area

Project

0 3.5 7 14 21 28 Miles

Created: 4/7/2020
LandscapeRSA4

For complete disclaimer of accuracy, please visit
https://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

Population/Employment Summary

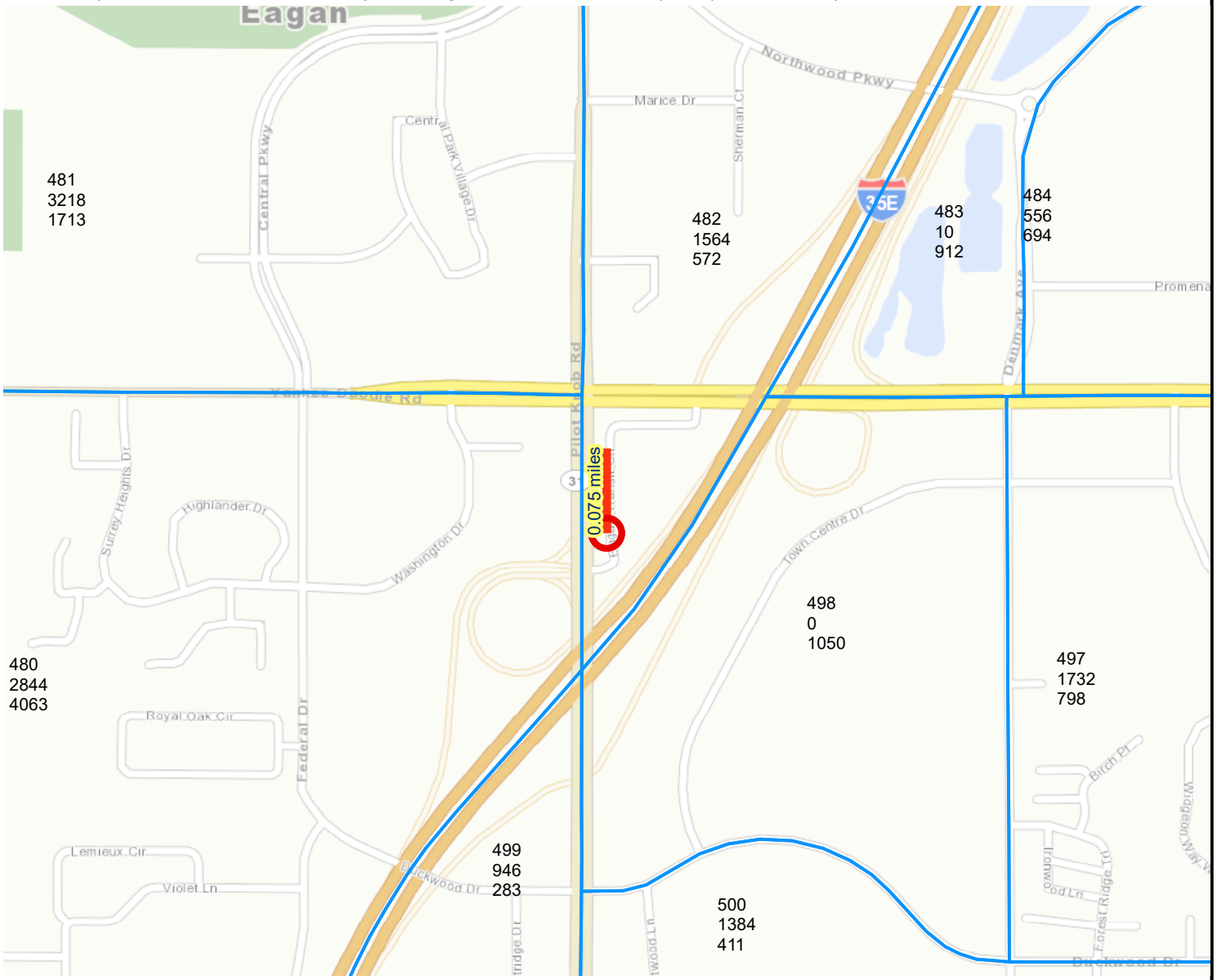
Transit System Modernization Project: Eagan Transit Station (ETS) Elevators | Map ID: 1586375137664

Results

Within QTR Mile of project:
Total Population: 8582
Total Employment: 8593
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 12254
Total Employment: 10496
Postsecondary Students: 0

Within ONE Mile of project:
Total Population: 19427
Total Employment: 12429



Project Points
Project
Project Area
2016 TAZ

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 4/8/2020
LandscapeRSA4

For complete disclaimer of accuracy, please visit
https://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

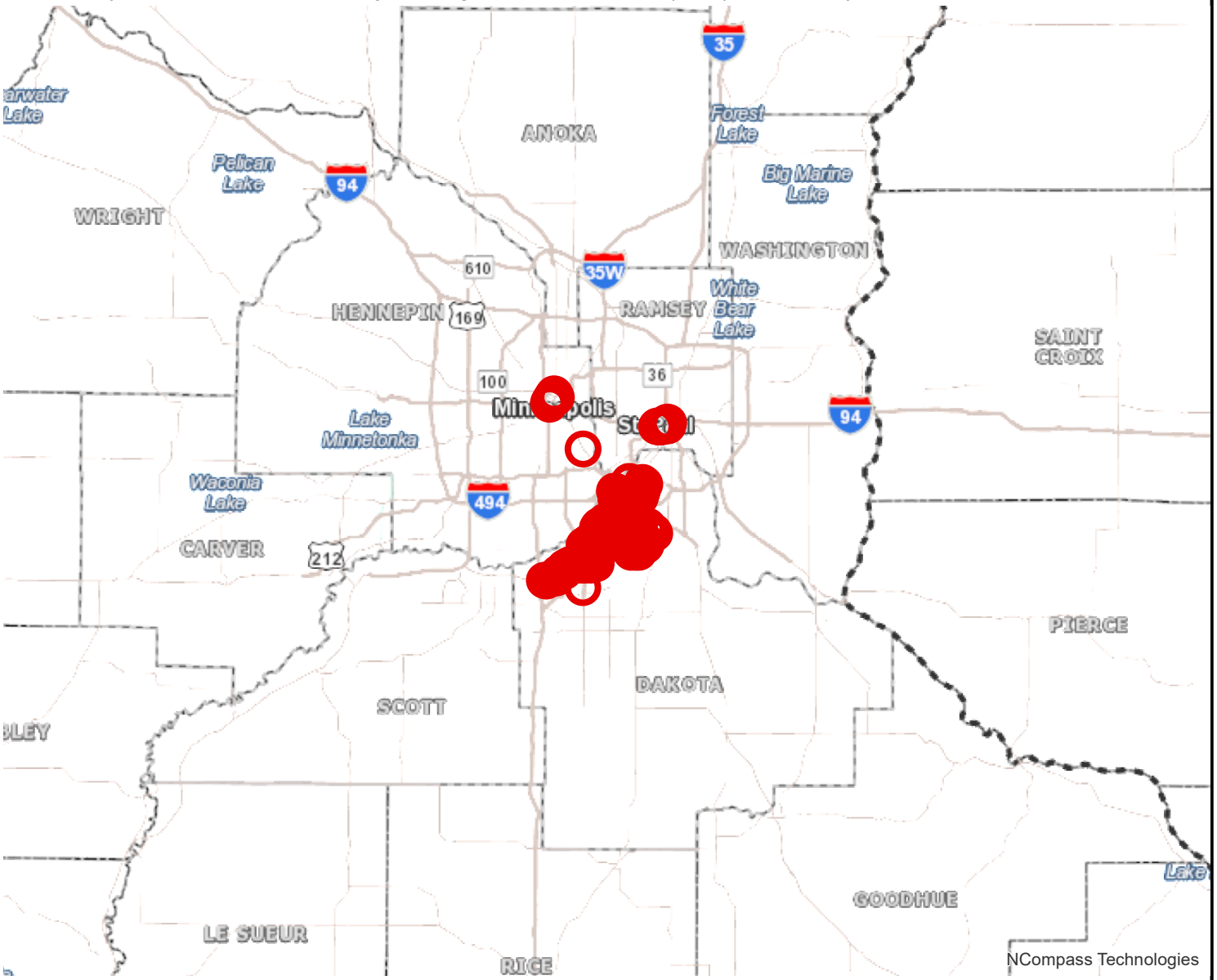
Transit Connections

Transit System Modernization Project: Eagan Transit Station (ETS) Elevators | Map ID: 1586288801098

Results

Transit with a Direct Connection to project:
10 11 134 14 141 16 17 18 19 21 22
25 250 264 270 294 3 353 361 4 436 440
444 445 446 46 460 477 480 490 495 5 535
54 553 578 597 6 600 61 62 63 64 645
65 663 664 667 67 670 68 690 698 7 70
71 721 74 747 75 755 756 760 761 763 764
765 766 768 774 776 781 790 795 824 850 852
865 9 901 902 903 921 923 94
*Penn Avenue
*West Broadway Avenue
*East 7th Street
*Central Avenue NE
*Hennepin Avenue
*Robert Street
*Chicago/Emerson-Fremont
*West Broadway
*Red Rock
*Nicollet-Central
*Rush Line
*Red Line
*A Line
*Orange Line
*Highway 169
*Highway 36
*I-35 W North
*Green Line
*Blue Line
*Nicollet Ave
*Riverview
*Gold Line

**indicates Planned Alignments*



Transit Market Areas 1, 2, 3, 4, 8

Project Points

Project

Project Area

0 5 10 20 30 40 Miles

Created: 4/7/2020
LandscapeRSA3

For complete disclaimer of accuracy, please visit
https://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

Transit Connections

Transit System Modernization Project: Eagan Transit Station (ETS) Elevators | Map ID: 1586375137664

Results

Transit with a Direct Connection to project:
445 446 480

**indicates Planned Alignments*

Transit Market areas: 3

Project Points
Active Stop
Project
Transit Routes
Project Area

0 0.0375 0.075 0.15 0.225 0.3 Miles

Created: 4/8/2020
LandscapeRSA3

METROPOLITAN COUNCIL

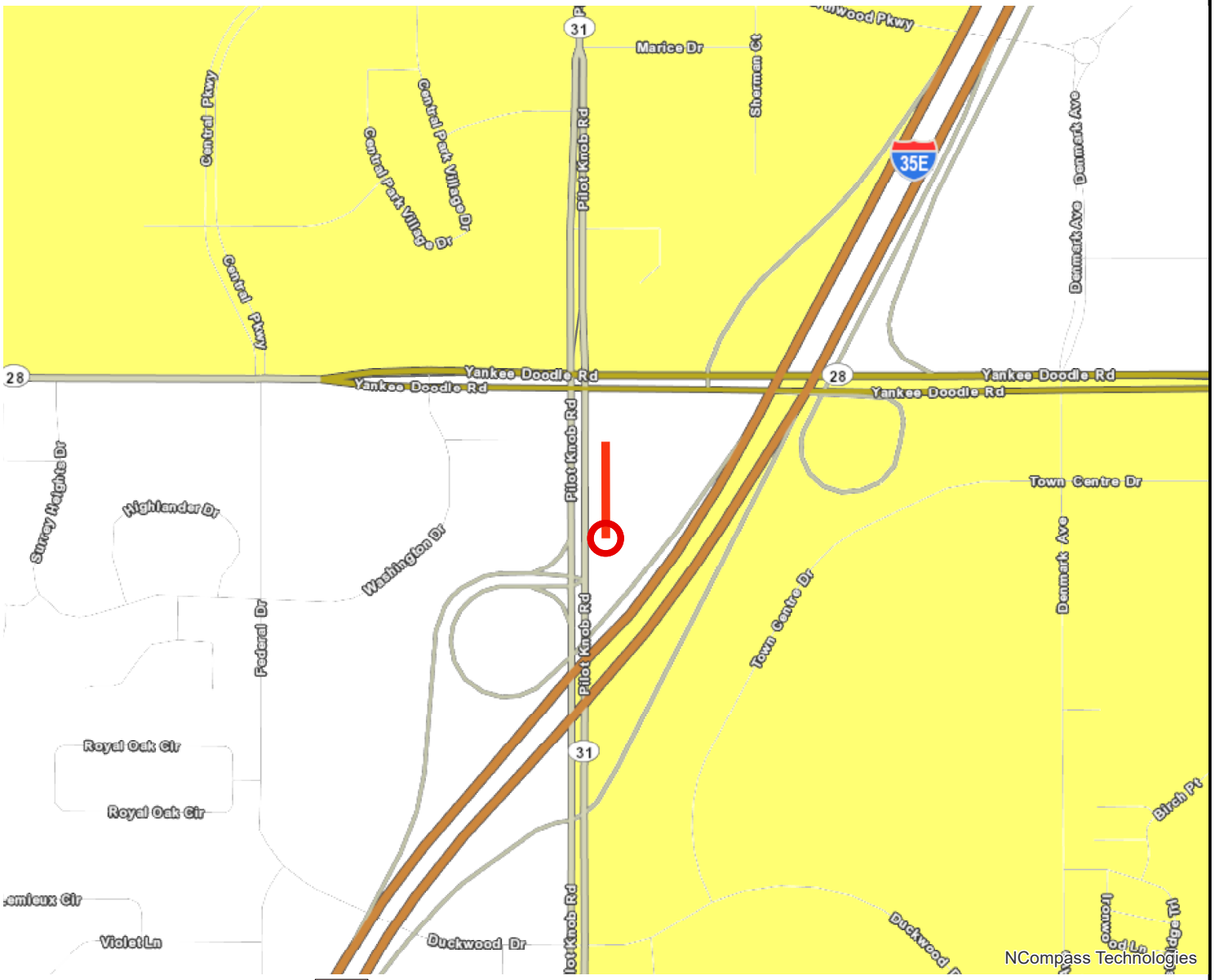
Socio-Economic Conditions

Transit System Modernization Project: Eagan Transit Station (ETS) Elevators | Map ID: 1586375137664

Results

Project located in
a census tract that is below
the regional average for
population in poverty
or populations of color,
or includes children,
people with disabilities,
or the elderly:
(0 to 12 Points)

Tracts within half-mile:
60716 60717 60725
60726 60727 60729



Points

Lines

Area of Concentrated Povertry > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 4/8/2020
LandscapeRSA2

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissite/notice.aspx

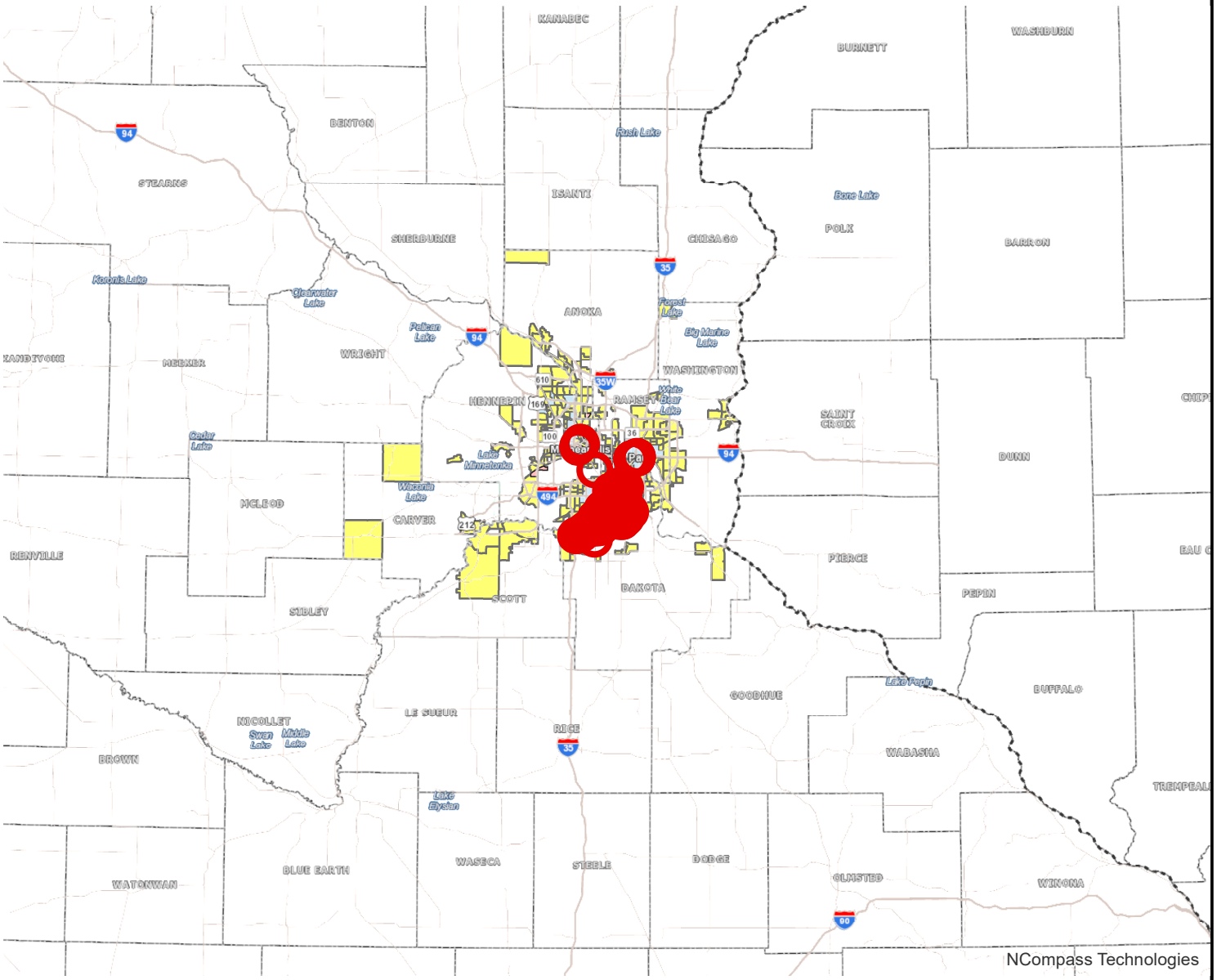
METROPOLITAN COUNCIL

Project located **IN**
Area of Concentrated Poverty:
(0 to 24 Points)

Socio-Economic Conditions

Transit System Modernization Project: Eagan Transit Station (ETS) Elevators | Map ID: 1586288801098

Tracts within half-mile:
5901 5902 11800
11998 33000 33700
34000 34201 34202
34400 35500 35800
35900 36000 36100
37100 42800 60508
60603 60604 60605
60606 60710 60711
60713 60714 60716
60717 60721 60725
60726 60727 60728
60729 60730 60731
60732 60733 60734
60735 60737 60738
60743 60744 60747
60748 60749 60750
60805 60806 60824
103000 103600 103700
104400 105201 105204
105400 105600 105700
110200 110400 110500
111100 126100 126200



Points
Lines
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

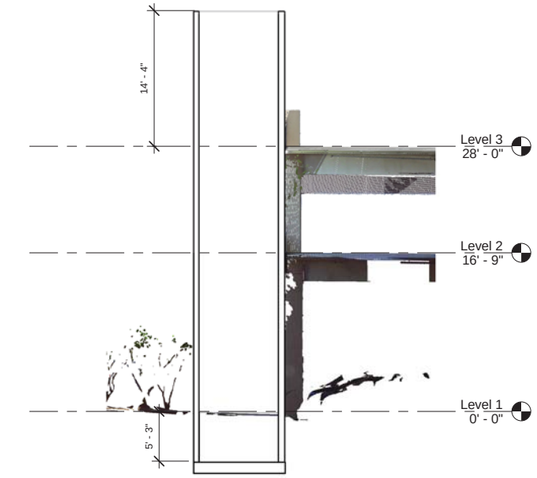
0 15 30 60 90 120 Miles

Created: 4/7/2020
LandscapeRSA2

METROPOLITAN COUNCIL

Maintain the existing distance between the two buildings.

1 FLOOR PLAN
1/8" = 1'-0"



2 Section 1
1/8" = 1'-0"

MVTA EAGAN TRANSIT STATION

3470 PILOT KNOB RD
EAGAN, MN 55122

PRELIMINARY
NOT FOR
CONSTRUCTION

DUAN

DUAN CORPORATION

7096 EAST FISH LAKE ROAD, MAPLE GROVE, MN 55311

TEL: 612 - 326 - 3000 FAX: 612 - 677 - 3727

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNATURE

NAME: FRANK DUAN

DATE:

REGISTRATION NUMBER: 26236

PLAN, SECTION,PERSPECTIVE VIEW

COMM. NO.	18-00
SCALE	
DATE	5/31/2018
DRAWN	
CHECKED	

A3

County Administration

Dakota County
Administration Center
1590 Highway 55
Hastings, MN 55033

651.438.4418
www.dakotacounty.us

April 10, 2020

Minnesota Valley Transit Authority
Luther Wynder, Chief Executive Officer
100 East Highway 13
Burnsville, MN 55337

RE: Letter of Support for the Modernization of Eagan Transit Station
2020 Regional Solicitation Application

Dear Mr. Wynder:

I'd like to extend my support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the modernization of Eagan Transit Station (ETS).

The ETS Modernization construction project includes a parking ramp passenger elevator. The original 330 vehicle surface park and ride started serving customers in 1999. The park and ride demand at the site increased and in 2002, it was expanded to accommodate 750 vehicles. The expansion included, a two-level parking ramp structure (in addition to the existing surface lot), customer waiting area and restrooms. Annual ridership at this location is just under half a million. The expansion project did not include a passenger elevator. Currently all customers parking on the upper levels are required to use stairways for egress. An elevator is necessary to assure accessibility for all customers to egress the three level parking structure.

I appreciate your efforts to secure funding for the modernization of the transit facility and I am supportive of MVTA moving forward with this project.

Sincerely,

Chris Gerlach
Dakota County Commissioner
District 7, Apple Valley & Rosemount

EAGAN
ESTABLISHED 1860

April 10, 2020

Minnesota Valley Transit Authority
Luther Wynder, Chief Executive Officer
100 East Highway 13
Burnsville, MN 55337

RE: Letter of Support for the Modernization of Eagan Transit Station
2020 Regional Solicitation Application

Dear Mr. Wynder:

I'm writing in support of the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for modernization of the Eagan Transit Station (ETS).

The ETS Modernization construction project includes a parking ramp passenger elevator. The original 330-vehicle surface park and ride facility started serving customers in 1999. Park and ride demand at the site increased and, in 2002, the facility was expanded to accommodate 750 vehicles. The expansion included a two-level parking ramp structure (in addition to the existing surface lot), customer waiting area, and restrooms. Annual ridership at this location is just under half a million.

The expansion project did not include a passenger elevator. Currently all customers parking on the upper levels are required to use stairways for egress. An elevator is necessary to assure accessibility for all customers to egress the three-level parking structure.

I appreciate your efforts to secure funding for modernization of this facility and I support MVTA moving forward with this project.

Sincerely.

Gary Hansen

Gary Hansen
City Councilmember

2020 Regional Solicitation
Eagan Transit Station (ETS) Elevators
Date: February 21, 2020

ABOUT

Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities and provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

PROJECT OVERVIEW

ETS requires a passenger elevator. The station is bordered by the second busiest intersection in Dakota County, Yankee Doodle Road and Pilot Knob Road. Adjacent to Interstate Highway 35E, it provides transit access to a large retail area, hotels, and multi-family housing. The station also serves commuters to the downtown areas of both Minneapolis and St. Paul.

Development in this area was sparked when MVTA built a Transit Oriented Development (TOD) on the site located at 3470 Pilot Knob Road in Eagan. The area is now the City of Eagan's central shopping district. That project included a six-store mall adjacent to the transit station.

The original 330 vehicle surface park and ride started serving customers in 1999. The park and ride demand at the site increased and in 2002, it was expanded to accommodate 750 vehicles. The expansion included, a two-level parking ramp structure, customer waiting area and restrooms. Annual ridership at this location is just under half a million. The expansion project did not include a passenger elevator, which is needed to meet the current American with Disabilities Act (ADA) standards. An elevator is necessary to assure accessibility for all customers to egress the three-level parking structure and is consistent with this plan.

Currently all customers parking on the upper levels are required to use stairways for egress. The Metropolitan Councils Thrive MSP 2040 Transportation Policy Plan states we should provide people of all ages and abilities with a transportation system that connects them with jobs, schools and opportunity.

FUNDING REQUEST

The total project amount is $550,000; the requested federal portion is $440,000 and the requested local match (20%) is $110,000.

7 Transportation

City of Eagan

This transportation chapter has been prepared in compliance with state statute and applicable Metropolitan Council guidelines. The contents of this chapter were drawn from the more detailed Transportation Plan prepared by SRF Consulting Group, Inc. for the City of Eagan.

The purpose of the Transportation Plan is to provide the policy and program guidance needed to make appropriate transportation related decisions when development occurs, when elements of the transportation system need to be upgraded or when transportation problems occur. The Transportation Plan demonstrates how the City of Eagan will provide for an integrated transportation system that will serve the future needs of its residents and businesses, support the City's development plans and complement the portion of the metropolitan transportation system that lies within the City's boundaries. The Transportation Chapter includes the following sections:

- Roadway System Plan
- Transit System Plan
- Bicycle and Trail Plan
- Aviation Plan

There are approximately 296 miles of public roadways currently in the City of Eagan, approximately 236 of which the City is responsible for operating and maintaining. In addition, the City provides transit service and maintains a system of trails and sidewalks. Maintaining and improving this multi-modal transportation system is important to the ongoing economic health and quality of life of the City. In addition, maintaining and improving the system is needed for people to travel easily and safely to work and other destinations, to develop property and to move goods.

Eagan has almost 300 miles of public roadways, of which 236 miles the City is responsible for operating and maintenance.

Goals and Policies

The City has identified the following transportation-related goals and policies to guide its transportation system.

Goals

7.1 To develop a transportation system that will serve the mobility and access needs of the City's residents, businesses and institutions and support the City's vision on growth and development.

7.2 To develop a multi-modal transportation system in which autos, trucks, rail, transit, bicycles and pedestrians are adequately served and can safely co-exist.

7.3 To develop a process for understanding current and future transportation needs and for helping guide the City's transportation investment policies.

7.4 To work cooperatively with adjacent communities, county, regional and state agencies to achieve a mutually supportive transportation system.

7.5 To work cooperatively with the Metropolitan Airports Commission and adjacent communities to support aircraft operations while minimizing adverse impacts on the community.

Policies

7.1 The City will periodically update its transportation plan to ensure that transportation system improvements are anticipated based on City and regional growth trends.

7.2 The City will adopt and annually update a Capital Improvement Program consisting of a construction schedule and a corresponding financing program for the improvement of the City's transportation infrastructure.

7.3 The City will continue its cooperative efforts with Mn/DOT, the Metropolitan Council, Dakota County and adjacent communities to achieve the timely upgrade of State highways, County roads, and transit services based on the priorities defined in the Capital Improvement Program and the transportation element of this comprehensive plan.

7.4 The City will require the appropriate dedication of public right-of-way and restricted access along collector roadways based on the functional classification and access guidelines contained within the transportation element of this comprehensive plan.

7.5 The City will support County and State access guidelines that limit access on arterials based on their functional classification and access

guidelines contained within the transportation element of this comprehensive plan.

7.6 The City will encourage interconnection of similar land uses to facilitate local through traffic flow, maximize dispersion opportunities, and minimize congestion and safety conflicts.

7.7 The City will require installation of sidewalks and/or trails adjacent to all collector and arterial roads and along streets or within private development where necessary to provide connections between residential neighborhoods, community and regional recreation and educational facilities, retail uses, and other destinations.

7.8 The City has adopted a pedestrian and bicycle trail plan. The City will coordinate the implementation of the trail plan with the planning of other facilities and activities including park-and-ride lots, park-and-fly lots, transit stations, community and regional recreational facilities, education and retail uses, etc.

7.9 The City will support education and safety programs for bicyclists and pedestrians, such as bike rodeos, trail maps and brochures, in order to promote safe use of the City's pedestrian and bicycle trails.

7.10 The City will pursue and continue its cooperative efforts with the Minnesota Valley Transit Authority (MVTA) in order to provide adequate bus service to and from the City of Eagan.

7.11 The City will cooperate with the MVTA in providing sufficient and adequate park-and-ride lots in appropriate locations to serve community needs.

7.12 The City will generally discourage new residential development in areas most affected by aircraft noise.

7.13 The City of Eagan will consider a Noise Attenuation Construction ordinance, which applies to all noise-sensitive areas within the Metropolitan Council Noise Zones. (Note: the consideration of the ordinance is required under the recently adopted consent decree in the noise mitigation lawsuit.)

7.14 The City will continue its cooperative efforts with the Metropolitan Airports Commission, the Pollution Control Agency and other governmental agencies to reduce adverse noise impacts generated by air traffic. This includes advocating for historic and prospective aircraft operating procedures that respect the City's purposeful efforts to minimize noise sensitive uses in the Eagan-Mendota Heights Corridor.

7.15 The City will continue to encourage noise compatible commercial-industrial uses in the northern portion of the City where the noise compatible Corridor has been established. The City will consider redevelopment of noise-sensitive residential uses to noise compatible uses in the Corridor in situations where other planning factors support such action

7.16 The City will notify appropriate agencies of proposed construction or alterations that will exceed height limitations in airport areas as specified in Federal or State law.

Roadway System Plan

The existing roadway system in the City of Eagan is shown in Figure 7.1 along with the existing traffic volumes, as reported by the Mn/DOT Office of Transportation Data and Analysis.

- Traffic volumes for Interstate and State Trunk Highways (TH) were collected by Mn/DOT and represent the year 2006.
- Traffic volumes for County State Aid Highways (CSAH) and County Roads (CR) were collected by Dakota County and represent the year 2007.
- Traffic volumes for Municipal State Aid Streets (MSAS) and other streets were collected by the City of Eagan and represent the year 2007.

Jurisdictional Classification

Roadways in the City of Eagan are administered by different agencies depending upon their jurisdictional classification. The Minnesota Department of Transportation (Mn/DOT) maintains state highways, which include the Interstate system and other Trunk Highways (TH). Dakota County maintains the County State Aid Highway System (CSAH) and other County Roads (CR). The remaining roads are maintained by the City of Eagan. The three jurisdictions cooperate in the planning and improvement of the roadway system in the City. The existing jurisdictional classification is shown in Figure 7.2.

The jurisdictional classification system is intended to maintain a balance of responsibility among the agencies and is organized around the principle that the highest volume limited access roadways that carry regional trips are primarily maintained by Mn/DOT, the intermediate volume roadways that carry medium length trips are maintained by Dakota County and the local street system that provides access to individual properties is maintained by the City.

Figure 7.1 Existing Roadway System and Traffic Volumes

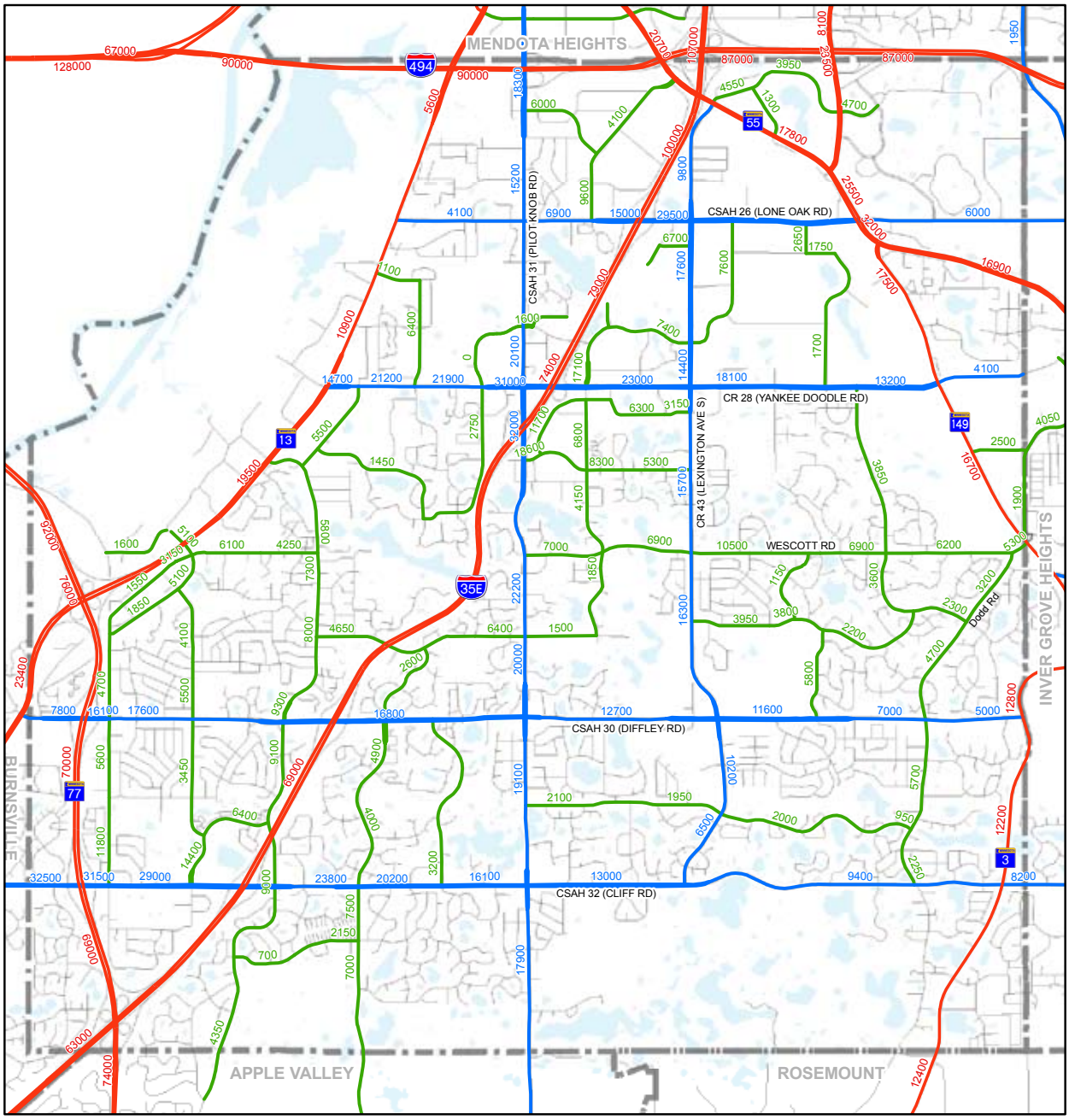
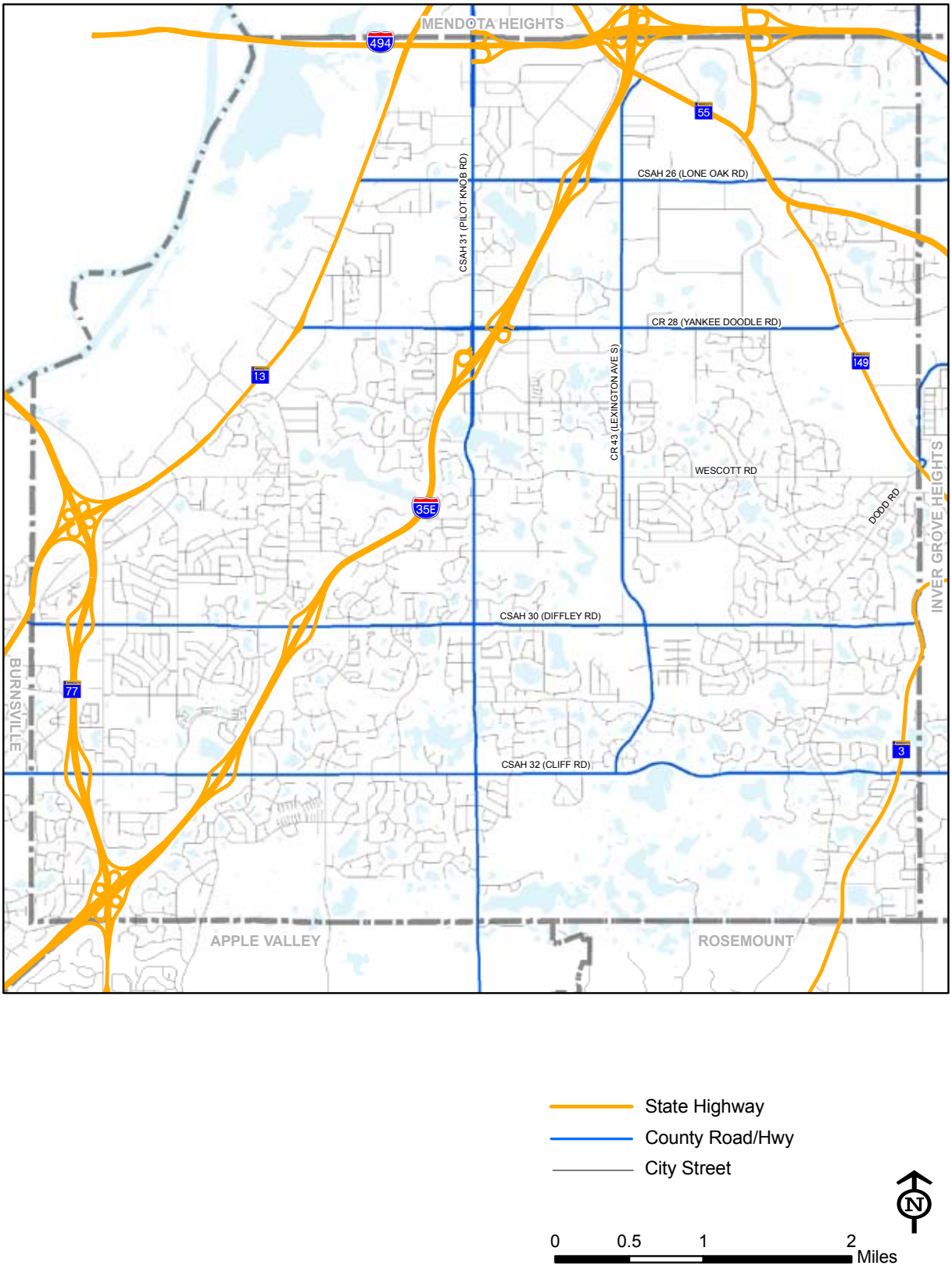


Figure 7.2 - Existing and Proposed Jurisdictional Classification



Occasionally, because of development, changes in traffic patterns or the construction of new facilities, the jurisdictional classification needs to be adjusted to reflect changes in the way certain roadways are used. However, this plan does not envision any significant jurisdictional transfers during the planning timeframe.

Functional Classification

Roadway functional classification categories are defined by the role they play in serving the flow of trips through the overall roadway system. Within the Twin Cities Metropolitan Area, the Metropolitan Council has established detailed criteria for roadway functional classification. These criteria were used for the development of Eagan's Transportation Plan.

The intent of the functional classification system is to create a hierarchy of roads that collect and distribute traffic from neighborhoods to the metropolitan highway system. Roadways with a higher functional classification (arterials) generally provide for longer trips, have more mobility, have limited access and connect larger centers. Roadways with a lower functional classification (collectors and local streets) generally provide for shorter trips, have lower mobility, have more access and connect to higher functioning roadways. A balance of all functions of roadways is important to any transportation network.

The existing functional classification (2008) of roadways in Eagan is shown in Figure 7.3. The existing functional classification system represents the system that has been approved by the Metropolitan Council and is in place at the writing of this document.

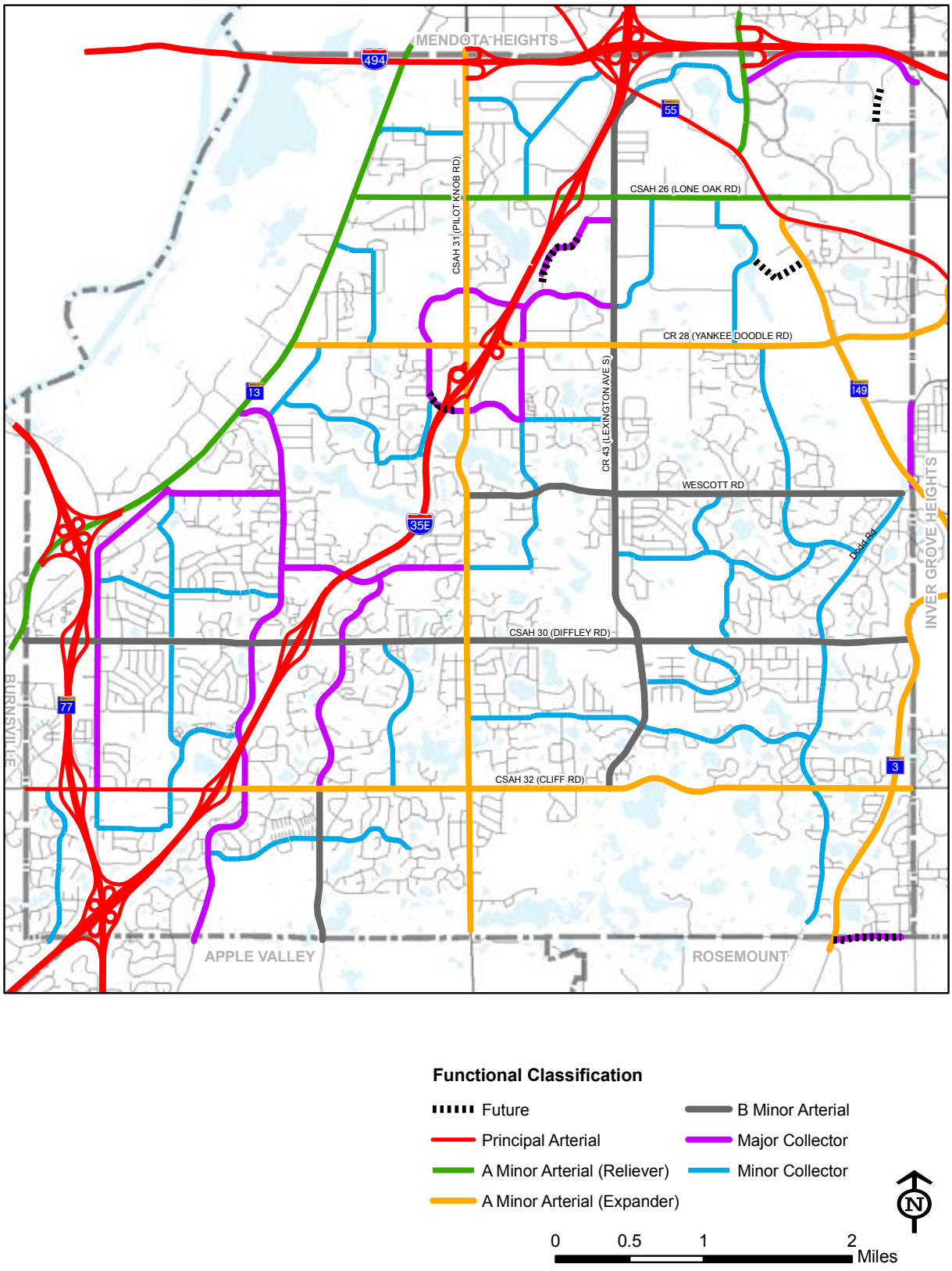
Principal Arterials

Principal arterials are part of the Metropolitan Highway System and provide high-speed mobility between the Twin Cities and important locations outside the metropolitan area. They are also intended to connect the central business districts of the two central cities with each other and with other regional business concentrations in the metropolitan area. These roadways, which are typically spaced from three to six miles apart, are generally constructed as limited access freeways in the urban area, but may also be constructed as multiple-lane divided highways. The City of Eagan is served by five principal arterials.

Minor Arterials

Minor arterials also emphasize, though to a lesser degree than principal arterials, mobility over land access, serving to connect cities with adjacent communities and the metropolitan highway system. Major business

Figure 7.3 Existing Functional Classification System



concentrations and other important traffic generators are usually located on minor arterial roadways. In urbanized areas, one-half to two mile spacing of minor arterials is considered appropriate, depending upon development density.

"A" minor arterials are defined by the Metropolitan Council as roadways of regional significance that are of regional importance because they relieve, expand or complement the principal arterial system. "A" minor arterials are categorized into four types, consistent with Metropolitan Council guidelines:

- Relievers – Minor arterials that provide direct relief for metropolitan highway traffic.
- Expanders – Routes that provide a way to make connections between urban areas outside the I-494/I-694 beltway.
- Connectors – Roads that provide good, safe connections to and among communities at the edge of the urbanized area and in rural areas.
- Augmenters – Roadways that augment principal arterials within the I-494/I-694 beltway.

A well-planned and adequately designed system of principal and 'A' minor arterials will allow the City's overall street system to function the way it is intended and will discourage through traffic from using residential streets. Volumes on principal and minor arterial roadways are expected to be higher than on collector or local roadways. Providing the capacity for these higher volumes will keep volumes on other city streets lower.

"B" minor arterials provide a citywide function, serving medium to long distance trips. The City of Eagan is served by eight "A" minor arterials and three "B" minor arterials.

Collectors

Collectors, as the term implies, collect and distribute traffic from neighborhoods and commercial areas and provide a critical link between local streets, which are designed for property access, and minor arterials, which are designed for mobility. Collector streets have an equal emphasis on land access and mobility. It is this category of roadway that the City of Eagan has the greatest responsibility for since Principal and Minor arterials tend to be under the jurisdiction of either Mn/DOT or Dakota County.

The designation of roadways as collectors should be informed by the following guidelines:

1. Collector streets should be designated such that collectors provide an intermediate path between local streets and minor arterials.

a. Collectors should not intersect principal arterials directly but rather first connect to a minor arterial.

b. Local streets should not connect to minor arterials directly but rather first connect to a collector.

2. Collector streets are spaced ¼ to ¾ mile apart in fully developed areas and ½ to 1 mile in developing areas.

3. Collector streets should intersect other collectors, minor arterials and, if necessary, principal arterials at a location consistent with the spacing guidelines of the higher level roadways.

4. Collectors, individually or as a group, cannot terminate within a neighborhood but should provide a continuous path from one minor arterial to another.

5. Wherever feasible, access to individual parcels should be provided by local roads and not collectors.

6. Identification of collectors should not be based on traffic volumes but should consider a roadway's function in the overall roadway network.

7. Collectors should be located and designed to minimize the diversion of traffic from principal or minor arterials.

8. Collector streets may be sub-divided into minor collectors and major collectors.

   a. Minor Collectors: These streets connect local roads to another collector or to a minor arterial.

Table 7.1 Characteristics of Major and Minor Collectors

Criterion	Major Collector	Minor Collector
Length	Longer, 1.5 miles to three miles	Short, less than 1.5 miles
Travel Shed	Larger area links more than one neighborhood	Limited to immediate neighborhood
Speeds	Medium Speed (35-45 MPH)	Low Speed (30-35 MPH)
Access	Private access discouraged. Generally access is provided to higher trip generators (i.e., shopping centers, office buildings)	Private access permissible
Parking	Some restrictions depending on traffic volumes	Usually allowed
Land Use	Residential, commercial or high employment concentrations	Typically serves residential areas
Mobility	More balance between mobility and access	Less emphasis on mobility and greater value on access
Transit	Should be designed to accommodate fixed route transit	May accommodate fixed route transit but less likely to be used as a route
Spacing	Greater spacing, traverses distinct neighborhoods and land use types	Closer Spacing. Contained within homogeneous neighborhoods to distribute trips

b. Major Collectors: These streets connect both local roads and minor collectors to a minor arterial.

Local Streets

Local streets provide access to adjacent properties and neighborhoods. Local streets are generally low speed, and designed to discourage through traffic. All of the roadways in the city that are not included under the previous functional classifications above fall under the local road designation.

Proposed Functional Classification System

The City is proposing several changes to the functional classification system. None of these changes affects the Principal Arterial system. None of these proposed changes affects the 'A' Minor Arterial system. Changes that affect other roadways in the City, with the exception of new minor collectors, are as follows:

- Johnny Cake Ridge Road, from Cliff Road to the south city limits is proposed to be changed from 'B' Minor Arterial to Major Collector. This is to create consistency with Dakota County and the City of Apple Valley.
- 120th Street West is proposed to be changed from Local to Major Collector. This will be a new roadway extending into Rosemount and is consistent with the Rosemount Plan.
- Dodd Road, south of Red Pine Lane, is proposed to be changed from Minor Collector to Local. This is because Dodd Road has no outlet south of Red Pine Lane.

Several neighborhoods in the City of Eagan do not have designated minor collectors, primarily because these neighborhoods have only recently developed. To correct this situation, the following roadways are recommended for addition to the minor collector system.

- Red Pine Lane from TH 3 to Weston Hills Drive.
- Weston Hills Drive from Red Pine Lane to Cliff Road.
- Biscayne Avenue from 120th Street West to Red Pine Lane.
- Red Pine Lane from TH 3 to Dodd Road.
- Stonecliffe Drive from Covington Lane to Cliff Road.
- Lone Oak Drive from Lone Oak Road to Lone Oak Parkway.
- Lone Oak Parkway from Dodd Road to O'Neil Drive.
- Ames Crossing from Lone Oak Road to O'Neil Drive.
- Northwest Parkway from Dodd Road to Lone Oak Parkway.
- Bochert Lane from Mike Collins Boulevard to Dodd Road.

The proposed changes to the functional classification system that involve major or minor collectors are based on the guidelines identified above and the characteristics presented in Table 7.1. The future roadway system with the proposed functional classification system is shown in Figure 7.4.

Programmed and Planned Improvements

Figure 7.5 identifies programmed roadway improvements from the City of Eagan Capital Improvement Program (CIP), the Dakota County CIP and Mn/DOT Metro Division's Transportation System Plan (TSP). Programmed improvements have advanced through the project funding programming process and have funds committed to the improvement in a designated year; while planned projects have been formally studied and/or included in a transportation plan but typically no commitments to fund the improvement have been made.

Regional System

The Regional roadway system improvements identified are consistent with the adopted Mn/DOT Metro District 2008-2030 TSP and the 2030 Metropolitan Council Transportation Policy Plan (TPP). However, only those improvements identified as funded in the Mn/DOT TSP are included as programmed projects on Figure 7.5. Since the Mn/DOT TSP includes no funded projects in the City of Eagan, Figure 7.5 includes no programmed improvements for Mn/DOT.

Dakota County

The Dakota County 2009-2013 Transportation Capital Improvement Program identifies roadway improvements for Lone Oak Road in 2013. The plan is to expand Lone Oak Road from a rural two-lane county highway to a four-lane divided highway from TH 55 to TH 3 in Inver Grove Heights. This expansion will support anticipated development in northeast Eagan and northwest Inver Grove Heights. The City has also allocated CIP funds as matching funds for this Dakota County project

Dakota County, in cooperation with the City of Eagan and the City of Inver Grove Heights, is studying the potential for locating a new North-South Principal Arterial along the alignment of or as a replacement to TH 3. The study has examined several options for new alignments, all of which follow a path parallel to and in close proximity to the eastern boundary of the City of Eagan. Included in these proposals is the construction of a new interchange on I-494, between TH 149 and Robert Street. This study is in its early stages. As information is developed and possible scenarios studied, the City will continue to coordinate with all appropriate stakeholders including the

Figure 7.4 Proposed Functional Classification System

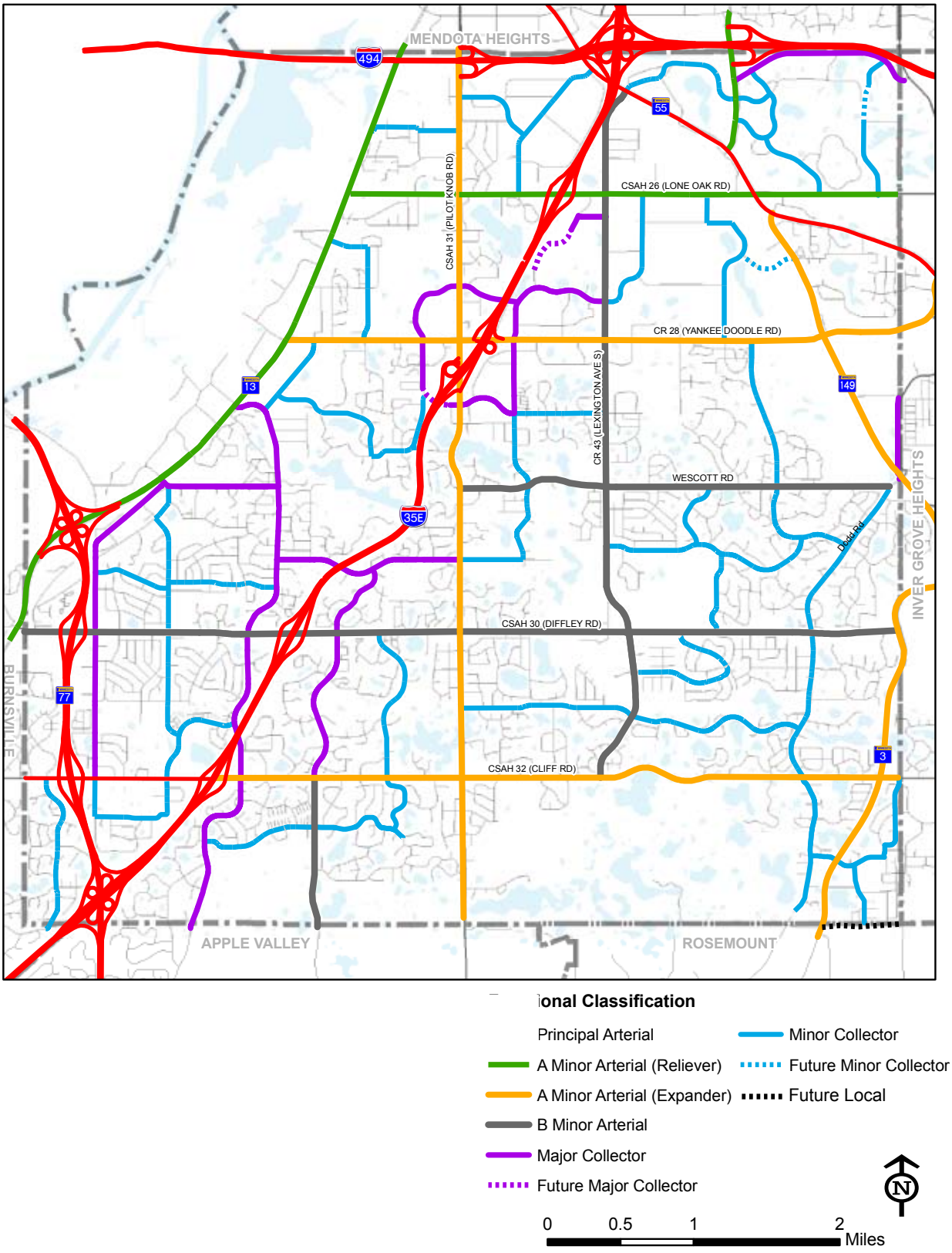
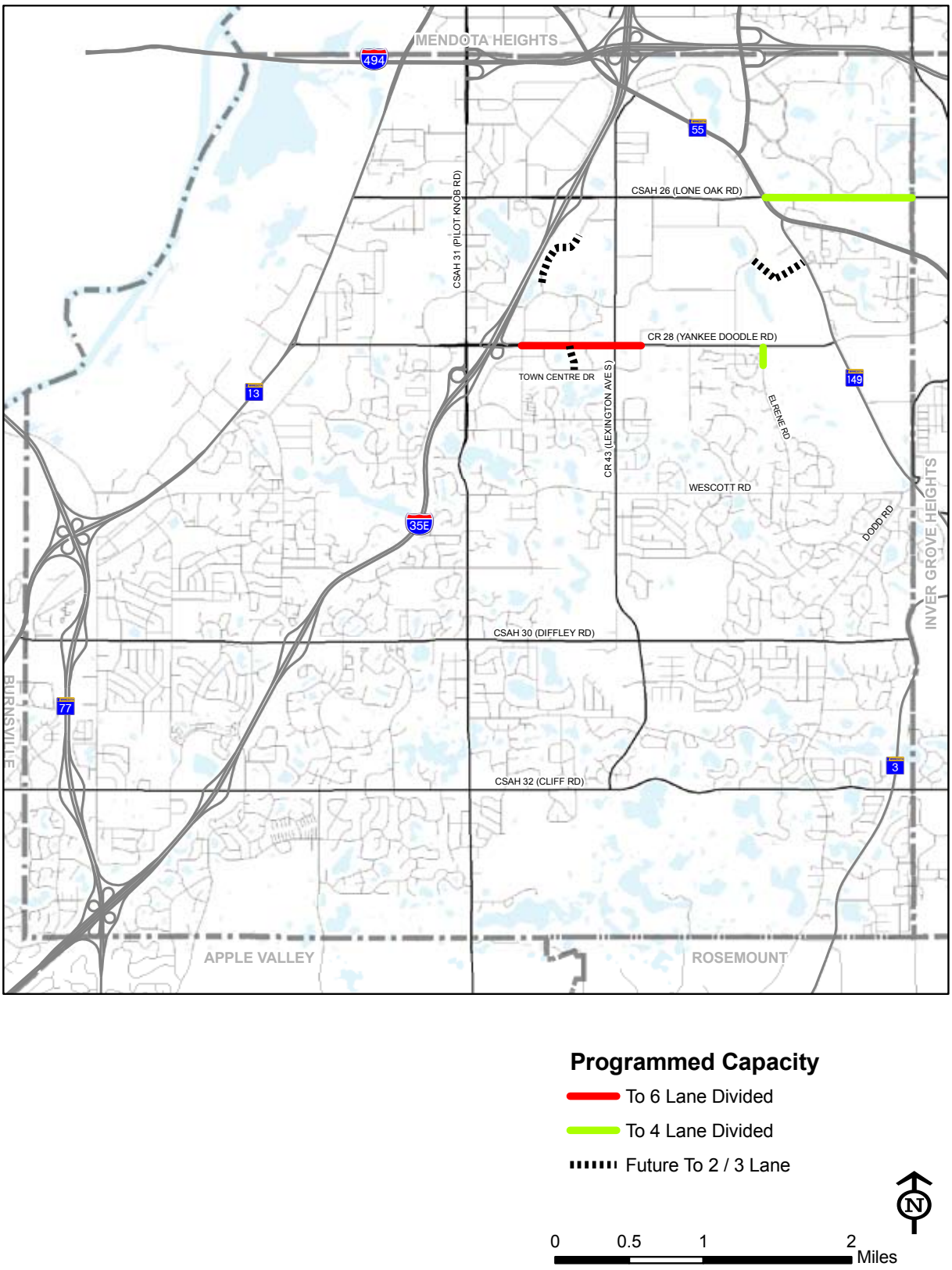


Figure 7.5 Programmed Roadway Improvements



Metropolitan Council, Mn/DOT, FHWA and those agencies with regulatory authority over this type of project.

In addition, the County is participating in the Metropolitan Council's Principal Arterial study. At this time, there are no specific proposals affecting the City of Eagan. However, this could change depending upon the specific recommendations made by the study. The City will continue to cooperate with the Council and the County in the assessment of potential new principal arterial designations.

City of Eagan

The following roadway capacity improvements are identified in the City of Eagan's CIP.

- **Elrene Road** (programmed in 2012)—Expand Elrene Road to a four-lane facility between Trails End Road/Thomson-Reuters Road and Yankee Doodle Road and include a median. Add a traffic signal at Yankee Doodle Road and a roundabout intersection at Trails End Road. The expansion and intersection improvements will serve as the connection between Yankee Doodle Road and the new access road to the Thomson-Reuters corporate site.
- **Promenade Avenue** (programmed in 2010)—Extend Promenade Avenue south of Yankee Doodle Road to Town Centre Drive. This improvement helps to justify a full-access, signalized intersection at Yankee Doodle Road and will improve safety at this high crash site.
- **Borchert Lane** (programmed in 2013) – Construct a new urban 36-foot roadway between Thresher Field and TH 149. This roadway will provide an additional outlet for the industrial area between Lone Oak Road, Yankee Doodle Road and Lexington Avenue.

For several years, the City of Eagan has been planning for and developing a 'Ring Road' in the vicinity of the I-35E/Yankee Doodle Road/Pilot Knob Road interchange. The concept of a 'Ring Road' was developed as a strategy to relieve the existing and anticipated congestion at the interchange ramp intersections as well as at the intersection of Yankee Doodle Road and Pilot Knob Road. When completed, the connection of these routes will create a circular route around the Yankee Doodle Road/Pilot Knob Road intersection and the nearby ramp intersections to I-35E, making it possible for trips within the City to avoid the area. A necessary component of this concept is two bridges over I-35E, one at Northwood Parkway and the second at Duckwood Drive. The Northwood Parkway bridge was completed in October 2008. Funding has not been identified for the Duckwood Drive bridge, but it is assumed to be completed by 2030.

Eagan's Ring Road

The City is developing a "ring road" to relieve the existing and anticipated congestion at the intersection of Yankee Doodle Road and Pilot Knob Road. The "ring road" consists of:

- **Denmark Avenue – From Northwood Parkway to Duckwood Drive**
- **Duckwood Drive – From Denmark Avenue to Federal Drive (includes new bridge over I 35E)**
- **Federal Drive – From Duckwood Drive to Yankee Doodle Road**
- **Central Parkway – From Yankee Doodle Road to Pilot Knob Road**
- **Northwood Parkway – From Pilot Knob Road to Denmark Avenue (includes bridge over I-35E)**

2030 Traffic Forecasts

The pattern and intensity of travel within any City is directly related to the distribution and magnitude of households, population and employment within that community, in neighboring communities and in the region as a whole.

Using the Land Use Plan and development objectives as guidance, and with the assistance of the Metropolitan Council, the City has estimated existing and future population, employment and households for sub-areas of the City called Traffic Analysis Zones (TAZs). The total household, population and employment forecasts are the same as were used in the land use, water supply and sanitary sewer analysis. The Traffic Analysis Zones used are shown in Figure 7.6 This information was required to complete the traffic forecasting procedures used to estimate future traffic volumes.

2030 traffic forecasts for the City of Eagan were prepared based upon the socio-economic distribution identified for the year 2030 using the procedure outlined in Appendix A of the 2030 Transportation Plan. In general, the traffic forecast model takes into account future planned improvements that are in the Metropolitan Council's Transportation Policy Plan for regional highways outside the City, as well as the programmed roadway projects identified earlier . These forecasts are an essential analytical tool to determine the adequacy of the road system to handle future development, as anticipated by the City and Metropolitan Council. A map illustrating the results of the forecast as well as tables comparing existing and forecast traffic volumes are shown in Appendix B.

Existing and Anticipated Roadway Capacity

Congestion on the roadway system is judged to exist when the ratio of traffic volume to roadway capacity (v/c ratio) approaches or exceeds 1.0. The ratio of volume to capacity provides a measure of congestion along a stretch of roadway and can help determine where roadway improvements, access management, transit services, or demand management strategies need to be implemented. It does not, however, provide a basis for determining the need for specific intersection improvements.

Existing Capacity Deficiencies

Existing capacity deficiencies were mapped to identify roadways with current average daily volumes surpassing design thresholds (See Figure 7.7 for Existing Roadway Characteristics). The interstate freeway and trunk highway system were not included in this analysis. Roadway segments are defined as "over capacity" if the volume-to-capacity ratio is at or above 1.0, which signifies that a segment of road has observed volumes which exceed its design capacity. Based on this analysis, the following road segments currently

Figure 7.6 Dakota County Traffic Analysis Zone

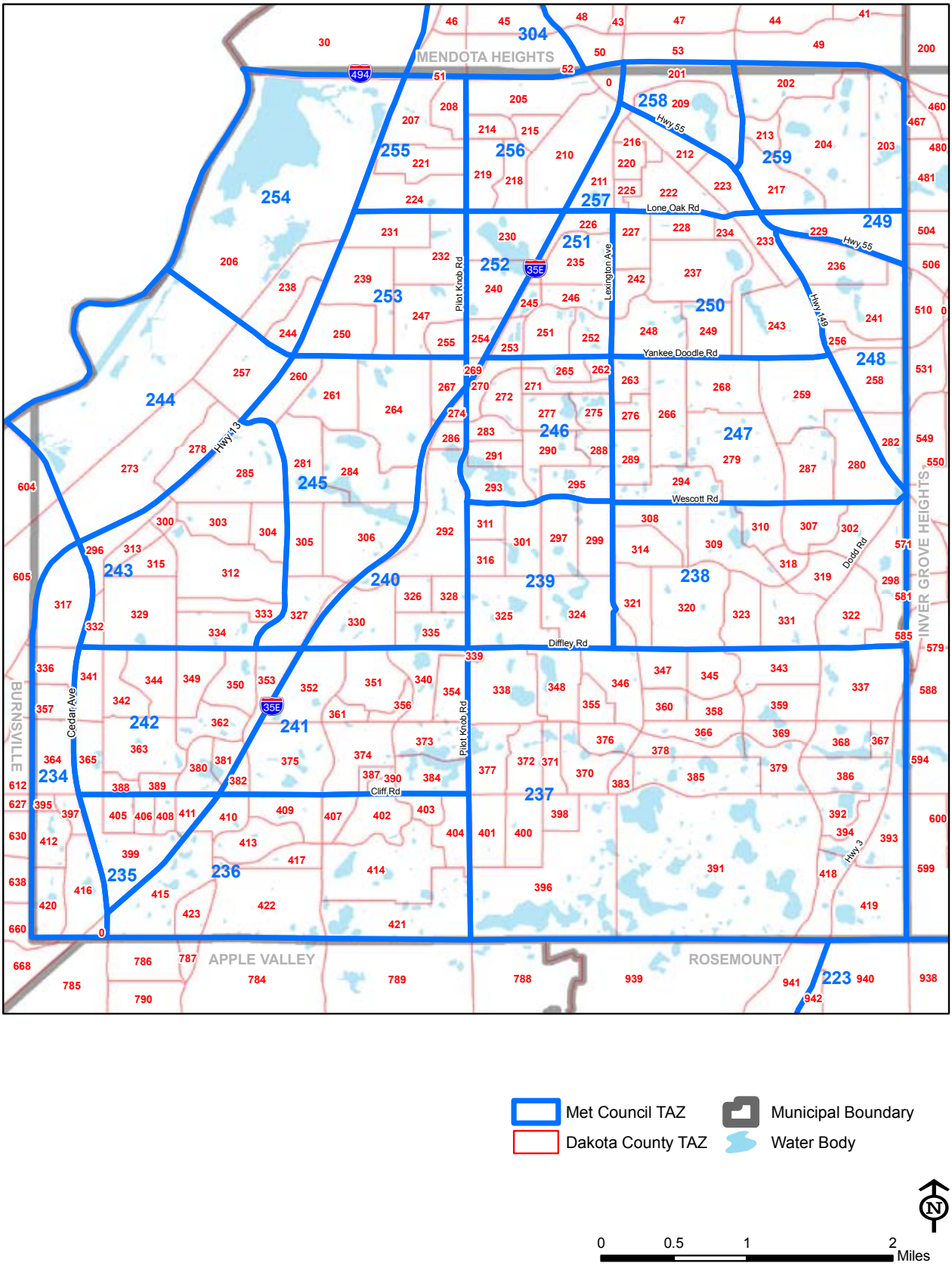


Figure 7.7 Existing Roadway Characteristics

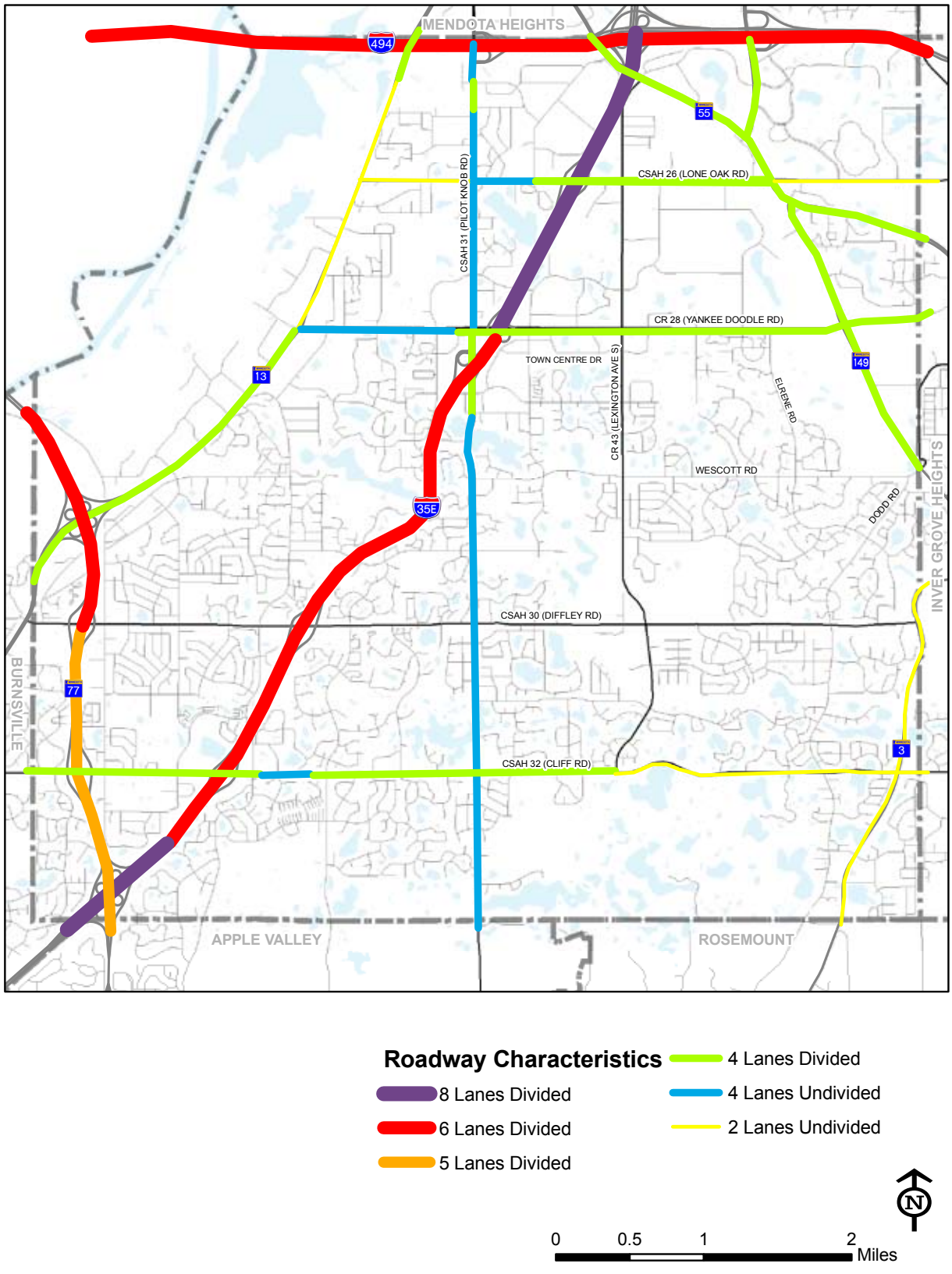
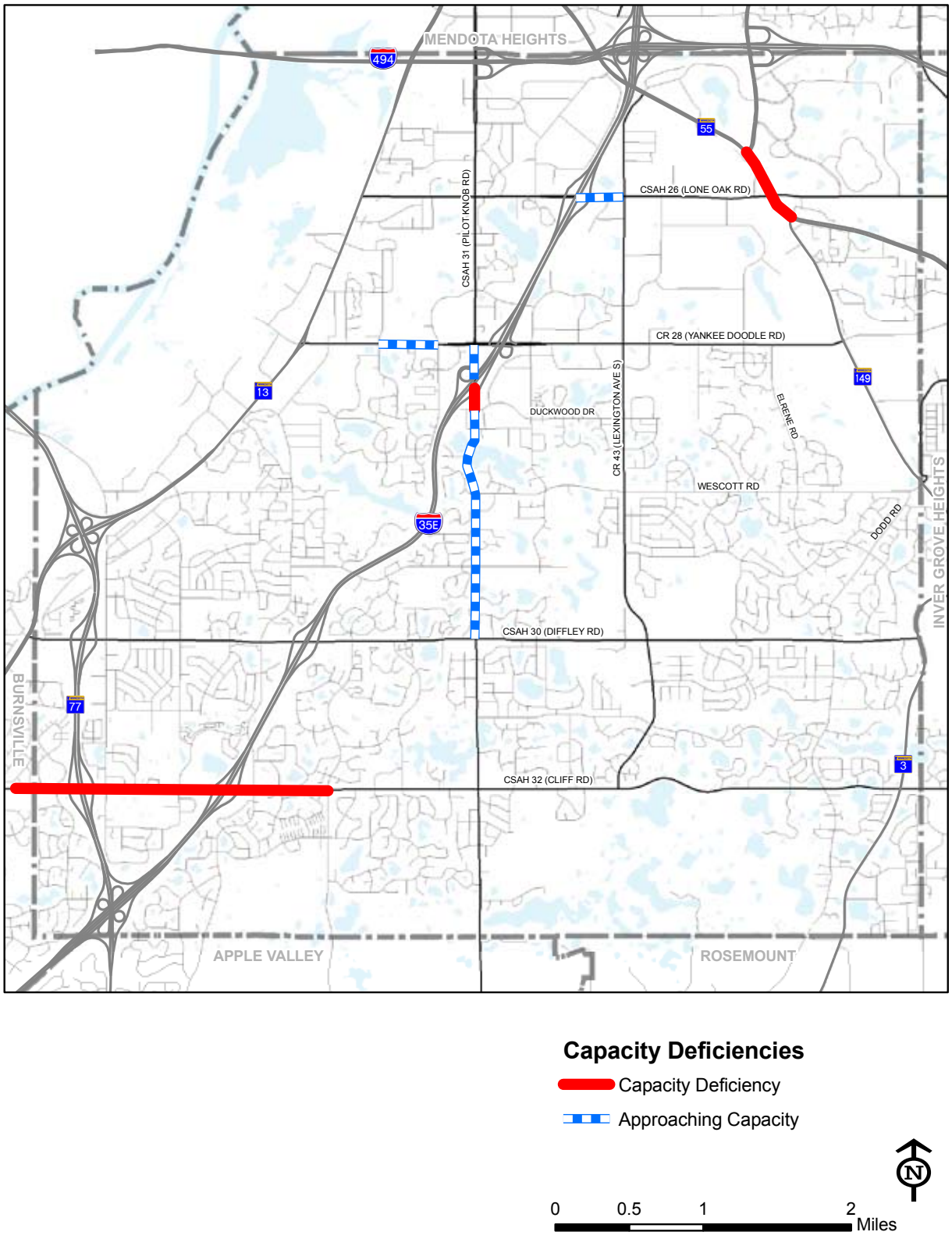


Figure 7.8 Roadways Existing Capacity Deficiencies



exceed their design capacity (Figure 7.8). Roadway segments are defined as "near capacity" if the volume-to-capacity ratio is at or above 0.85.

Congestion on the Regional Highway System

Mn/DOT defines congestion on freeway or highway facilities as traffic flowing at speeds less than or equal to 45 miles per hour (mph). According to Mn/DOT's annual (2007) Metropolitan Freeway System Congestion Report, portions of I-35E and TH 77 in Eagan are reported to have recurring congestion during either the a.m. and p.m. peak periods. In the a.m. peak period, a short segment of I-35E in the area of Yankee Doodle Road exhibits congestion for up to an hour. (This congestion may have been mitigated by the recent completion of an additional auxiliary lane from Lone Oak Road to I-494). There is no corresponding congestion in the southbound direction during the p.m. peak period according to the Mn/DOT report. Northbound TH 77 is congested from its southern terminus to north of the Minnesota River for up to two hours during the a.m. peak period. As with I-35E, there is no corresponding congestion in the southbound direction during the p.m. peak period.

The Mn/DOT 2008 – 2030 Metro District Transportation System Plan (TSP) identifies segments of I-494 and TH 55 in Eagan as having a high mobility deficiency ranking. Trunk Highways 77 and 13 have medium mobility deficiency rankings. Corridors with a high deficiency ranking are targeted for improvements in order to enhance mobility between 2008 and 2014. Corridors with a medium deficiency ranking are planned to be improved between 2015 and 2023.

Future Capacity Deficiencies

A planning level analysis was performed on the existing roadway system to identify locations where capacity problems are expected to occur. Demand was estimated using the 2030 traffic forecasts shown in Appendix B. Capacity was based upon the existing roadway geometrics, including the programmed roadway system improvements shown in Figure 7.5.

Using this data, a volume to capacity analysis similar to that completed for existing conditions was conducted for forecasted 2030 conditions. Using this methodology, Figure 7.9 illustrates Eagan's anticipated future capacity problem areas.

Roadway Safety

A central concern of transportation professionals is roadway safety. Mn/DOT's database of crash records was reviewed to identify the number, location and severity of crashes on roadways, excluding Interstate highways,

in the City of Eagan for the years 2002-2006. Overall there were 3,114 crashes, of which 6 involved fatalities, 920 involved personal injury and 2,188 involved property damage.

These crashes were generally widely distributed throughout the City with most locations accounting for only one or two incidents, suggesting that a crash at that location was a random event. However, almost half of all crashes, 49 percent, were concentrated at a limited number of locations. The 41 locations with the most crashes are illustrated in Figure 7.10.

The frequency of crashes by itself does not indicate a design or operational issue. Additional analysis was conducted on the ten (10) intersections with the highest number of crashes to determine the crash rate and severity index (Table 7.2). Of these top ten, five (5) had crash rates higher than the average statewide crash rate for that type of intersection. Further investigation at these locations is warranted and should be addressed as a follow-up to this plan.

Table 7.2 Top 10 Intersections With Highest Number of Crashes; 2002-2006

Intersection*	Total number of Crashes (2002-2006)	Average ADT of vehicles entering the intersection [1]	Crash Rate [2] (per MV)
Yankee Doodle Road/Pilot Knob Road	160	57,425	1.527
Duckwood Drive/Pilot Knob Road	71	39,225	0.992
Yankee Doodle Road/Denmark Avenue	67	39,250	0.935
Cliff Road/Cliff Lake Road	55	39,625	0.761
Cliff Road/Slater Road	48	43,325	0.607
Yankee Doodle Road/Promenade Avenue**	46	27,650	0.912
Cliff Road/Blackhawk Road	45	32,225	0.765
Town Center Road/Denmark Avenue	45	20,275	1.216
Yankee Doodle Road/Lexington Avenue	42	37,100	0.62
Cliff Road/Nichols Road	39	41,025	0.521

* All intersections are signal controlled unless otherwise indicated.

** Indicates a side-street stop controlled intersection.

[1] Average of 2003 and 2005 MSAS Traffic Volumes.

[2] Crash rate is crashes per million entering vehicles. Highlighted crash rates indicate crash rate is higher than average calculated from Mn/DOT crash data (2000-2002). The average crash rate for side street stops is 0.3 and 0.8 for traffic signal.

Indicates an intersection that has a higher than average crash rate

Source: Minnesota Crash Mapping Analysis Tool Version 3.7.0

Figure 7.9 Future Capacity Deficiencies

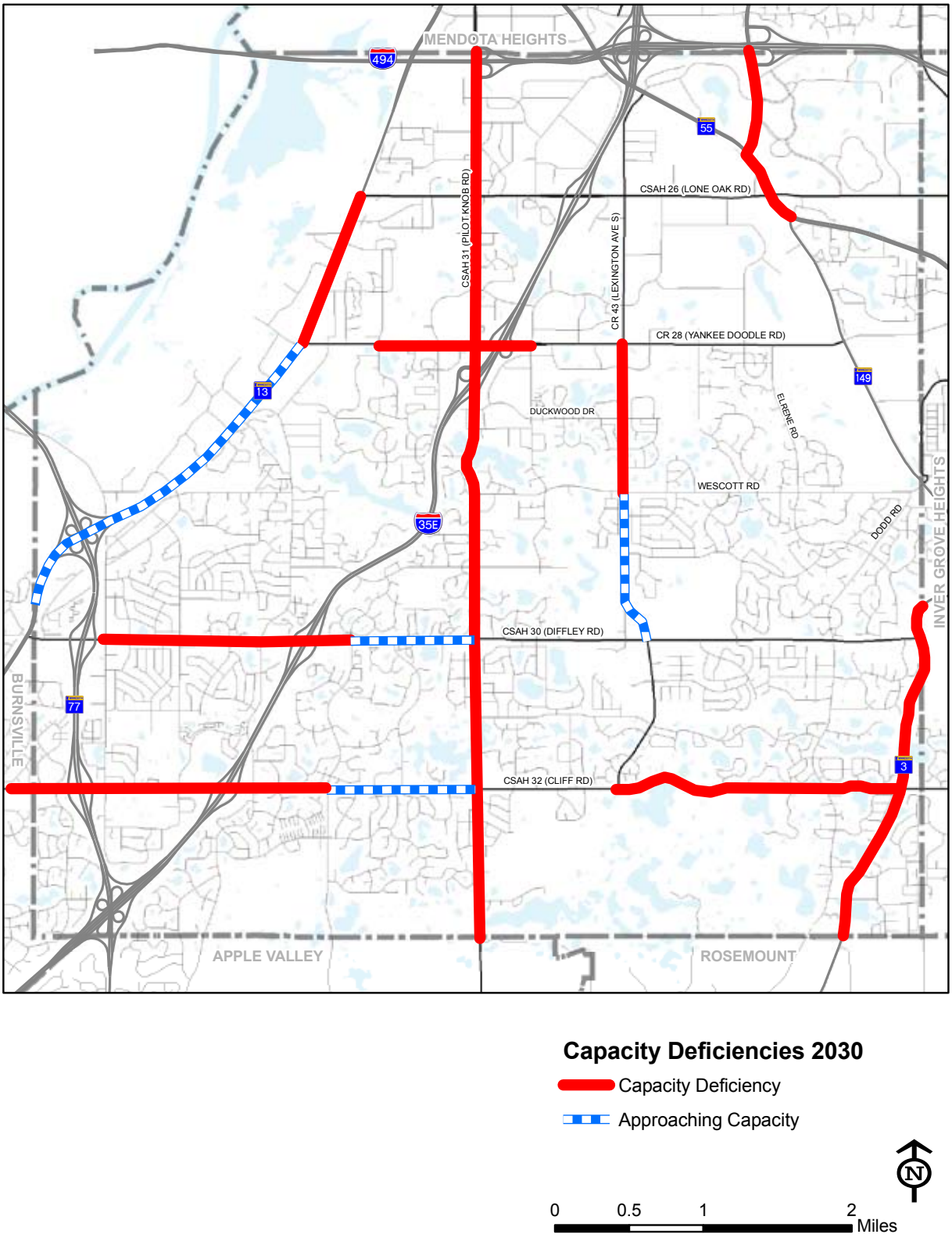
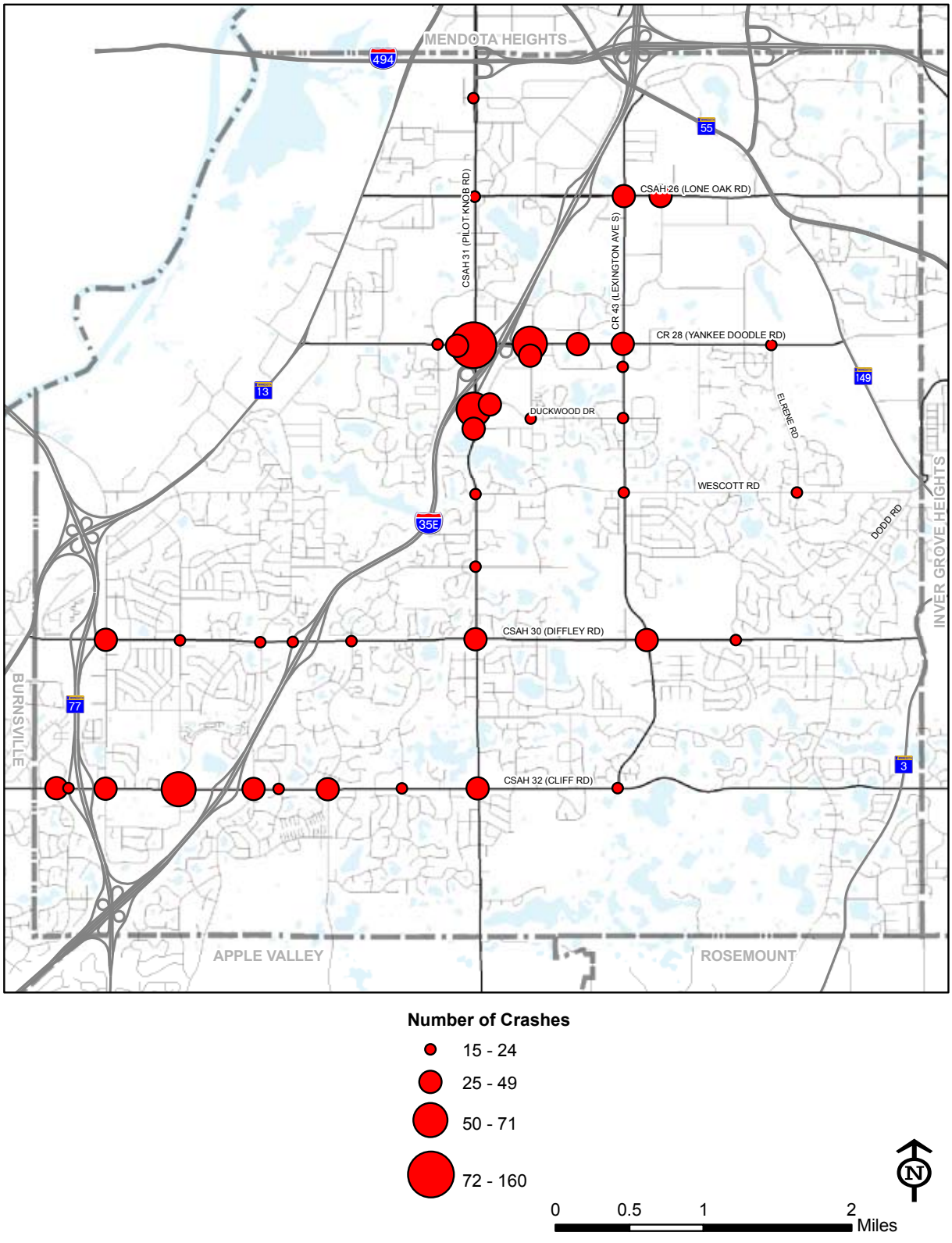


Figure 7.10 Locations with High Number of Crashes



As noted above, the County and City have completed within the last year a corridor study of CSAH 28 (Yankee Doodle Road), which included a detailed examination of design and operations from I-35E to Dodd Road. Included in this analysis was a detailed review of six of the locations identified as in the top ten high crash locations.

The recommendations contained in the CSAH 28 Study Report include specific actions to reduce the number of accidents at these locations as follows:

- CSAH 28/Denmark Avenue – Modifications to signal timing and lane geometry
- Denmark Avenue/Town Centre Drive – Prohibition of SB left and modification of turn lanes
- CSAH 28/Promenade – Modification of traffic control
- CSAH 28/O'Leary – Median Closure
- CSAH 28/Lexington – Additional through lanes on CSAH 28
- CSAH 28/Elrene – Modification of traffic control

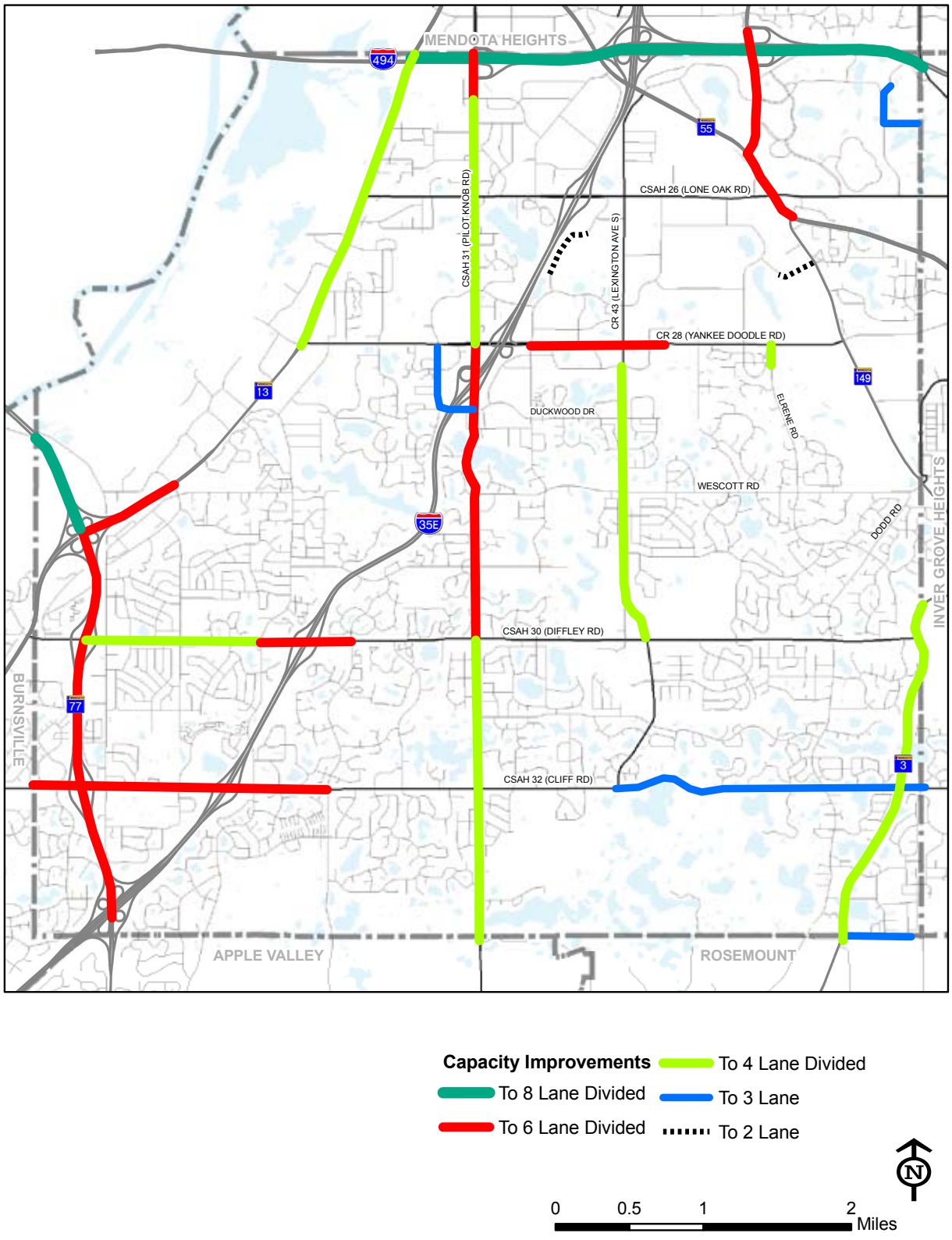
Similar studies will be considered for other high crash locations for the purpose of identifying specific corrective actions to reduce the incidence of crashes in the City. In addition, the City conducts an analysis on an annual basis of all roadways under city jurisdiction to determine if there are any locations that have high numbers of crashes. The analysis includes an examination of the physical characteristics of the location and a review of crash reports to determine if the City needs to take corrective action.

Recommended Roadway Improvements

Based upon the identification of existing and anticipated capacity problems as well as existing and anticipated safety problems, a list of important roadway improvements have been identified that would, if implemented, correct one or more of these capacity and/or safety problems. Many of these projects were first identified in the Eagan Transportation Infrastructure Needs Analysis (June 2007), which established priorities and estimated costs for each of the projects. The purpose of this report was to assist in long range financial planning, but the information contained within the report is consistent with the objectives of the Transportation Plan.

Recommended roadway improvement are shown in Figure 7.11. The determination of which projects will be built, and their proper sequencing, will be determined through each jurisdictions programming process that considers the estimated cost of each project, available financing and coordination with other projects.

Figure 7.11 Recommended Roadway Improvements



The determination of the appropriate infrastructure investments for the county and city systems was based on the expectation that appropriate improvements to the regional system would occur during the same timeframe. Without these improvements, there will be a continuing and growing impact on the County and City roadway systems that will either result in additional demand and growing congestion.

Access Management

Access management guidelines provide a means for transportation engineers and planners to balance private property concerns with the need to provide for a safe and efficient transportation system. Standardized guidelines provide a way for clear communications between the agencies and individuals involved (developers, city/county staff, landowners) in the process. In addition, adopted access guidelines incorporated into a city's land development ordinances are very helpful in responding to access requests.

Access management plays an important role in maintaining roadway capacity and maximizing mobility while supporting the jurisdictions functional classification system plans. A key challenge facing the City of Eagan and its planning partners is adequately balancing access and mobility on the roadway system. The relationship of access to mobility, in part, determines the road's functional classification. Arterials (Freeways, Principal Arterials and Minor Arterials) are designed to provide a higher level of mobility (i.e. higher speeds and capacity) with limited access while local streets accommodate higher levels of access at reduced speeds and capacity. Collectors serve to balance access and mobility. Thus, well-developed access management policies preserve capacity on arterial roads and reduce the need for traffic to divert to local streets.

Providing access management in some form, whether it is through grade-separated crossings, frontage/backage roads, right in-right out access, internal circulation and shared access, etc., reduces the number of conflicts which result in improved safety. Many studies have demonstrated a direct relationship between the number of full access points along a corridor and the rate of crashes.

As the City of Eagan is nearing full development, little vacant land remains for new residential and commercial development. Over the next 20 years, however, the City will see increased redevelopment of parcels that are not developed to their maximum economic potential. This redevelopment and densification may create opportunities for the City to actively plan for and further promote good access management practices.

Practices and strategies differ when managing existing access of already developed areas compared to green field development, as in rural and

urbanizing areas. As the City has become even more urban, current access locations along major corridors may in some cases be causing unsafe conditions or reducing roadway capacity. Methods that can be used by the City to improve existing access conditions include:

- Aligning access with other existing access points, when possible.
- Providing adequate spacing to separate and reduce conflicts.
- Encouraging indirect access on high-speed, high-volume arterial routes.
- Restricting access to right-in/right-out.
- Redirecting access to another public roadway, if the roadway is reasonable, convenient and suitable.

As with any guideline, there are exceptions and deviations that will occur. In existing corridors with significant development, the number of existing access points usually exceeds access guidelines. If these areas are undergoing redevelopment, the access management strategy for such areas should entail aggressively minimizing new accesses, while consolidating/reducing existing access points as redevelopment occurs. Additional information related to the benefits and legal basis for access management as well as a description of Mn/DOT's and the County's access management guidelines can be found in Appendix B of the 2030 Transportation Plan.

Access to Principal Arterials

The City of Eagan will follow Mn/DOT guidelines for access to trunk highway and interstate principal arterials. These guidelines recommend limiting cross-street access to one-half mile spacing within urbanized areas. No new driveway access is permitted to trunk highway and interstate principal arterials. In the case of existing trunk highway and interstate principal arterials, the City supports consolidation or elimination of direct access to trunk highway and interstate principal arterials in order to improve the safety and function of these roadways. The City will use redevelopment proposals as the avenue to identify and implement alternate access for any parcel that currently has direct access.

The City of Eagan will follow Dakota County guidelines for access to principal arterials under County jurisdiction. These guidelines recommend limiting full movement public street access to one half mile spacing and ¾ public street access to one quarter mile. Eagan will work with Dakota County to minimize the number of driveways directly accessing principal arterials in the City. The City will use redevelopment proposals as the avenue to identify and implement alternate access for any parcel that currently has direct access.

Access to Minor Arterials

The City will follow Dakota County guidelines for access to the minor arterial system. These guidelines generally call for one quarter mile spacing of all access points (cross streets and driveways). Eagan will work with Dakota County to minimize the number of driveways directly accessing minor arterials in the City.

Driveway Access on City Streets (Collectors and Local Roads)

Driveways contribute to accidents and reduced traffic flow on major streets in municipalities because they add to the number of locations where vehicle conflicts can occur. Hence, it is desirable to have policies and ordinances in place that:

- Limit the number of driveways to those that are actually needed to safely accommodate the traffic generated by each development.
- Provide adequate spacing between driveways so conflicts (and resulting accidents) between vehicles maneuvering at adjacent driveways do not arise.
- Ensure proper design to accommodate driveway traffic and minimize vehicle conflicts without significantly reducing roadway capacity.

Sometimes topographic features of a particular site or the needs of a particular land use may require special access features in a proposed development. The City will not approve these developments or site changes until a study has been made of the potential impacts on the affected roadways and the adequacy of the proposed access design. The City will require that the following steps be included in the traffic study for the site:

- Estimate site traffic generation and future non-site traffic.
- Determine directional distribution of trips.
- Estimate turning movements and the resulting level of service at existing and proposed driveways.
- Analyze current and future access requirements.
- Provide necessary geometric and operational improvements to safely accommodate the site's access requirements without negative impacts to traffic operation on the adjoining roadways.

Right-of-Way

Right-of-way (ROW) is a valuable public asset. Therefore, it needs to be protected and managed in a way that respects its intended function, while serving the greatest public good.

Eagan, although almost fully developed will, with its current and anticipated growth need to reconstruct, widen and construct some new roadway segments to meet future capacity and connectivity demands. Such improvements will require that adequate ROW be maintained or secured. To assure consistency and wise use of taxpayer dollars, a set of ROW guidelines has been prepared and reviewed by city staff. Table 7.3 presents these ROW guidelines by functional and jurisdictional classification. The ROW guidelines for roadways under County or Mn/DOT jurisdiction reflect the written policies of those entities. A more detailed description of Eagan's ROW requirements can be found in Chapter 13—Subdivision Regulations (Platting) of the Eagan City Code.

Table 7.3 Right-of-Way Guidelines

Jurisdiction	Functional Class	ROW Widths	Parking
Mn/DOT	Principal Arterial	150-300 feet	none
Dakota County	Minor Arterial ('A' or 'B')	120-150 feet	none
City of Eagan	'B' Minor Arterial	86-120 feet	none
	Collector	70-86 feet	1-2 sides
	Local	50-60 feet	1-2 sides

Right-of-Way Preservation

When future expansion or realignment of a roadway is proposed, but not immediately programmed, agencies should consider ROW preservation strategies to reduce costs and maintain the feasibility of the proposed improvement. Several different strategies can be used to preserve ROW for future construction, including advanced purchase, zoning and subdivision dedication techniques, official mapping, and corridor signing.

Direct Purchase

One of the best ways to preserve ROW is to purchase it. Unfortunately, agencies rarely have the necessary funds to purchase ROW in advance, and the public benefit of purchasing ROW is not realized until a roadway or transportation facility is built. Most typically, local jurisdictions utilize various corridor preservation methods prior to roadway construction and then purchase the ROW if it is not dedicated, at the time of design and construction.

Planning and Zoning Authority

Local agencies have the authority to regulate existing and future land use. Under this authority, agencies have a number of tools for preserving right-of-way for transportation projects. These tools include:

- Zoning - If the property has a very low-density zoning classification, local agencies should try to maintain its existing zoning classification (i.e., do not rezone it). A low zoning classification limits the risk for significant development, and can help preserve land for potential ROW, until funding becomes available for roadway construction.
- Platting and Subdivision Regulations - Local platting and subdivision regulations give agencies authority to consider future roadway alignments during the platting process because most land must be platted before it is developed. Cities can use their authority to regulate land development to influence plat configuration and the location of proposed roadways. In most instances, planning and engineering staff work with developers to formulate a plat that meets development objectives and that conforms to a long-term community vision and/or plans. Most local agencies require ROW dedication as part of the platting and subdivision process.
- Official Mapping - A final strategy to preserve ROW is to adopt an Official Map. An Official Map is developed by the local governmental unit and identifies the centerline and ROW needed for a future roadway. The local agency then holds a public hearing showing the location of the future roadway and incorporates the official map into its thoroughfare or community facilities plan. The official mapping process allows agencies to control proposed development within an identified area, and to influence development on adjacent parcels. However, if a directly affected property owner requests to develop his/her property, agencies have six months to initiate acquisition and purchase of the property to prevent its development. If the property is not purchased, the owner is allowed to develop it in conformance with current zoning and subdivision regulations. As a result, the official mapping process should only be used for preserving key corridors in areas with significant growth pressures.

Transit System Plan

Meeting the transportation needs of Eagan residents requires more than a comprehensive, well maintained roadway system. A complete transportation system incorporates a variety of transportation modes to meet the disparate needs of the City's residents. Affordable and convenient transit is an essential characteristic of an urban community, because it:

- Provides opportunities to people who prefer an alternative to automobile travel.

- Offers an option to senior citizens and people who cannot drive or cannot afford an automobile with access to various services within the area (i.e., medical care, shopping and governmental services).
- Potentially removes a portion of existing or future automobile traffic from the roadway, possibly reducing travel time and congestion for other vehicles on the roadway.

The City of Eagan is committed to supporting and preserving existing transit services and facilities in the City and seeking ways to improve the transit system. Although the City does not have direct responsibility for the operation of services or the provision of facilities, the City can advocate for better service while promoting more transit supportive land use patterns as sections of the City redevelop.

Transit Market Areas

The transit system in the City of Eagan is typical of suburban cities that are still developing or, as is the case of Eagan, approaching full development. The most conspicuous services are the express routes to both downtown Minneapolis and St Paul that operate during the peak periods from large centrally located park and rides. But while this service is most visible, it is only one element of a comprehensive collection of services, facilities and programs that includes local routes, reverse commute routes, and demand responsive services.

The 2004 Metropolitan Council 2030 Transportation Policy Plan identified four existing transit market service areas for the Twin Cities metropolitan area. The market service areas were defined by population density, employment concentration and job density, trip volumes and patterns, and transit dependent segments of the population. The existing transit system in Eagan corresponds in character to the service options recommended by the Metropolitan Council for Transit Market Area III.

Existing Transit Service

This section is a description of existing transit service in the City of Eagan (Figure 7.12). Eagan is currently served by three transit service providers:

- Minnesota Valley Transit Authority (MVTA)
- Metro Transit
- Dakota Area Resources and Transportation for Seniors (DARTS)

MVTA and Metro Transit provide fixed-route transit service. DARTS provides demand responsive services.

Figure 7.12 Transit Services & Facilities

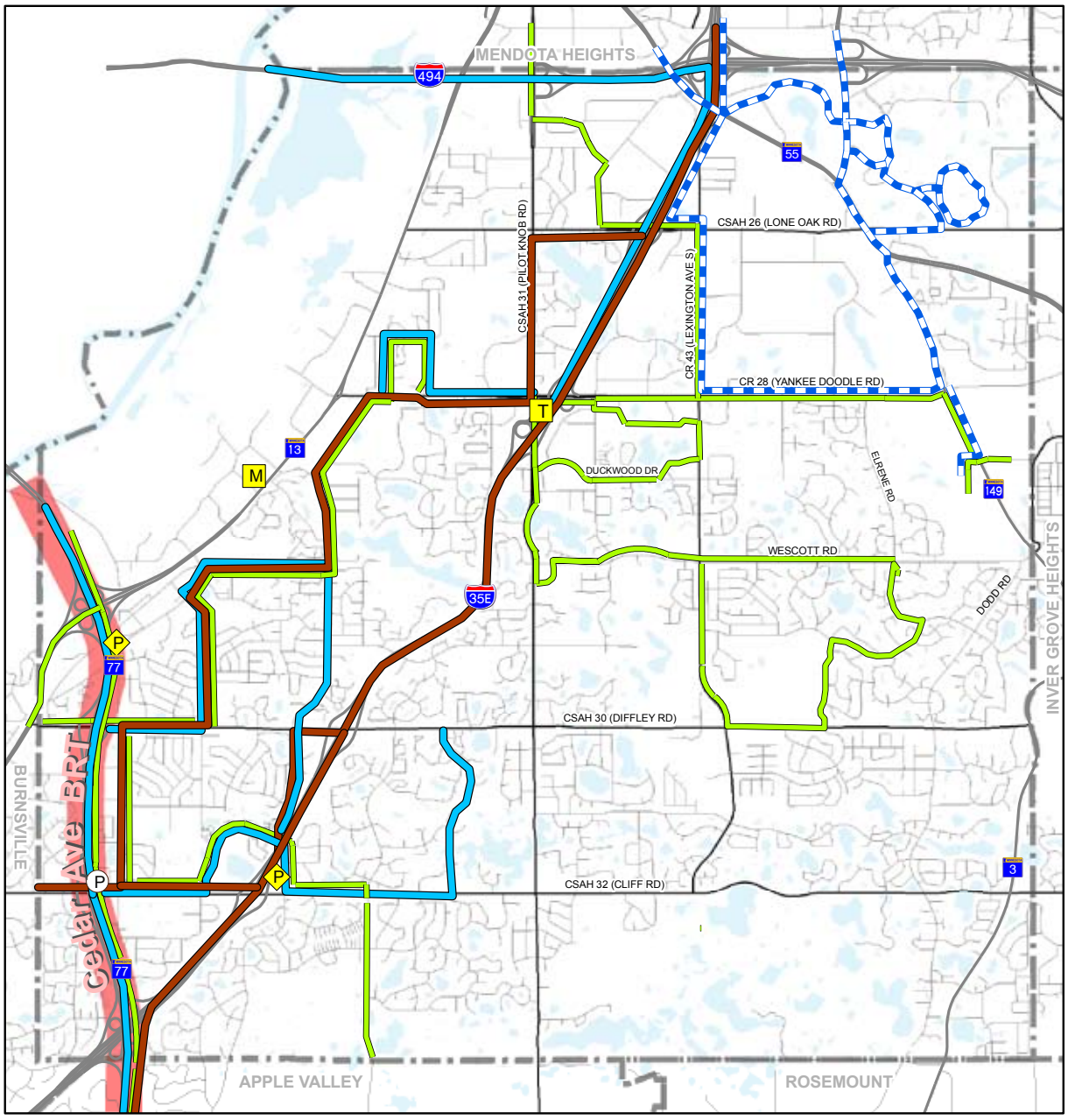


Table 7.4 Characteristics of the MVTA and Metro Transit Routes

Route	Provider	Type	Cities Served	M-F Hours	Sat Hours	Sun Hours	Frequency
470	MVTA	Express	Eagan, Minneapolis	5:50 AM – 8:15 AM 3:06 PM – 6:20 PM	None	None	15–30 minutes
472	MVTA	Express	Eagan, Minneapolis	5:46 AM – 8:05 PM 2:06 PM – 6:24 PM	None	None	10–30 minutes
480-484	MVTA	Express	Eagan, St. Paul	5:57 AM – 8:15 PM 3:36 PM – 6:06 PM	None	None	30 minutes
440 – 441	MVTA	Local	Eagan, Apple Valley, Bloomington	7:29 AM – 6:29 PM	8:04 AM – 08:02 PM	None	60 minutes
445	MVTA	Local	Eagan, Bloomington	5:58 AM – 10:06 PM	7:56 AM – 8:00 PM	8:11 AM – 8:15 PM	30–60 minutes
446	MVTA	Local	Eagan, Mendota Heights, Minneapolis	6:05 AM – 8:00 PM	None	None	60 minutes
436	MVTA	Reverse Commute	Eagan, Mendota Heights, Minneapolis	5:45 AM – 7:45 AM 3:40 PM – 6:13 PM	None	None	60 minutes
489	MVTA	Reverse Commute	Eagan, St. Paul	6:14 AM – 7:44 AM 3:40 PM – 5:30 PM	None	None	60 minutes
415	Metro Transit	Reverse Commute	Eagan, Bloomington	6:22 AM – 7:21 AM 12:11 PM – 12:30 PM 5:06 PM – 6:05 PM	None	None	30 Minutes

Fixed Route Transit Service

Fixed route transit service includes both local and express bus service that operate on a regular schedule and a follow a consistent route. Fixed-route transit service in Eagan is provided primarily by the Minnesota Valley Transit Authority (MVTA), which serves as the public transportation agency for five suburbs: Apple Valley, Burnsville, Eagan and Rosemount in Dakota County and Savage in Scott County. Table 7.4 shows the characteristics of the routes serving Eagan. More detailed information about each route can be found in the Transportation Plan.

Metro Transit operates only one route in Eagan. Route 415 is a reverse commute route that connects the Mall of America to the USPS and Ecolab facilities in Northeast Eagan near Dodd Boulevard. There are two rush hour trips and one midday trip.

Many of MVTA's local and express service routes do connect with Metro Transit routes, including at the Mall of America Transit Station in Bloomington, at Lake Street and I-35W, the Hiawatha Light Rail Station at 46th Street in Minneapolis, downtown Minneapolis, and downtown St. Paul.

Express Routes

Express service, which operates during peak periods, is designed to serve commuters who live in the suburban area and work in the Central Cities, primarily downtown Minneapolis and downtown St. Paul. Some of these routes start at a park and ride or transit station and operate closed door to the downtown area. Others circulate within neighborhoods to pick up passengers before starting the express portion of the trip. MVTA buses that circulate through the neighborhoods operate under what is known as a 'flag system'. Buses will stop at any safe corner on minor or major collectors and at controlled intersections along minor arterials. Passengers are instructed to wave to the driver and 'flag the bus down'.

Local Routes

Local service is designed for short trips within the community or to adjacent communities and is usually provided throughout the day. Local service in Eagan is designed to connect the City to the rest of the metropolitan transit system by providing service to transit stations north of the Minnesota River at the Mall of America and at the 46th Street Station on the Hiawatha line.

MVTA operates two types of local routes. Routes 441, 444, 445 and 446 follow a fixed path similar to most traditional local routes. Route 440 follows a fixed path but also allows transit patrons to request a diversion to one of seven locations near the main route. This diversion requires an advance reservation. This service feature allows one route to serve a larger market area without the expense of running buses when there are no riders.

Reverse Commute

Reverse commute service is designed to provide residents of the central cities opportunities to use transit to travel to employment centers in the suburban area. These routes typically operate during peak hours, but in the opposite direction from the majority of peak hour express routes.

Demand Responsive Transit Service

In compliance with the Americans with Disabilities Act (ADA), the Metropolitan Council provides specialized, demand responsive service for persons with disabilities that prevent them from using the regular route

system. This service is provided in the same areas that regular route service is provided. In Dakota County, the Council contracts for these services with the Dakota Area Resources and Transportation for Seniors (DARTS).

DARTS is a demand-responsive transit service serving Eagan and other communities in Dakota County. A shared-ride service, DARTS provides two different types of door-to-door services in Eagan. It provides both Americans with Disabilities Act (ADA) service as well as services to non-disabled riders aged 60 and older. ADA-certified riders may use the DARTS service between 5:30 a.m. and 11 p.m. everyday. Service to the non-disabled, senior, and general public population is provided at reduced service hours, or 8 a.m. to 4:30 p.m. Monday through Friday only.

Existing Transit Facilities

Transit Passenger Facilities

Transit service cannot be provided without a variety of physical facilities. Transit facilities in the City of Eagan are shown in Figure 7.12. These include passenger facilities that provide an opportunity to board buses. They range from a simple bus stop to large transit centers. Transit passenger facilities in the City of Eagan fall into the following categories:

- Bus stops and shelters
- Park and Rides
- Transit Stations

Bus Stops and Shelters

Signed bus stops are somewhat limited in Eagan, being located only on the higher volume roadways. Signed bus stops are important on high volume routes because they reduce the number of stops the bus has to make in order to board and discharge passengers. In areas where there is a low passenger volume in low density neighborhoods, the MVTA strategy of using 'flag stops' is appropriate.

Bus shelters are most useful to provide passengers with protection from adverse weather. They also serve as identification of the presence of a bus route. But, where formal bus stops have not been established, shelters are not cost-effective. MVTA provides very few bus shelters in their service area and none in Eagan.

Transit Station and Park and Rides

The MVTA operates two Park and Ride facilities in Eagan. They are the Eagan Transit Station, located at the corner of Pilot Knob and Yankee Doodle Roads,

and the Blackhawk Park and Ride at the corner of Cliff and Blackhawk Roads. A third Park and Ride facility will be operational by September 2009 in the Cedar Grove Redevelopment Area, located southeast of the interchange of TH 77 and TH 13. At these facilities passengers may park their cars free of charge and board a bus, carpool or vanpool. Some lots also feature free bicycle racks and/or rental bicycle lockers. Bicycle lockers may be rented for $5 per month (minimum 2 month rental) plus a $25 deposit.

The Eagan Transit Station has 679 parking spaces for bus passengers and retail patrons. The site currently includes the following mix of retailers: hair salon, coffee shop, dry cleaner, tanning salon, and mobile phone retailer. Other amenities available at the Eagan Transit Station include free bicycle racks and for-rent bicycle lockers, restroom, public telephones and vending machines. Daily usage averages around 400 cars according to the Metropolitan Council's 2007 Annual Regional Park and Ride System Survey Report. MVTA provides service to downtown Minneapolis, downtown Saint Paul and the 46th Street Transit Station.

The Blackhawk Park & Ride has 367 parking spaces and offers bicycle racks and lockers, public telephones and vending machines. Daily usage averages around 300 cars. MVTA provides service to downtown Minneapolis and downtown Saint Paul.

The Cedar Grove Park and Ride will have 123 parking spaces and offer bicycle racks and lockers, public telephones and vending machines. This site will develop into a Bus Rapid Transit (BRT) Station with the implementation of the Cedar Avenue Transitway. MVTA will provide service to the Mall of America Transit Station.

Transit Support Facilities

Storage and Maintenance Facilities

Currently there is one vehicle storage and maintenance facility for the MVTA in the City of Eagan. This existing facility is located at the corner of TH 13 and Blackhawk Road. The bus garage stores buses and is the main service center for the MVTA fleet.

Transit Advantages

Transit Advantages is a term that describes physical features that provide a travel time advantage over automobiles using the same facility. Transit advantages improve the attractiveness of transit by allowing buses to move faster than automobiles making the same trip, effectively reducing the travel time for transit patrons relative to automobile users.

Bus-Only Shoulders

Bus-Only Shoulders (BOS) allow buses to use the roadway shoulder to bypass automobiles that are in the general flow of traffic. They may only be used when the speed in the regular lanes drops to 30 mph or lower. BOS shoulders are useful in those areas where there is chronic peak period congestion and increase the attractiveness of peak hour express buses by allowing express buses to maintain a minimum speed through congested areas.

- Bus-only shoulders have been established on Trunk Highway 77 from TH 62 to 138th Street.
- Bus-only shoulders have been established on I-35E from TH 110 to TH 13 as well as north of Randolph Avenue.

The express buses operated by MVTA to either downtown Minneapolis or to downtown St. Paul utilize these bus-only shoulders.

Ramp Meter Bypasses

Ramp Meter Bypass lanes allow buses and cars with two or more people to bypass congested on-ramps during peak travel times. There are six-meter bypass lanes within the Eagan service area with three each on TH 77 and I-35E. The express buses operated by MVTA also use the ramp meter bypass lanes.

High Occupancy Vehicle Lanes

High Occupancy Vehicle (HOV) Lanes are roadway lanes reserved for cars with 2 or more people, motorcycles and transit vehicles. They provide a travel time incentive for people willing to carpool or use transit. At present, there are no HOV lanes in Eagan or on routes to either downtown.

Para-Transit Programs

Ride Matching Services

Eagan residents are eligible to participate in the regional car pool matching database managed by the Met Council. Carpool participants qualify for the regional guaranteed ride home program; may use High Occupancy Vehicle (HOV) lanes and meter bypass ramps; receive parking discounts in some circumstances; may participate in occasional promotional benefits.

Van-Go

MVTA participates in the regional Van-GO! program. Van-GO! is a regional vanpool program sponsored by the Metropolitan Council. Van-GO! vanpools are made up of 5 to 15 commuters picked up along the vanpool

route or at an agreed upon location. Like buses and carpools, vanpools are eligible to use meter bypass lanes or ramps and HOV lanes.

Travel Demand Management

Travel Demand Management (TDM) services include programs that promote and support any alternative to commuting via single-occupant vehicle. It may include ride-matching, car-pool and van-pool services as previously described, both covers many other options as well. Transit promotions, employer-subsidized bus passes, flexible work hours, and telecommuting are just some of the possible strategies to reduce SOV use. Metro Transit provides a regional service through its Metro Commuter Services group, and four local Transportation Management Organizations provide further support and services, including two downtown organizations. The City and employers may use these services and programs free of charge in order to benefit employee' travel arrangements and budgets.

Future Transit Demand

According to the 2005 Metropolitan Council's Park-and-Ride Plan, the number of people in Eagan currently utilizing transit to commute to work in downtown Minneapolis is expected to increase through 2030. Although the percentage of the Eagan resident workforce utilizing transit services within the city is relatively small compared to future population projections, there are other park-and-ride facilities outside of city limits that may also draw a small portion of the Eagan commuter workforce because of the higher bus frequencies and routes along with a greater number of downtown express buses they offer.

The information presented in Table 7.5 shows the number and percentage of Eagan residents projected to utilize regional transit facilities and services to commute to work in the Minneapolis and St. Paul downtown areas in

Table 7.5 Future Transit Demand

Minneapolis	**2010**	**2020**	**2030**
Percentage and volume of residents utilizing transit facilities and services	1.00 %	1.09 %	1.41 %
Number of residents utilizing transit facilities and services	679	780	997
St. Paul	**2010**	**2020**	**2030**
Percentage and volume of residents utilizing transit facilities and services	0.15 %	0.17 %	0.25 %
Number of residents utilizing transit facilities and services	102	124	176

2010, 2020 and 2030. As evident by the tables, the majority of the workforce utilizing the transit services is commuting into Minneapolis.

Transit Improvement Strategies

The regional transit goal for the Twin Cities metropolitan area is to double ridership by 2030. Transit needs and strategies for the metropolitan area as a whole were identified in the Metropolitan Council's 2030 Regional Development Framework (2004) and Transportation Policy Plan (2004).

The Council proposes three key transit strategies. The first strategy is essentially to identify unmet transit needs and develop additional services to meet these needs. The second strategy is to invest in transit facilities to improve transit performance and reduce travel time. The third strategy is to encourage cities to encourage transit supportive development in order to increase the desirability and effectiveness of transit.

Geographic Coverage

The Transportation Plan includes an analysis of the transit service to the densest housing and employment areas of Eagan. This analysis showed that all of those areas in the City of Eagan that exhibit medium to high 2030 housing unit density already are served by some form of fixed route transit service. It also showed that all of those areas in the City of Eagan that exhibit medium to high 2030 employment density are also already served by some form of fixed route transit. Moving forward, it will be important to preserve the existing level of service and geographic coverage. Although additional areas of the City should be served, improvements to the existing transit service should come primarily in the form of additional trips either through reduced headways, longer span of service or both.

Fixed Route Service

Fixed route service in the City of Eagan is provided by the Minnesota Valley Transit Authority (MVTA). MVTA is governed by a Board that is made up of representatives of the cities and counties served by the Authority.

The level of service provided by MVTA depends upon the overall level of funding available to the regional transit system. Future funding is uncertain, due to volatile levels of sales tax revenues and negotiated revenue sharing among the region's providers. If additional funding becomes available, the City will work through its representatives on the MVTA Board to review transit service opportunities in the City. Specific ways that transit in Eagan could be improved are as follows:

- The southeast portion of the City of Eagan appears to be underserved by transit, with only one route addressing the needs of those who live

between Pilot Knob Road and Dodd Road in that quadrant. Further service planning and expansion may be applied to better serve this area, dependent on future system configuration and resources available to MVTA.

- Another general area of service that is problematic given limited resources is suburb-to-suburb connections and circulators. MVTA has historically been a pioneer in implementing and supporting non-traditional regular-route concepts, including weekend services, mid-day suburban locals, and flex or deviated routes, where buses may leave the regular route for limited times and distances on demand. Many of these non-traditional and local services have been curtailed over the last few years, as demand for higher-productivity express commuter services continued to grow and resources had to be re-assigned to meet these needs. As future suburban growth and densification occurs, demand will continue to increase for these types of local suburban services.
- Eagan enjoys a relatively large commercial and light industrial employment base, particularly in the northeast portion of the City. This is expected to continue to grow, and would benefit from expanded reverse-commute options from the urban areas to Eagan via the transit system. This may include traditional reverse commute, return trips on the normal peak-period commuter runs, and connectors to employment sites from new transitway stations, such as those planned for the Cedar Avenue Busway.

Demand Responsive Transit Service

Demand responsive transit service, including ADA required replacement service, is provided by DARTS.

ADA services contracted by the Metropolitan Council are tied to the service area of regular route transit. Increasing the service area would require increasing the area served by regular route transit. Currently, the entire City is included in the ADA service, so this is not an issue for the City.

General public and senior demand responsive services are funded through other sources, including PBF and County contributions. Increasing the service hours and eligible population would require additional funding, which has not been identified.

Transitways

The Metropolitan Council Transportation Policy Plan includes a proposal for adding several new transitways in the region. One of the Tier I corridors is the Cedar Avenue Transitway. This project calls for the development of a dedicated busway from Lakeville to Bloomington on TH 77 and the

establishment of Bus Rapid Transit (BRT) style service. In Eagan, two transit stations are proposed as part of the Cedar Avenue Transitway. The first will be located at TH 77 and Cliff Road. The second transit station will be located between TH 77 and Nicols Road near Cedar Grove Parkway as a later phase of the Cedar Grove Park and Ride.

The Urban Partnership Agreements for accelerated federal funding of key transportation projects will have direct positive impacts on the Cedar Avenue Transitway, as well as instituting value pricing projects on I-35W and improving bus speed and circulation in Downtown Minneapolis.

The Robert Street Corridor Transit Feasibility Study recommends a transitway between the UMORE development in Rosemount and St. Paul's Union Depot. Service would be provided to eastern Eagan with a park and ride facility at Yankee Doodle Road and TH 149, near Thomson Reuters. The study recommendation also includes a new limited stop, east-west corridor, rapid bus service on Yankee Doodle Road originating at the Eagan Transit Station and including Inver Hills Community College on its route.

The City remains concerned, however, that mobility in and around the inner suburbs and the urban core will be negatively impacted by lack of any further progress on transportation funding and capacity improvement projects. Eagan recommends and supports an aggressive approach to transit expansion projects and funding mechanisms that will materially reduce congestion, improve urban mobility, and bolster our Minnesota economy and lifestyle.

Park and Rides

In accordance with the Metropolitan Council's Regional Park and Ride Plan, a new transit facility in the vicinity of Highway 13 and Highway 77 will become a later phase of the Cedar Grove Park and Ride. A capacity of 204 spots is needed by 2030. This facility will be developed as part of the Cedar Avenue Busway.

Land Use Planning

Land use planning, including trails and pedestrian amenities, play a crucial role in the success of transit in a community. Adequate and safe sidewalks, bus stops, shelters, and transfer or waiting facilities all are necessary components of a convenient and successful transit system. Mixed-use developments, such as those established around MVTA's major Park-and-Ride stations, and other Transit Oriented Development (TOD) around developing and redeveloped areas are also key to future effective transit options.

Recommendations

Eagan, as with other suburban "opt-out" cities, has the advantage of direct input into local transit services and decisions via elected officials, and has the second advantage of a relatively large and professionally managed suburban transit authority, MVTA. Other advantages are the presence of a high-quality county-based provider, DARTS, and Dakota County's active planning and management of future transit facilities and programs. The City should continue to be supportive and fully engaged in these programs and organizations to insure a high level of transit service in the City.

As part of economic development activities, Eagan should inform and enlist the cooperation of existing and new employers in TDM measures, including specifically transit promotion and transit alternatives such as car and van pooling for employees. Along this line, the City staff can serve as an effective conduit between employers, especially new firms, and the planning and services offered by MVTA and DARTS. This may include better facilities and reverse commute options, among others.

The City of Eagan should actively plan and promote transit-friendly neighborhoods in the City, including good trails and pedestrian amenities, and support Transit Oriented Development. This will have the dual impacts of providing expanded, cost-effective travel options, and develop more walkable, livable communities and business developments.

Bicycle and Trail Plan

The City of Eagan has an extensive trail/sidewalk system dedicated to the use of non-vehicular transportation. Users are primarily pedestrians and bicyclists but may also involve other multi-modal transportation activities. Components of this system primarily include off-street facilities, but may also include on-street striped lanes or paved shoulders in some areas of the City.

The trail system is designed to provide safe, pleasant places for exercise, relaxation or commuting for users of all ages and abilities. Besides transportation, some of the most popular everyday activities include running, walking, bicycling, and in-line skating for exercise and pleasure.

Three distinct types of trail facilities exist in Eagan:

1. Local/Neighborhood Facilities – Provide access within smaller geographical areas, including residential neighborhoods or commercial areas.

2. Park and Recreational trails – Provide circulation within and between park and recreational facilities within the city.

3. Transportation Trails – Typically located adjacent to major roadways. Promotes non-motorized transportation by providing trail connections throughout the City to safely separate bicycle activity from automobile traffic.

As illustrated in Figure 7.13, the City of Eagan has a very well developed trail system. This is particularly true of the transportation trail system. Past practice in the development of the City has included the following standards for transportation trails.

- Minor Collector 6-foot Sidewalk on One Side
- Major Collector 8-foot Trail and 6-foot Sidewalk
- B Minor Arterial 8-foot Trail on Both Sides
- A Minor Arterial 10-foot Trail on both Sides

As a result of the consistent application of this policy, there are trails and sidewalks on one or both sides of almost every minor arterial and major collector. This system makes it possible to travel by trail across the entire City in any direction. Although some gaps remain, these gaps have been inventoried by City staff and a prioritization system/plan is in place to complete the system.

In order to complete the trail system, as noted above, the City has established guidelines to set priorities for the construction of any missing trail segments. These guidelines, which include safety, connectivity, construction cost, land use, and the relationship to individual properties, are described more fully in the City of Eagan trail policy (Appendix C). This policy assigns a point score to a variety of characteristics that allows the comparison of individual trail segments. The trail segments that are identified as having the highest priority are programmed in the capital improvement program. Additional segments are identified as future projects and will be included in future CIPs.

Trail segments are included in the City of Eagan 2009-2013 CIP. Programmed trails have an identified funding source and are in design or design development. The construction of transportation trails is often associated with roadway construction. This makes it easier to obtain right-of-way and to design the trail to be compatible with the roadway design. The reconstruction of a roadway will also often require the reconstruction of the adjacent trails.

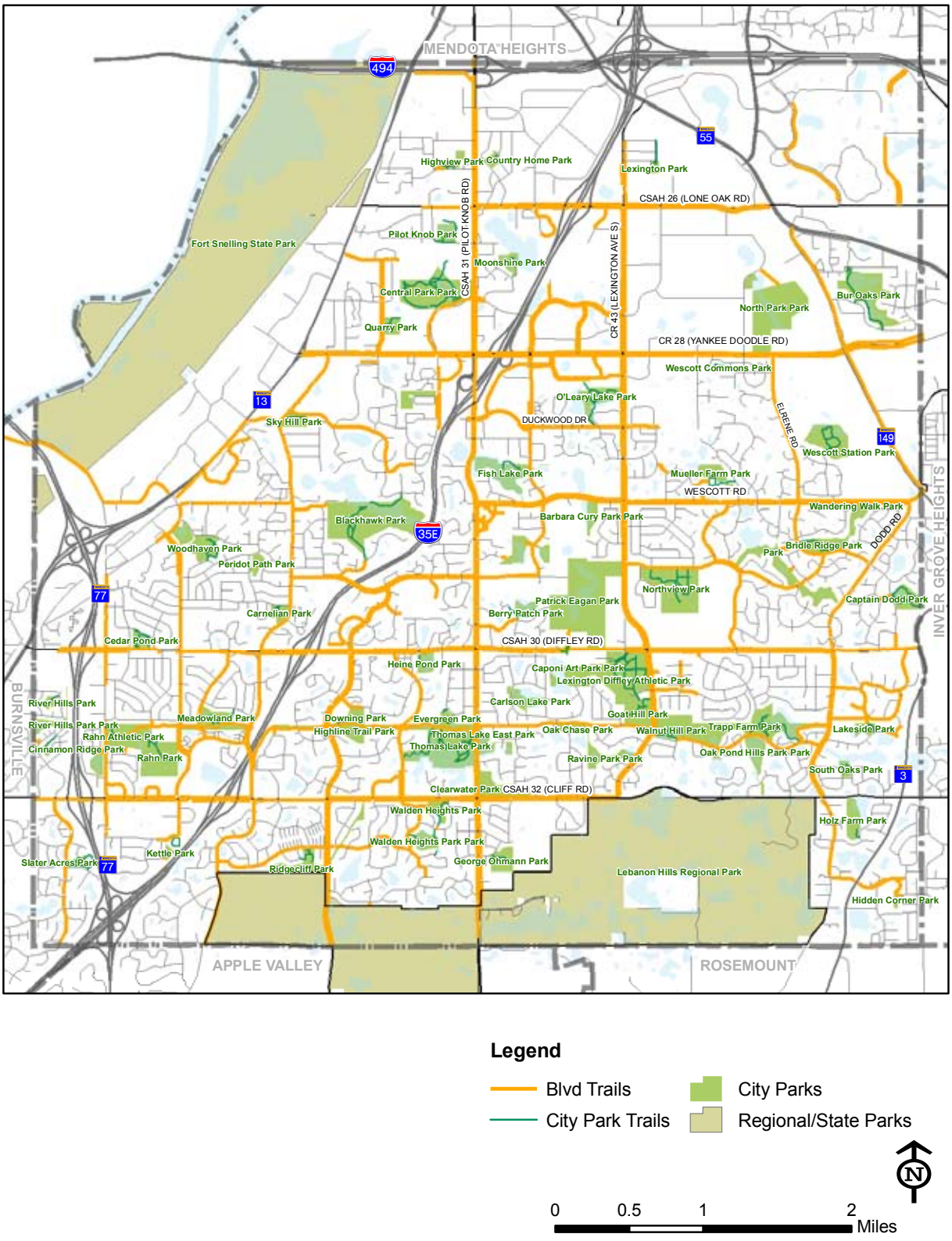
Planned trail segments are those that the City has identified and ranked using the criteria outlined in the trail policy. The city maintains a list of future trails in its CIP to represent projects that the City will undertake when funding becomes available.

In addition to providing through routes, transportation trails should provide connections to parks, schools and commercial areas. Each school in the City

Parks which could benefit from connectors to the transportation trail system

Bur Oaks Park
Lexington Park
Country Home Park
Highview Park
Pilot Knob Park
Moonshine Park
Wescott Commons Park
Wescott Station Park
Mueller Farm Park
Captain Dodd Park
Peridot Path Park
South Oaks Park
Carlson Lake Park
Thomas Lake East Park
George Ohmann Park
River Hills Park
Cinnamon Ridge Park

Figure 7.13 Existing Trail System



is connected to the trail system, however some of the City parks are not. Parks that could benefit from connectors to the transportation trail system are listed to the right. The major commercial areas in the City are all served by existing or programmed transportation trails.

Future trail segments are illustrated in Figure 7.14. Programmed trails are specifically listed in Table 7.6.

Table 7.6 Programmed Trail Improvements

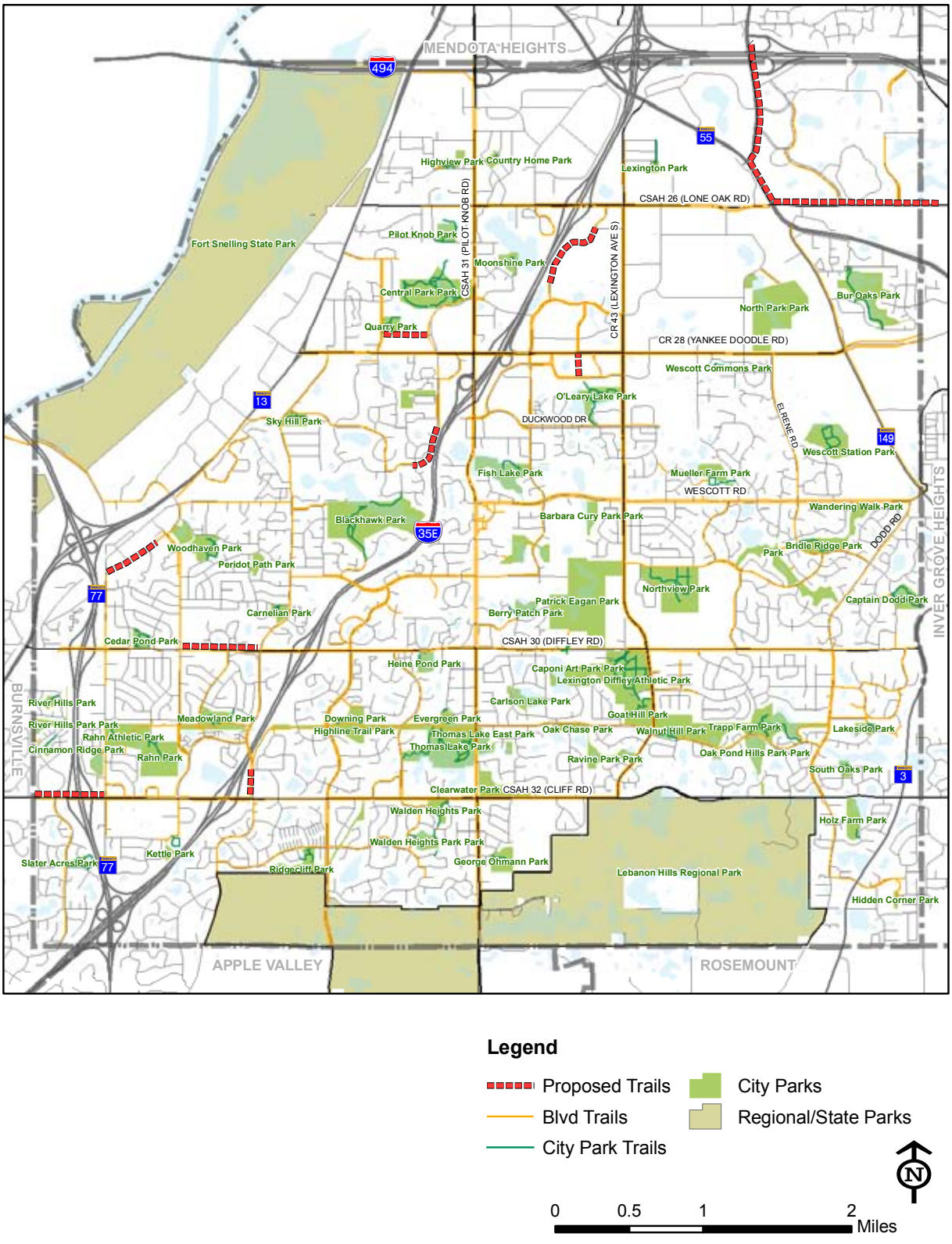
Location	Side	From	To	Program Year
Programmed Trails				
Blackhawk Road	East	Beecher Road	Cliff Road	2009
Diffley Road	North	Rahn Road	Blackhawk Road	2009
Cedar Grove Parkway	South	Nicols Road	Gold Trail	2009
Promenade Ave	West	Yankee Doodle Rd	Town Centre Drive	2010
Quarry Road	North	Central Parkway	Coachman Road	2009
Denmark Avenue	North	Northwood Parkway	Clubview Drive	2009
Federal Drive	West	Violet Lane	Blackhawk Lake Drive	2010
Cliff Road	North	Cinnamon Ridge Road	Nicols Road	2011
TH 55	East	TH 149	Lone Oak Road	2012
TH 149	East	TH 55	Mendota Heights Rd	2012
Lone Oak Road	Both	TH 55	Inver Grove Heights	2013

Aviation

As a neighbor to Minneapolis – St. Paul (MSP) International Airport, the City of Eagan is affected both positively and negatively by the airport. The City benefits by convenient access to airport services while at the same time areas of the City are negatively affected by aircraft noise.

Aircraft noise is the negative aspect of being only two to three miles from MSP. In 2004, MSP served 36.7 million passengers and accommodated over 541,000 landings and takeoffs. MSP ranks 9th in North America for the number of travelers serviced. The airport boasts the eighth busiest airfield in the world. MSP is expected to serve 55 million passengers annually by the year 2020, thus creating a need for further airport expansion, according to the Metropolitan Airports Commission (MAC).

Figure 7.14 Future Trail Segments



Airport Expansion

A significant expansion of MSP Airport took place in 2005, which changed flight patterns and noise exposure in Eagan. Runway 17/35, also known as the North-South Runway, became operational in October 2005, and is anticipated to add 25% capacity to MSP.

The current runway configuration consists of two parallel runways (12-30 left and right), one cross wind runway (4-22), and one north-south runway (17-35). The two parallel runways are oriented in a southeast-northwest direction and landings and takeoffs from/to the southeast are generally over Eagan. The North-South Runway is located to the west of the parallel runways, with both landing and takeoffs from/to the south. The location of Runway 17-35 in proximity to the other runways allows for independent and simultaneous use of the north-south and the parallel runways.

The flight departure tracks from the North-South Runway spread noise over much of the southern half of the city, and the arrival operations off of Runway 17-35 concentrate significant noise over those homes in Eagan that are located just east and west of Cedar Avenue, as that is the location planes must reach to follow the extended centerline for arrival operations. The City will continue to work with the Metropolitan Airports Commission (MAC) to minimize the area affected by noise and to establish additional noise mitigation measures.

Economic Benefits

According to the 2006 Metropolitan Airports Commission's Strategic Plan, the Minneapolis-St. Paul International Airport is both directly and indirectly responsible for over 150,000 jobs in the region, $10.7 billion in annual business revenues, $5.9 billion in personal income, and $626 million in State and local taxes.

The major benefit of the City's proximity to the airport is convenient access for its residents and businesses to the services offered by MSP. It is less than a 20 minute trip from most areas of Eagan to MSP. For the City of Eagan, the benefit of being located in close proximity to the airport has helped the City support a healthy and diverse business community, from corporate headquarters to distribution companies to hotels and restaurants. Businesses such as Northwest Airlines, USPS Bulk Mail Facility and numerous hotels decided to locate within Eagan in part due to the proximity to the airport. The airport is a tremendous marketing tool for bringing in new businesses and retaining those that have made Eagan their home.

Airport Noise Impacts and Land Use Planning

Different types of land use have varying degrees of sensitivity to aircraft noise. For example, commercial-industrial uses are more compatible with aircraft noise than noise-sensitive residential, churches and schools. Noise sensitivity varies among residential uses. Single family homes have more exposed exterior walls and roof areas and rely more on the outdoor yard areas than most multi-family housing. As such, single family homes are generally more affected by aircraft noise than multi-family housing.

The northern portions of Eagan are particularly affected by aircraft noise (See Figure 7.15 for a location of the proposed 2007 mitigated noise contours). To avoid additional conflicts the City has guided most of this area for commercial-industrial development and discouraged construction of new single family residential homes and most multi-family homes in noise exposure areas. The City of Eagan understands the potential for aircraft noise impacts in the areas outside of the Fourth Noise Exposure Zone (60 Ldn contour). For that reason, the City recognizes the One-Mile Buffer Zone as a factor in its consideration of the noise compatibility of the new and major infill development within that area.

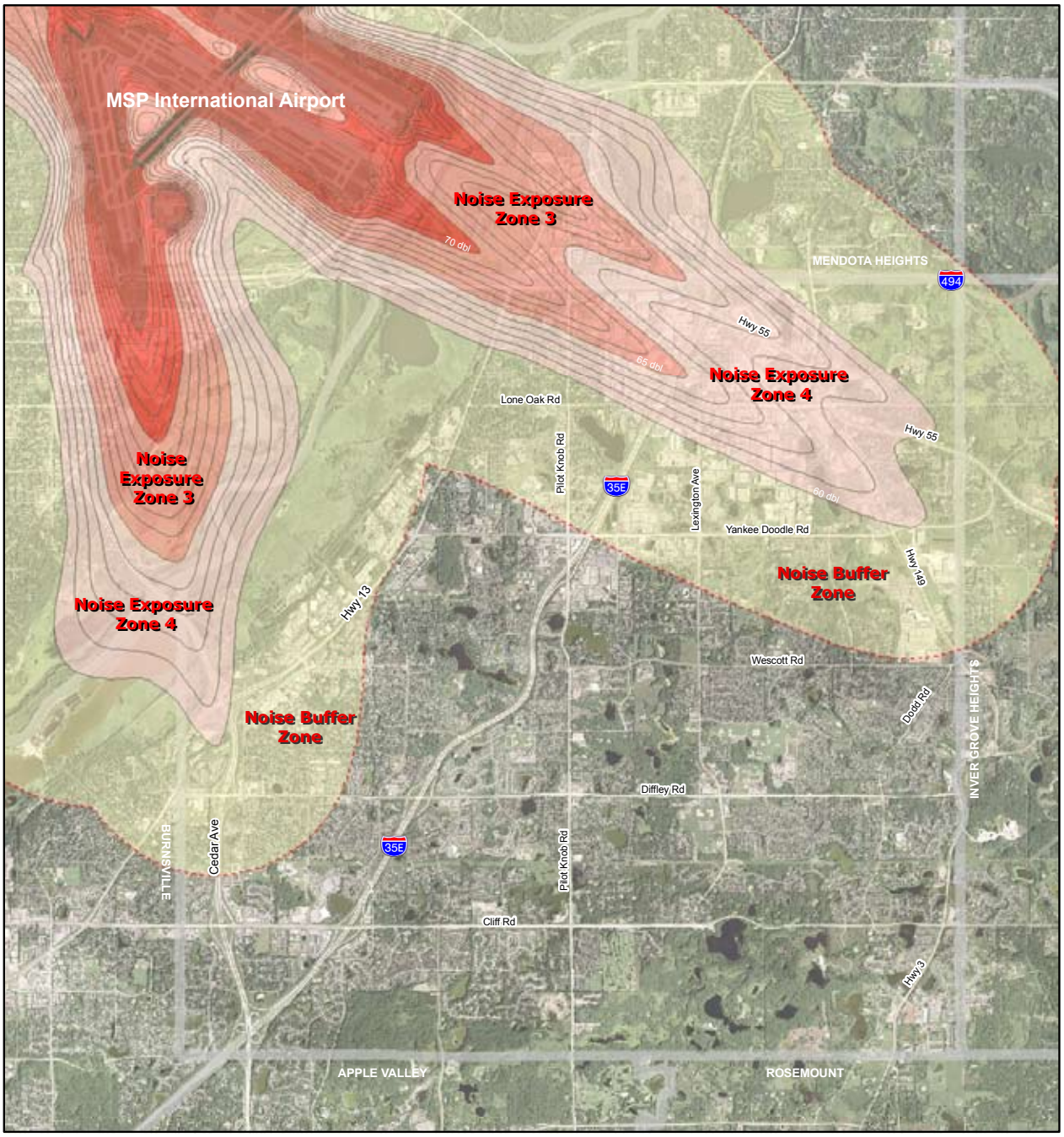
In general, the Comprehensive Plan does not recommend construction of new residential uses within the noise exposure areas, except on a case specific basis. Extraordinary sound proofing should occur if new single family dwellings are constructed in noise exposure areas.

In specific circumstances, such as the Cedar Grove Redevelopment District, construction of multi-family homes can occur so long as adequate sound insulation is provided to ensure a quiet indoor environment. This can be accomplished by meeting the Structure Performance Standards established by the Metropolitan Council's Aviation Chapter of the Metropolitan Development Guide, as well as by meeting standards set forth in the City's future noise attenuation ordinance. For residential and educational/medical land uses, interior sound levels may not exceed 45 dBA. An interior sound level of 50 dBA is required for cultural, recreational, entertainment, office, commercial, and retail service uses. Table 5.1 outlines the Metropolitan Council's land use compatibility guidelines for development within noise exposure areas.

Noise Exposure and Mitigation

There are existing residential uses within noise exposure zones. Aircraft noise exposure is measured and mapped by the Metropolitan Airports Commission (MAC). The noise exposure zones and accompanying mitigation programs are subject to approval by the Federal Aviation Administration.

Figure 7.15 2007 Minneapolis-St. Paul (MSP) Airport Noise Contours and Noise Policy Areas



2007 MSP Noise Contours and Noise Policy Areas

2007 Draft Mitigated DNL Noise Contours

The Metropolitan Airports Commission is currently in the process of updating the Minneapolis/St. Paul International Airport 14 CFR Part 150 Program. Until this document has been approved by the Federal Aviation Administration (FAA), any data (digital or hard copy) going into, or that is a product of, the document are considered to be subject to change without immediate notice to the recipients. No 2007 Part 150 Update data can be considered final until gaining document approval from the FAA.

The Metropolitan Airports Commission and the City of Eagan makes no representation or warranties, express or implied, with respect to the reuse of the data provided herewith, regardless of its format or the means of its transmission. There is no guarantee or representation to the user as to the accuracy, currency, suitability, or reliability of this data for any purpose. The Metropolitan Airports Commission and the City of Eagan assumes no responsibility for actual or consequential damage incurred as a result of any user's reliance on this data.

Legend

Municipal Boundary

Noise Exposure Zones

- Zone 1 (75+ DNL)
- Zone 2 (70-75 DNL)
- Zone 3 (65-70 DNL)
- Zone 4 (60-65 DNL)
- Noise Buffer Zone

0 0.5 1 2 Miles

N

Noise exposure is measured on an annualized average weighting of day-night noise levels measured in decibels (Ldn). Around MSP, the significant noise exposure zones are mapped from Ldn 75 (highest) to Ldn 60 (lowest). Homes within the proposed 2007 Ldn 65 Mitigated Noise Contour are eligible for the residential sound insulation program offered by MAC. All currently eligible homes in Eagan have been contacted for participation in the program, and have either had the insulation modifications completed or declined to participate.

In 2007, the City of Eagan, along with the cities of Minneapolis and Richfield and the Minneapolis Public Housing Authority, settled a $127 million lawsuit against the MAC, which resulted in a noise mitigation program being established for those homes in the 2007 60-65 dB DNL noise contours, as well as those homes that fall between the 2007 contour and the previously approved 2005 noise contours.

Height and Safety Zoning

Safety zones are established within the MSP Airport Zoning District to ensure an unobstructed flight path for departing and arriving aircraft. The safety zones extend off the ends of each runway and impose height and use restrictions on properties and structures within them. Due to the distance between the runways and the municipal borders of Eagan the safety zones do not have a significant effect upon height of proposed structures in Eagan. The main concern is that structures within safety zones do not exceed 200 feet in height. The City of Eagan is required to notify MNDOT of any proposed structure in excess of 200 feet outside of individual airport zoning districts to control potential obstructions in the region's general airspace.

Federal Regulation Title 14, Part 77 establishes standards and notification requirements for objects affecting navigable airspace. This notification serves as the basis for evaluating the effect of the construction or alteration on operating procedures, determining the potential hazardous effect of the proposed construction on air navigation, identifying mitigation measures to enhance safe air navigation, and charting of new objects. Notification allows the Federal Aviation Administration (FAA) to identify potential aeronautical hazards in advance, thus preventing or minimizing the adverse impacts to the safe and efficient use of navigable airspace.

Title 14, Part 77.13 requires any person/organization who intends to sponsor any of the following construction or alterations to notify the Administrator of the FAA when:

- Any construction or alteration exceeding 200 feet above ground level;
- Any construction or alteration:

- Within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 feet
- Within 10,000 feet of a public use or military airport which exceeds 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 feet
- Within 5,000 feet of a public use heliport which exceeds a 25:1 surface;

- Any highway, railroad or other traverse way whose prescribed adjusted height would exceed that above noted standards;
- When requested by FAA; and,
- Any construction or alteration located on a public use airport or heliport regardless of height or location.

Persons/organizations intending to sponsor construction/alterations which require notification to the FAA under Title 14, Part 77.13 shall notify the FAA using FAA form 7460–1 as may be amended.

The City's Zoning Ordinance shall be amended to require persons/organizations intending to sponsor construction/alterations which require notification to the FAA under Title 14, Part 77.13 to notify the FAA using FAA form 7460–1 as may be amended. ***Has this been done?***

Intergovernmental Relations

Eagan Airport Relations Commission

The City of Eagan has an active Airport Relations Commission. The Commission is an appointed advisory body of the Eagan City Council. The purpose of the Commission is to advise and make recommendations to the City Council concerning aircraft noise and airport policy issues that impact or have the potential to impact Eagan. As citizen volunteers, Commission members provide valuable insight into public perceptions of these issues for the City Council, City staff and community at large.

Currently the Eagan Airport Relations Commission is focusing on:

1. Monitoring departure and arrival tracks of Runway 17-35 to minimize noise exposure to residential neighborhoods.
2. Seeking a 95% or better rate of compliance within the Eagan/Mendota Heights Corridor.
3. Efforts to improve the representation the City receives on the Metropolitan Airports Commission (MAC).

4. Understanding the impacts of ground-level, low frequency noise on the community.

5. Communications efforts to inform residents about the activities of the City to reduce airport noise over the City of Eagan and provide avenues in which citizens can be heard regarding concerns over airport noise.

Minneapolis-St. Paul International Airport Noise Oversight Committee

The City of Eagan is one of six communities surrounding the airport that has a seat on the MSP Noise Oversight Committee (NOC). The MAC established the NOC in August 2002. Its purpose is to bring industry and community representatives together as a balanced forum to dialogue about noise issues at the Minneapolis-St. Paul International Airport and to bring policy recommendations to the MAC. The committee meets on a bimonthly basis. The NOC replaced the group formerly known as the Metropolitan Aircraft Sound Abatement Council (MASAC), which was disbanded in 2000.

Metropolitan Council

The Metropolitan Council is the regional planning agency that has the legislative authority of approving the MAC's Capital Improvements Plan budget. The Metropolitan Council's role in the evaluation of noise is to promulgate guidelines for the compatible use and development of land in communities surrounding the airport and approve individual airport long-term comprehensive plans.

Other Agencies

A number of other State agencies work with the MAC in either a cooperative and/or regulatory capacity. The Minnesota Department of Transportation is involved in all construction projects that will impact the traveling public, including runway construction and roadway improvements. The Minnesota Pollution Control Agency works with MAC Environment Department on issues such as noise and groundwater runoff. The Minnesota Environmental Quality Board has the final authority in approving Environmental Impact Statements and other environmental documents related to the MSP.

Physical Development Division
Steven C. Mielke, Director

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Apple Valley, Mn 55124-8579

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Environmental Resources
Land Conservation
Groundwater Protection
Surface Water
Waste Regulation
Environmental Initiatives

Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

April 24, 2020

Elaine Koutsoukos, Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: 2020 Regional Solicitation Application Letter of Support for installation of Elevator in Eagan Transit Station

Dear Ms. Koutsoukos:

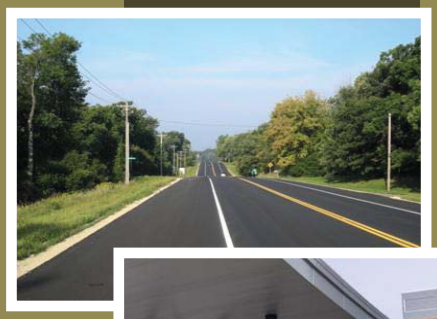
Dakota County is aware of the Minnesota Valley Transit Authority (MVTA) application for federal funding through the Regional Solicitation for the installation of elevator project in Eagan Transit Station.

This proposed project would improve accessibility for our residents using the Eagan Transit Station in the southeast corner of CSAH 28 and CSAH 31 in Eagan.

The County approves the attached layout of the project. This project is not in the Dakota County 2021-2025 Capital Improvement Program (CIP). If the project is awarded federal funding, the County Board may consider funding a portion of the local match through our annual CIP update process. We will be happy to answer any questions you may have regarding this project.

Sincerely,

Mark J. Krebsbach, P.E.
Transportation Director/County Engineer



Dakota COUNTY

2030 Transportation Plan

June 2012

Dakota COUNTY transportation
we get you there

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Chapter 1

Executive Summary

The *Dakota County 2030 Transportation Plan* (Plan) is a revision to a primary component of Dakota County's Comprehensive Plan *(DC2030)* adopted in 2008. *DC2030* consists of a broadly based land use plan that is developed every ten years to prepare Dakota County for continued growth. In conformance with the Metropolitan Land Planning Act, MN Statutes, Chapter 473, the County developed *DC2030* to guide the direction of several key systems that have regional relevance (transportation, development, parks and natural resources) to ensure they efficiently and effectively meet the needs of a projected 2030 population base. *DC2030* includes the vision of what the County can become over the next 20 years and incorporates a plan to address key issues affected by population growth and influence quality of life.

Why an Update to the Transportation Plan?

The following were key reasons for updating the Transportation component of the Comprehensive Plan. These reasons included state, regional and county plans or studies that affect the transportation system in Dakota County. Many of plans or studies were recently completed and or adopted making the Plan update timely.

County Comprehensive Plan Updated

The County updated and adopted its comprehensive plan in 2009. Major findings, influences or considerations of this plan, DC2030, provided context to be incorporated into the Transportation Plan. These included:

- Incorporating the Dakota County Visioning work, including addition of the guiding principles of Sustainability, Connectedness, Collaboration, Economic Vitality and Growing and Nurturing People as Transportation Plan Principles. Supporting strategies and policies to implement these principles were applied.
- Recognizing context sensitive design and complete street philosophies in consideration of all modes of use and safety of all users.
- Considering and providing rationale of increasing transportation safety, maximizing the value of investments, encouraging active living, investing in pedestrian and bicycling infrastructure, increasing transit advantages, reducing demand for automobile transportation, creating an environmentally sensitive transportation system, and recognizing the role of telecommunications and sustainability leadership.

State and Regional Transportation Plans Updated

Two primary state and regional transportation plans were recently completed. These plans identified major findings, influences or considerations. The County used these plans as a basis of how the State's or the region's goals align with the County's Plan and how County policies and strategies best support State and regional transportation. These plans are:

- The Minnesota Department of Transportation 20-year statewide transportation plan (*Statewide Transportation Plan: 2009-2028, Your Destination…Our Priority)*
- The Metropolitan Council Transportation Policy Plan (*2030 Transportation Policy Plan)*

County Travel Demand Model Updated

The County 2030 Travel Demand Model was updated in 2010 for use by Dakota County and local communities to prepare and analyze the traffic impacts on potential land development or transportation scenarios. The model was a combination of both the 2005 Regional Model and a separate County model that includes greater detail with surrounding communities.

Completed County Transportation Studies Identified in the *Dakota County 2025 Transportation Plan*

As a result of recently completed studies identified in the *Dakota County 2025 Transportation Plan*, there is a better understanding of transportation needs with study findings incorporated into the Plan update. Many of these studies were adopted by the County in 2009 and 2010. These studies include:

- Dakota County Transit Plan
- East West Corridor Preservation Study Phase 2
- Regional Roadway System Visioning Study
- Rosemount / Empire / UMore Transportation System Study
- Hastings Area Roadway System Study
- Northwest Northfield Highway Corridor Study
- Farmington Area Transportation Study
- Cedar Avenue Transitway – Implementation Plan Update
- CSAH 28 Corridor Study – From Denmark Avenue to State Highway 149

Trends Affecting the Transportation System

The Plan also considers many trends affecting the transportation system. These trends were considered in the development of the goals, strategies and policies within the Plan. These trends include:

- Transportation revenues and resources are becoming more limited to meet the transportation system needs over time.
- Continued growth and demand for efficient transportation systems pose important challenges for the future.
- Estimates derived from the County's Travel Model (based on the region's model and future local land use) indicate that vehicle miles driven will grow by approximately 2 percent annually.
- System congestion has held steady with expansion investments recently and should continue into the short-term future.
- Traffic volumes at eight County highway-to-County highway intersections show operation approaching or exceeding capacity by 2030. Projected transportation revenues are inadequate to fund needed interchange projects and will require funding sources beyond current County highway funding sources.
- Recent investments in bridge and pavement preservation and replacement have contributed to the better condition of the transportation system. However, the overall system continues to age resulting in higher future preservation and replacement needs.
- Land access needs continue to compete with transportation system mobility needs.
- It is anticipated that proposed investment on the regional transportation system are not adequate to address County growth. Outside of transit corridor implementation and some minor highway or bridge crossing improvements, the State and Region envision

very little investment to the regional transportation system within the county in the next 20 years.

Plan Goals

The Plan consists of six goals with desired outcomes, products or services provided by the transportation system. Each goal contains specific investment activities and is supported by strategies, policies and performance measures. These goals were developed to provide for the safe and efficient movement of people and goods and as a guide to direct future transportation investments within the Transportation Capital Improvement Program. These goals include:

- Goal 1: Limited Resources are Directed to the Highest Priority Needs of the Transportation System
- Goal 2: Transit and Integration of Transportation Modes
- Goal 3: Preservation of the Existing System
- Goal 4: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity
- Goal 5: Replace Deficient Elements of the System
- Goal 6: Improvement and Expansion of Transportation Corridors

Plan Summary

Transportation Plan Principles

The Plan includes ten overarching principles that apply to all Plan goals. These include five guiding principles identified in *DC2030* and five principles specific to transportation. All of these principles together guide the Plan policies and strategies, and help in forming the basis for decision-making and priority determination. The Plan incorporates these principles into all aspects of transportation system development and operation. Each principle is supported by strategies and policies to implement the principle objective.

These principles are:

- Sustainability
- Connectedness
- Collaboration
- Economic Vitality
- Growing and Nurturing People
- Transportation Safety and Standards
- Transportation Planning
- Social, Economic and Environmental Impacts
- Public and Agency Involvement
- Context-Sensitive Design and Complete Streets

Goal 1: Limited Resources are Directed to the Highest Priority Needs of the Transportation System

The emphasis of this goal is for the County to develop the best transportation system to provide for safe movement of people and goods within financial constraints. The system vision has been developed and implemented in coordination with the state, adjacent counties, cities, townships, and other transportation partners through the goals and policies within this Transportation Plan. This includes directing resources to transportation system priority needs and seeking and acquiring a variety of transportation funding sources to meet the many diverse system needs including transportation projects, operation and maintenance activities. Unmet needs will need to be considered on a case-by-case basis with additional funding beyond anticipated revenue to make investments in some areas.

This goal identifies various funding sources available to the County for transportation purposes, along with strategies and policies for use of these resources. Subsequent goal chapters specify how these extremely limited transportation resources will be directed to priority needs of the system. This goal also identifies the staff and fiscal resources anticipated to be necessary to design, build, operate, and maintain the transportation system. These resources were determined based on an analysis of the existing system and future system needs.

The strategies and policies of this goal provide for current and future estimated investment needs for directing resources to key transportation system elements. Directing resources for the transportation system will be pursued through the following activities.

Activities

- Transportation funding identification.
- Development of the Capital Improvement Program.
- Identification of investment needs.
- Use of Plan strategies and policies.

Through this update of the Plan, it has been determined that over $1.253 billion will be required to meet the County's transportation needs over the 20-year plan period. Specific needs are identified and explained in detail in chapters throughout this plan document. $658 million of revenue is anticipated during this time. This results in 53 percent of the necessary anticipated revenues available to meet transportation needs in the next 20 years. In comparison, in 2004, the Transportation Plan identified $1 billion required to meet needs and $600 million anticipated resulting in 60 percent of the necessary anticipated revenues to meet needs.

The County envisions available revenues of approximately $33.4 million per year to invest towards transportation and approximately $11 million per year towards transit-specific transportation projects. These investments will be directed at the highest priority needs of the transportation system. However, this investment is not sufficient to meet all needs through the Plan period. Limited staff and equipment resources will also be necessary to deliver the anticipated annual CIP, operate and maintain the system, and meet the identified transportation needs. Additional revenue sources will need to be identified to supplement current resources.

Goal 2: Transit and Integration of Transportation Modes

This goal establishes Dakota County's role in coordinating and providing direction on the development of infrastructure and services for non-automobile modes of transportation. Rapid population growth and diversified transportation needs have prompted the County to adopt policies and strategies for the development and integration of a comprehensive transit system, bicycle and pedestrian network, and other non-automobile modes for people and freight to maximize the transportation system efficiently. The ongoing facilitation of these modes will contribute to the County's transportation networks by providing safe, timely, convenient, and efficient connections between communities, activity generators, and employment concentrations.

The strategies and policies of this goal provide for current and future estimated investment needs for transit and integration of transportation modes for key transportation system elements. Transit and integration of transportation modes for the transportation system will be pursued through the following activities and CIP investment categories.

Activities

- Integration of transit into the *Dakota County 2030 Transportation Plan*
- Local and regional transit governance
- Transitway and facility planning
- Collaboration with transit partners
- Meeting the needs of transit dependent populations
- Technology implementation
- Travel Demand Management
- Integration of land use with transit services and facilities
- Integrating bicycle and pedestrian modes

CIP Investment Categories

- Cedar Avenue Transitway
- Bicycle Trails
- Transit Infrastructure

DCRRA CIP Investment Categories

- Cedar Avenue Transitway
- Robert Street Transitway
- Red Rock Transitway

Dakota County currently invests approximately $11 million per year towards projects to integrate transit and transportation modes. This entire investment is towards the integration of transit projects including study and implementation of transit corridors. Investments towards bicycle and pedestrian integration are identified within the Preservation Goal. In addition, the Parks CIP identifies approximately $0.5 million per year towards trail investments. No CIP investments are identified for other modes identified per this goal. However, the detailed information on trucking, railroads, commercial navigation, aviation and telecommunications will be considered in the development of CIP transportation projects and investments.

Future annual investments for this goal are anticipated to remain stable. However, future needs for the Robert Street Corridor and Red Rock Corridor require additional definition and, at present, represent a wide range of future investment need.

Transitways

- Continue Dakota County and DCRRA activities in planning and implementation efforts of transitway projects defined in the Metropolitan Council's Transportation Policy Plan and the long range vision of the Counties Transportation Improvement Board.
- Make Dakota County transitway projects a priority within regional development plans and cooperate with regional agencies on advancing transitway development at the state and national level.

Highway Congestion

- Cooperate in regional programs to manage peak travel demand and that provide transit advantages. Cooperate in regional efforts to expand the capacity and effectiveness of transit service.

Changing Demographics and Transit Dependent Populations

- Coordinate service providers and County government to understand emerging transit needs and form effective implementation for County residents including transit dependent populations (elderly, low-income families, households without a vehicle, youths and physically/mentally challenged).

Transit Funding Concerns

- Continue DCRRA dedications towards the planning and development of transitways within the County for the future implementation of transitways, and to leverage federal and regional funds for transitway implementation.
- Assist in the efforts of local elected officials and regional agencies to secure dedicated funding for transit operations and infrastructure.
- Pursue new and innovative approaches for stable, long term funding with an emphasis on regional partnerships.

A Transportation System to Include Other Modes

- Evaluate and develop the groundwork for improving networks for other modes within the transportation system to provide safe, timely, convenient and efficient connections. The County will continue to investigate potential of existing rail lines to host potential passenger rail movements.

A Transportation System to include Bicycles and Pedestrians

- Evaluate and develop the groundwork for improving pedestrian and bicycling networks within the transportation system, especially within transit or dense land use corridors, to provide safe, timely, convenient and efficient connections.

Background

Dakota County's growing role in the development of transit service and infrastructure has led to progress towards several goals and objectives stated in the *Dakota County 2025 Transportation Plan.* During the past five years, Dakota County Regional Railroad Authority and Dakota County have advanced transit goals and objectives through the following activities:

- Development of the Dakota County Office of Transit to provide a centralized focus area for transit goals and objectives.
- Adoption of the County's first Transit Plan in 2008 with prioritized action items and focuses on transit influence and transit future.

- Development of a Transit section of the Transportation Capital Improvement Program that identifies County transit investment activities beyond standard transportation improvements.
- Development of a Regional Railroad Authority Capital Improvement Program that specifically identifies funding sources for prioritized projects such as Cedar Avenue Transitway, the Red Rock Transitway and Robert Street Transitway planning activities.
- Enactment of a 0.25 percent County sales tax for use specifically for transit purposes through the Counties Transit Improvement Board.
- Participation in the Counties Transit Investment Board grant process that identifies capital and operating planning needs for 2009 to 2030.
- Final design of the Cedar Avenue Transitway, with construction scheduled for 2011-2012.
- Completion of the 2010 Cedar Avenue Transitway Implementation Plan Update.
- Completion of the Robert Street Feasibility Study and the initiation of the Robert Street Transitway Alternatives Analysis.
- Ongoing planning for the Red Rock Commuter Rail Transitway and member of the Red Rock Corridor Commission.
- Participation on the Minnesota High Speed Rail Commission.
- Ongoing technical assistance in transit-oriented development and station planning activities for Cedar Avenue and Red Rock Corridor Transitways.
- Ongoing development of the I-35W Transitway from Lakeville to downtown Minneapolis.
- Participation in the Metropolitan Council's regional 'Corridors of Opportunity' initiative.

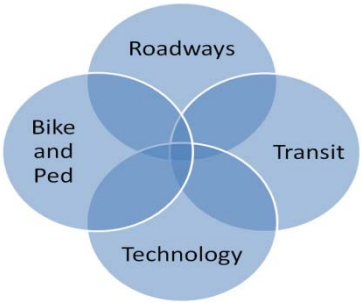
These accomplishments and the efforts described in this chapter are intended to expand transit as a viable travel mode to meet a wider range of needs and objectives, including job access, sustainable development, congestion mitigation, and improved mobility for all population groups within the County.

Integration of Transit into the Transportation Plan

The County adopted its first Transit Plan in 2008 which prioritized action items and focused on transit's influence and future role in Dakota County. This Transit Plan will no longer be a stand-alone document but rather will be incorporated within the County Transportation Plan. By doing so, the County acknowledges that transit is a growing priority and will be a component of all future decision making processes for the County's transportation system. Transit Plan elements will have greater visibility within the Transportation Plan and integrating transit better describes where Dakota County is in developing a comprehensive transportation system. The following considerations apply to the integration process:

Goals and Outcomes

- The Transit Plan will no longer be considered a stand-alone document. The Transit Plan is now integrated within the Transportation Plan to provide for a more comprehensive document and recognizes that transit activities are a major consideration in the way the County conducts planning for transportation investments for the future.
- To acknowledge that transit is a growing transportation priority and an important part of the overall transportation



system. Recent trends, review of demographics and increasing transit-dependent populations indicate that citizens want more transit services.
- To acknowledge the County's expanding role in transit and transit planning with an expectation of doing more and having a higher visibility.
- To comprehensively account for resources, costs and benefits.
- To measure effectiveness as a county transportation system element.
- To provide another tool for seeking multi-modal solutions to current and future transportation system issues.
- To support transit based solutions will all modes of transportation, especially bicycling and pedestrian facilities.
- To include a transit action plan identifying near-, mid- and long-term activities.

Integration Process

- Goals and action items of the Transit Plan are incorporated into this document.
- Restate the County's transit role and responsibilities identified in the Transit Plan including how the County will integrate transit considerations in planning, project development, maintenance and preservation priorities.
- The following are part of the integration process and will be activities conducted with each Transportation Plan update:
    - Update of transit market and demographic information.
    - Update information on priority transit corridors, regional transitways and county corridors.
    - Update the inventory of services, providers and facilities. Identify gaps and opportunities for coordination.
    - Identify emerging issues, needs and opportunities.
    - Provide financial forecasts.

The intended outcome of this integration process is a more fundamental consideration of transit service needs, operations, and access through all stages of planning and execution of transportation system improvements. Dakota County will reassess the relationship of transit to other modes and physical development to establish more effective planning and implementation practices as transit needs and services evolve.

Local and Regional Transit Governance

Dakota County and the Dakota County Regional Railroad Authority cooperate in regional activities for funding and advancing the development of major transit capital investments within the County. Given the range of potential investments and jurisdictions a single project can involve, these efforts typically require close and complex coordination with numerous regional, state, and federal agencies that are involved in planning, funding, service operation, or facility construction. Locally, Dakota County is responsible for leading cooperative efforts with numerous agencies and stakeholder groups to address more localized or near-term needs for transit service.

Dakota County

The following objectives identify the County's role in transit:

1. Provide assistance to the Dakota County Regional Railroad Authority in transitway planning and development.
2. Support service providers in identifying transit needs and solutions of the transit dependent population.
3. Work with local units of government to link transit service and land-use decision making.
4. Monitor and support use of technological advances and roadway design modifications to reduce travel demand and improve transit performance.
5. Secure dedicated regional, state and federal transit funding for capital investments that can improve the effectiveness of transit service.
6. Provide for specialized transit services for clients of Dakota County's Community Services Division
7. Allocate CIP funds dedicated for transit for infrastructure improvements that can increase the convenience or efficiency of transit service.

Dakota County's efforts towards these objectives are often undertaken on a regional level through cooperation with other bodies responsible for financing, developing, and operating transit service. Dakota County is regularly engaged with the following regional entities in the development of transit policy, service, and infrastructure:

Dakota County Regional Railroad Authority

The Dakota County Regional Railroad Authority (DCRRA) was established by Minnesota Statute §398A with broad powers to plan, acquire, construct, and operate railroads, including light rail transit (LRT). In addition to rail transit modes, the Authority was granted permission by the State Legislature (Special Session 1, Ch. 6, Section 90) to serve as the lead agency in all phases of the Cedar Avenue Transitway project to develop bus rapid transit (BRT) service, with the responsibility for planning, design, construction, oversight, and public involvement. The Statute also grants the DCRRA the ability to evaluate transportation solutions in areas under its jurisdiction with the intent to reduce congestion, improve mobility, and provide alternative forms of transportation.

The DCRRA consists of seven commissioners appointed by the Dakota County Board of Commissioners for terms of one year. Dakota County staff serves at the direction of the DCRRA board in the conduct of planning studies and transitway design work. DCRRA efforts are financed through an annual dedicated levy currently set at $1.64 million; the current levy limit is $19.8 million per year.

Regional Transit Governance

<u>Metropolitan Council</u>

The Metropolitan Council is the regional planning agency for the seven-county metropolitan area and is also designated as its Metropolitan Planning Organization. In this capacity, the Metropolitan Council is responsible for development of the regional Transportation Policy Plan, which defines future transportation needs and outlines policies and fiscally constrained improvements over a twenty year period. Specific to transit, the Transportation Policy Plan identifies major investments in capital and runningway improvements for the region's transit network and provides local oversight to planning processes in the Federal Transit Administration's New Starts program.

The Metropolitan Council operates Metro Transit, the region's largest provider of fixed-route transit service; service within Dakota County cover West St. Paul, South St. Paul, Mendota Heights and Inver Grove Heights. The Metropolitan Council also administers Metro Mobility ADA paratransit service and TransitLink paratransit service.

Suburban "Opt-Out" Service Providers

In addition to services operated by the Metropolitan Council, six individual transit agencies provide local and express service within suburban areas throughout the Twin Cities. Formation of these agencies was enabled by Minnesota Stat. 174.265, which allowed suburban communities to provide their own transit services in lieu Metro Transit service. Cities opting out of the Metro Transit service area are allowed to retain 90% of local taxes that are accrued towards transit service for service within their jurisdiction. This statute enables cities opting out of the Metro Transit service area to jointly form transit authorities and contract for service with private service operators. Presently, there are six opt-out authorities within the Twin Cities region; the Minnesota Valley Transit Authority in the sole opt-out authority within Dakota County, providing service to Eagan, Burnsville, Apple Valley and Rosemount. Lakeville was previously outside the transit taxing district. Lakeville became part of the transit taxing district in 2008 and is now served by the MVTA.

Counties Transit Improvement Board

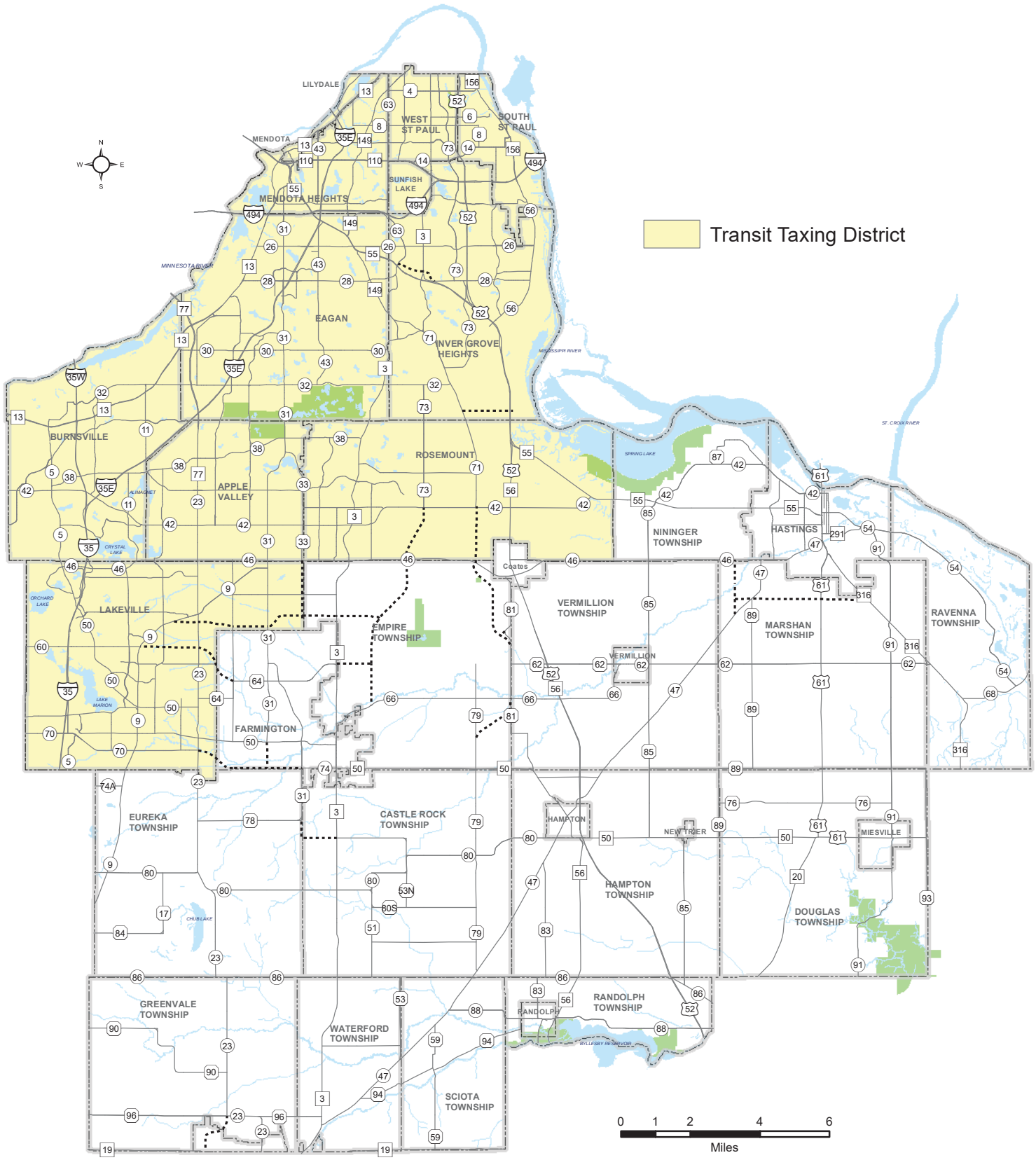
To supplement the funds available from state and federal sources, Dakota County participates on the Counties Transit Improvement Board (CTIB) to fund and operate regionally identified transitway projects. CTIB consists of representatives from Dakota, Hennepin, Ramsey, Washington, and Anoka Counties, and the chair of the Metropolitan Council. Funds for CTIB are raised through a quarter-cent sales tax and $20 excise tax on vehicle sales approved by the Minnesota Legislature in 2008. Dakota County is represented on the CTIB Board, Executive Committee, and Grant Evaluation and Ranking System (GEARS) Committee by elected officials from the County. CTIB policy allows for its funds to cover up to 30% of total costs of eligible transitway capital costs, with a required 10% match from the local project partner. Funding for operation and maintenance of eligible transitway service is provided at 75% of total cost.

State and Federal Entities

Funding for transit service operation and capital is drawn primarily from state and federal government. Federal funding for transit is currently determined through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This legislation establishes funding formulas for multiple categories of operations and capital expenses, including development of transitways. SAFETEA-LU legislation expired in September 2009, but has been continued through a series of short-term extensions. A reauthorization bill is currently being considered by Congress.

State funding for transit is set every two years by the State Legislature; additional state funding is received through a dedicated portion of the motor vehicle sales tax. Dakota County accesses state and federal funding programs through the Metropolitan Council, which functions as a regional administrator for the State of Minnesota, the FTA, and other federal agencies. Dakota County typically is responsible for reporting on both program progress and financial status. With limited funds available from state and federal resources, innovative projects that are eligible for funds from the widest range of programs possible will be the most successful.

Existing Transit Taxing District



Prepared by:
Dakota County Office of GIS, 9/2011.

Dakota County 2030 Transportation Plan - Figure 10

Dakota County Strategies and Policies

Dakota County plays an important intermediary role in defining the needs of its expanding and evolving population for transit service, and developing appropriate and effective service solutions and physical investments in cooperation with transit operators, regional agencies, and stakeholders. These responsibilities extend to numerous County functions, including highway development and maintenance, delivery of social services, and development review.

The following strategies and policies apply to all investment categories under Goal 2.

The following ***strategies*** define the role of Dakota County and/or the Dakota County Regional Railroad Authority in development of transit services and infrastructure:

- **Transit Technical Committee**
  Establish a Transit Technical Committee comprised of transit providers, cities, and other stakeholders to monitor changing needs for transit services and evaluate measures for addressing them.

- **Transit – Stakeholders**
  Participate in or create new stakeholder groups to facilitate transit development in identified corridors.

- **Strive to meet Transit Needs in all Geographic Areas of the County**
  Encourage the operation of the transit system including regular route, ride sharing, paratransit services and facilities in a compatible and coordinated fashion.

- **Capital Improvement Program (CIP)**
  Identify and pursue improvements to transit facilities for inclusion into the five-year CIP.

- **County Role in Transit Investments**
  Reaffirm the County role in planning, coordination, and integration required between all transportation modes and facilities including transitways, commuter rail, bicycles, pedestrians, HOV lanes, HOV ramp by-pass lanes, and park-and-ride lots.

- **County Reviews - Transit Element**
  Comment regarding transit impacts and opportunities on regional plans and projects, EAW, EIS and AUAR reviews and plat applications.

- **Transportation Alternatives - Organizational Approaches**
  Develop comprehensive internal approaches to allow for open and cross-disciplinary communication in developing effective transit services and facilities; extend involvement to external organizations where appropriate, including area chambers of commerce and the Community Development Authority.

- **Transportation Alternatives – Modal Integration**
  Consider transit needs for accessibility, right-of-way, and operations during the planning and design of County highway projects, as well as pedestrian and bicycle facilities.

- **Transit Infrastructure**
  Provide appropriate infrastructure on all highways for transit operations and transit service access.

- **Plat Commission**
  Participate in the County plat review process to identify modifications to planned development that can enhance the effectiveness of transit services and facilities.

- **Transit Considerations in Planning**
  Include a transit work element in all transportation studies conducted by the County.

- **Explore County Resources**
  Employ the Office of Transit as a community resource for transit activities within the County with the intent to facilitate and coordinate programs that advance transit.

- **Secure Operating and Capital Funds**
  Identify County funding resources to support transit operations and facilities through short and long term commitments.

- **Respond to Changing Service Needs**
  Establish new services and facilities that are responsive to changing service needs or demographic patterns within Dakota County.

- **Planning, Design, and Construction**
  The DCRRA will assume appropriate leadership or collaborative roles in the development of light rail and commuter rail transitway investments within the County, and the Cedar Avenue Bus Rapid Transitway, as governed by applicable laws and rules.

- **Complete Major Transitway Projects**
  Timely complete major project development phases for all transitway projects within Dakota County

The following ***policies*** define the role of Dakota County in development of transit services and infrastructure:

T.1 Support Flexible and Expandable Transit Services
Dakota County will partner with local agencies and transit providers to maximize resource flexibility and to identify opportunities for the expansion and better utilization of existing transit services.

T.2 Secure Dedicated and Reliable Funding Sources for Transit
Dakota County will provide a leadership role in obtaining funds for transit capital projects within the County, and cooperate with regional partners to ensure permanent, dedicated, and reliable funding for transit operations through local, regional, state and national sources.

T.3 Transit Signage
Dakota County will seek to accommodate service providers in placement of signage compliant with the Minnesota MUTCD in County right-of-way to aid the effectiveness and visibility of transit service and facilities.

T.4 Streetscape Improvements

The local share of construction and installation costs for aesthetic elements determined by the County to be a necessary component of a regional transitway project will be 20 percent after application of applicable federal, state and regional funding sources. The local share of costs for aesthetic elements not determined as a necessary component by the County will be 100 percent. Maintenance of aesthetic elements of transitway projects will be accomplished in accordance with applicable County highway maintenance policies.

PERFORMANCE MEASURE: Continual growth in transit ridership within Dakota County consistent with the Metropolitan Council regional goal to double transit ridership from a base of 73 million in 2003 to 145 million by 2030.

Regional Transitways

Dakota County and the DCRRA are active in the planning and implementation of several transitway projects defined in the Metropolitan Council's Transportation Policy Plan and the long range vision of the Counties Transit Improvement Board. Transitways are becoming a growing part of this system, with four regionally defined within Dakota County: the Cedar Avenue Transitway, the I-35W Transitway, the Robert Street Transitway, and the Red Rock Transitway. Transitways offer riders faster and more reliable service through exclusive runningways, improvements in operating technology and rider information, and higher frequency service. These improvements are intended to provide residents and businesses with improved access to housing and employment through faster and more reliable transit service, both with the County and throughout the Twin Cities.

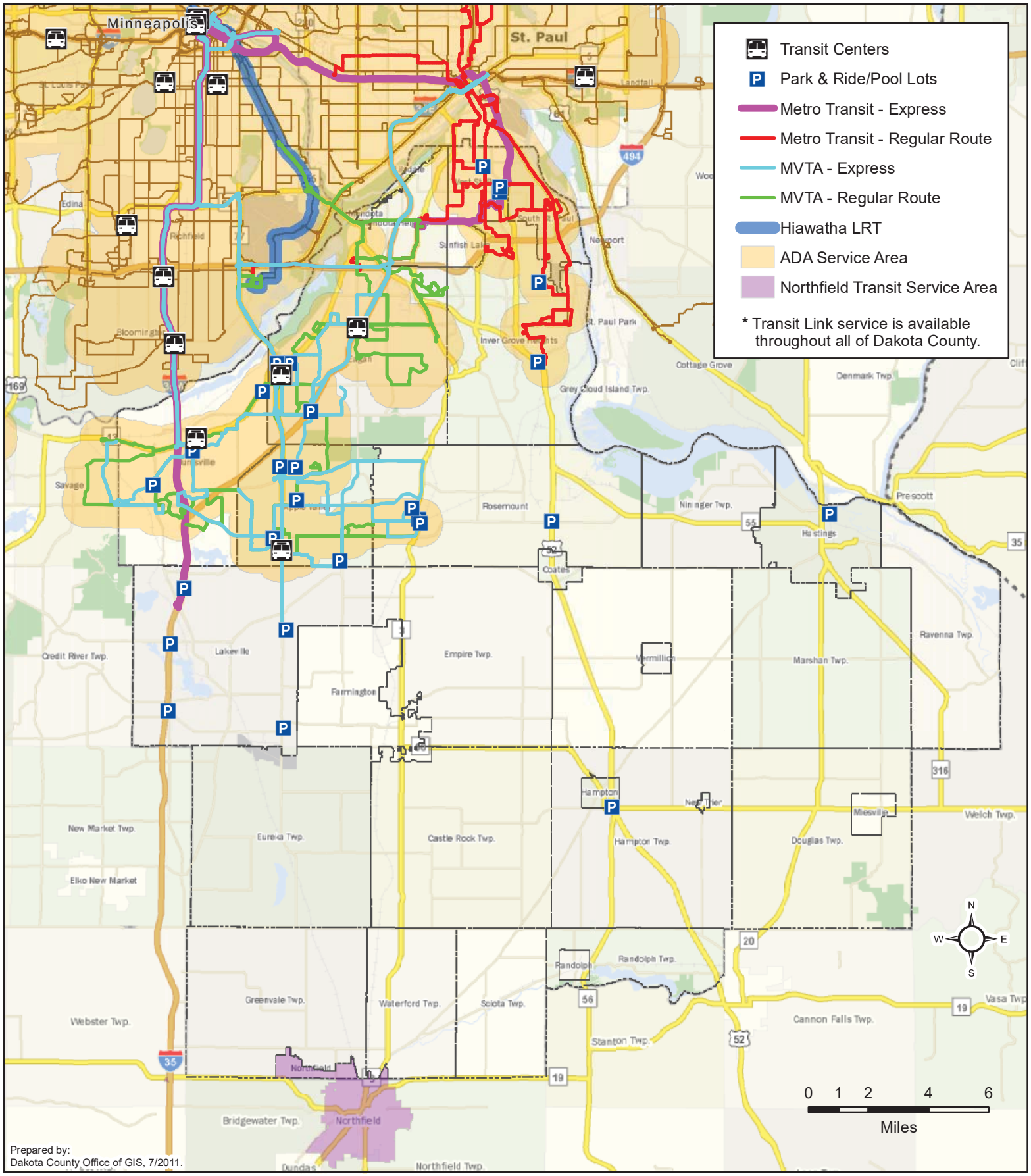
Cedar Avenue Transitway (Bus Rapid Transit) - The Cedar Avenue Transitway is located between the Mall of America/28th Avenue Park & Ride in Bloomington and CSAH 70 (215th Street) in Lakeville. The transitway is designed to provide local station-to-station service between 10 stations in the transitway, and to enhance and expand existing service to activity centers such as the Mall of America, Minneapolis-St. Paul International Airport, Fort Snelling/VA Hospital, the University of Minnesota, downtown Minneapolis, and downtown St. Paul.

Traffic congestion occurs regularly as approximately 100,000 vehicle trips per day are made in the Cedar Avenue transitway. In addition, the County's population is projected to increase by over 115,000 in the next 20 years. No future highway expansions are planned in the transitway.

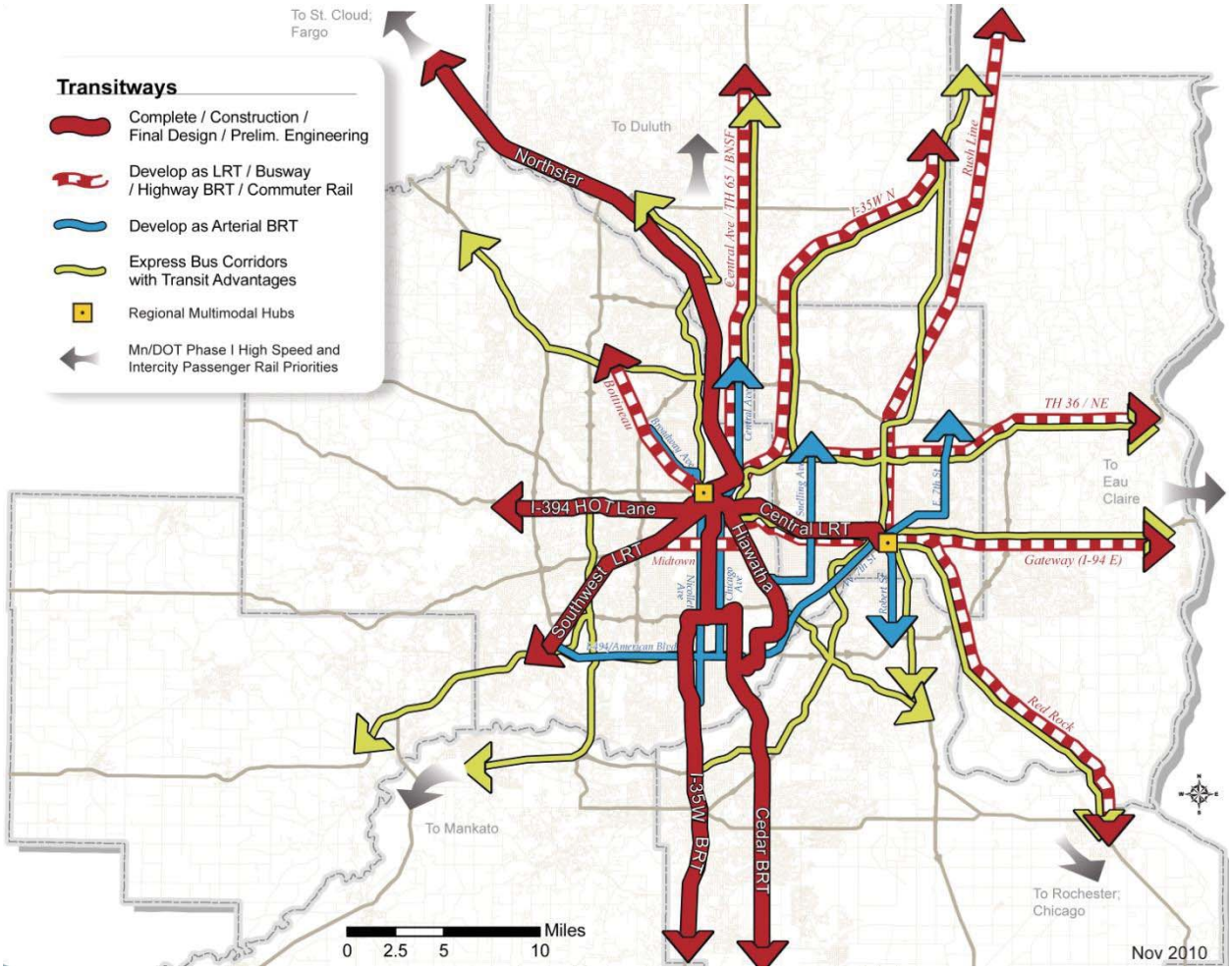
In response to these growing challenges, a Feasibility Study of the Cedar Avenue Transitway was undertaken in 2001 with funds from the State of Minnesota. The study concluded that both bus rapid transit and light rail transit were feasible modes for the transitway. Additional funds from the State and Metropolitan Council allowed for further planning work that included an environmental scoping study and alternatives analysis study.

The 2004 Alternatives Analysis determined BRT as the preferred transit mode; an implementation plan was created, and updated in 2010, with ridership projections, conceptual service plans and updated capital and operating cost estimates. Further changes, based on budget and operating constraints, have been made to this plan.

Existing Transit Service Areas, 2011

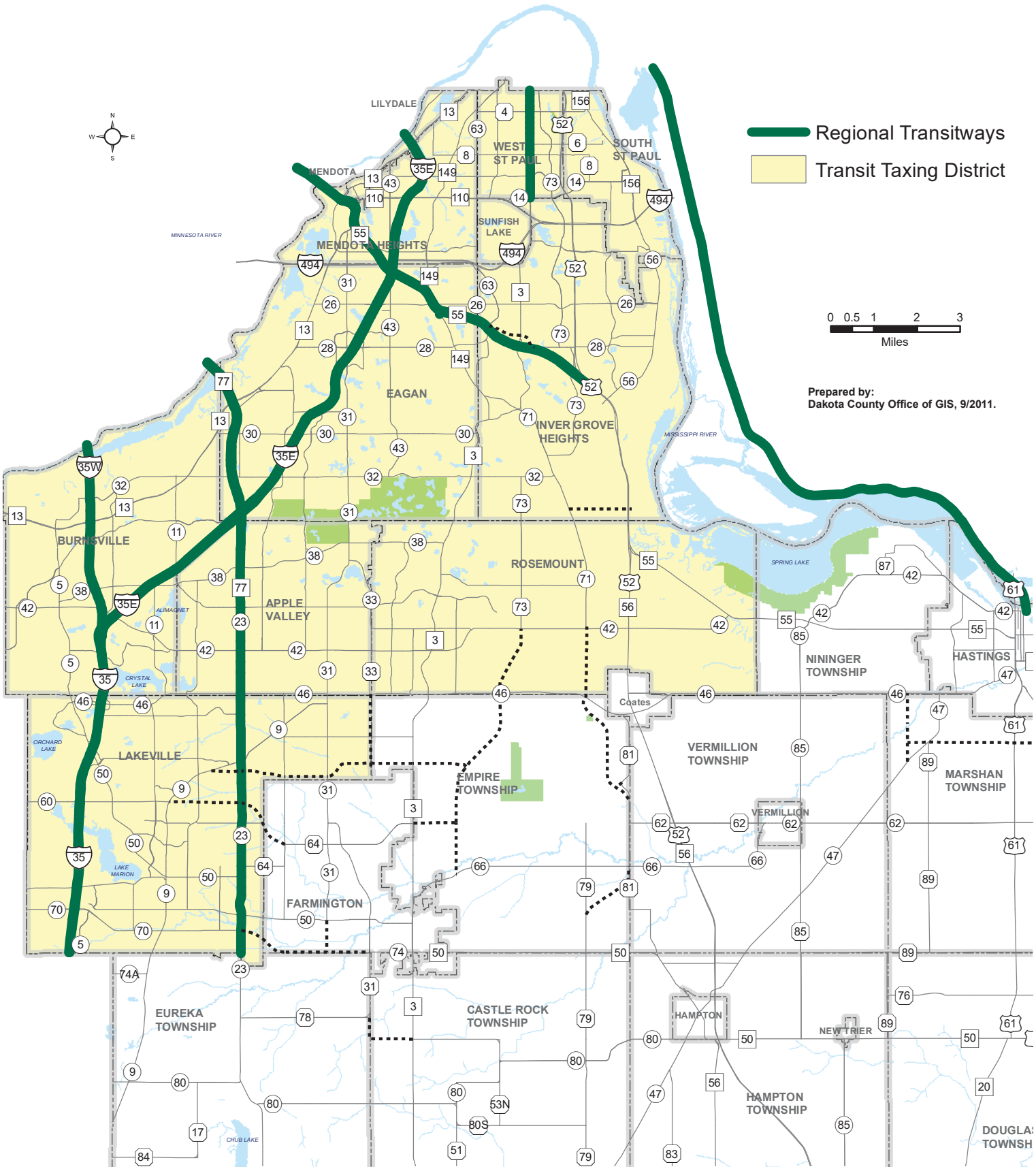


Dakota County 2030 Transportation Plan - Figure 11



Dakota County 2030 Transportation Plan – Figure 12

Regionally Defined Transitway and Service Improvements



Dakota County 2030 Transportation Plan - Figure 13

The focus of the transitway improvements is the construction of bus shoulder lanes from Dodd Road to 138th St. These lanes are intended to allow buses to operate outside of traffic congestion, providing faster travel times. Further reduction in travel times will be achieved through implementing transit signal priority and driver assist technologies, stations with level vehicle boarding, and more functional vehicle interiors. Construction of the bus shoulder lanes is expected to finish by fall 2012, with station-to-station BRT service to begin following the completion of construction.

The current implementation plan includes station-to-station service to operate between seven stations from the Mall of America/28th Avenue Park & Ride to the Apple Valley Transit Station, with some additional local service to increase accessibility to and from the transitway; additional express trips will be provided, with more express service added at later stages of development as demand warrants. Service will utilize existing transit stations, with the construction of new stations at 140th St. and 147th St. Anticipated station-to-station weekday service frequency for 2012 is 15 minutes for the entire transitway.

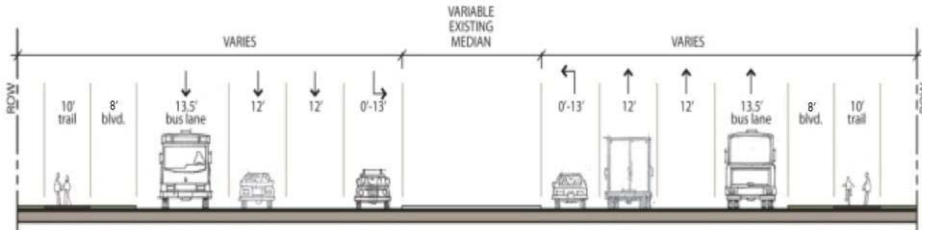
The 2010 Implementation Plan Update anticipates an initial ridership of 2,250 boardings per weekday for station-to-station BRT service. Express routes are expected to see a total increase of 1,500 boardings due to transitway improvements. In the past several years Dakota County has completed the final preparations needed to proceed with construction. In 2010, the County received a 'Finding of No Significant Impact' from the Environment Protection Agency on the proposed roadway and service improvements. Final design plans for construction were also completed in 2010, with the start of major construction beginning in spring of 2011.

Future anticipated steps in the development of the transitway include:

- 2011-2012: Construction of bus shoulder lanes from 138th St. to Dodd Road; construction of new stations at 140th St. and 147th St.

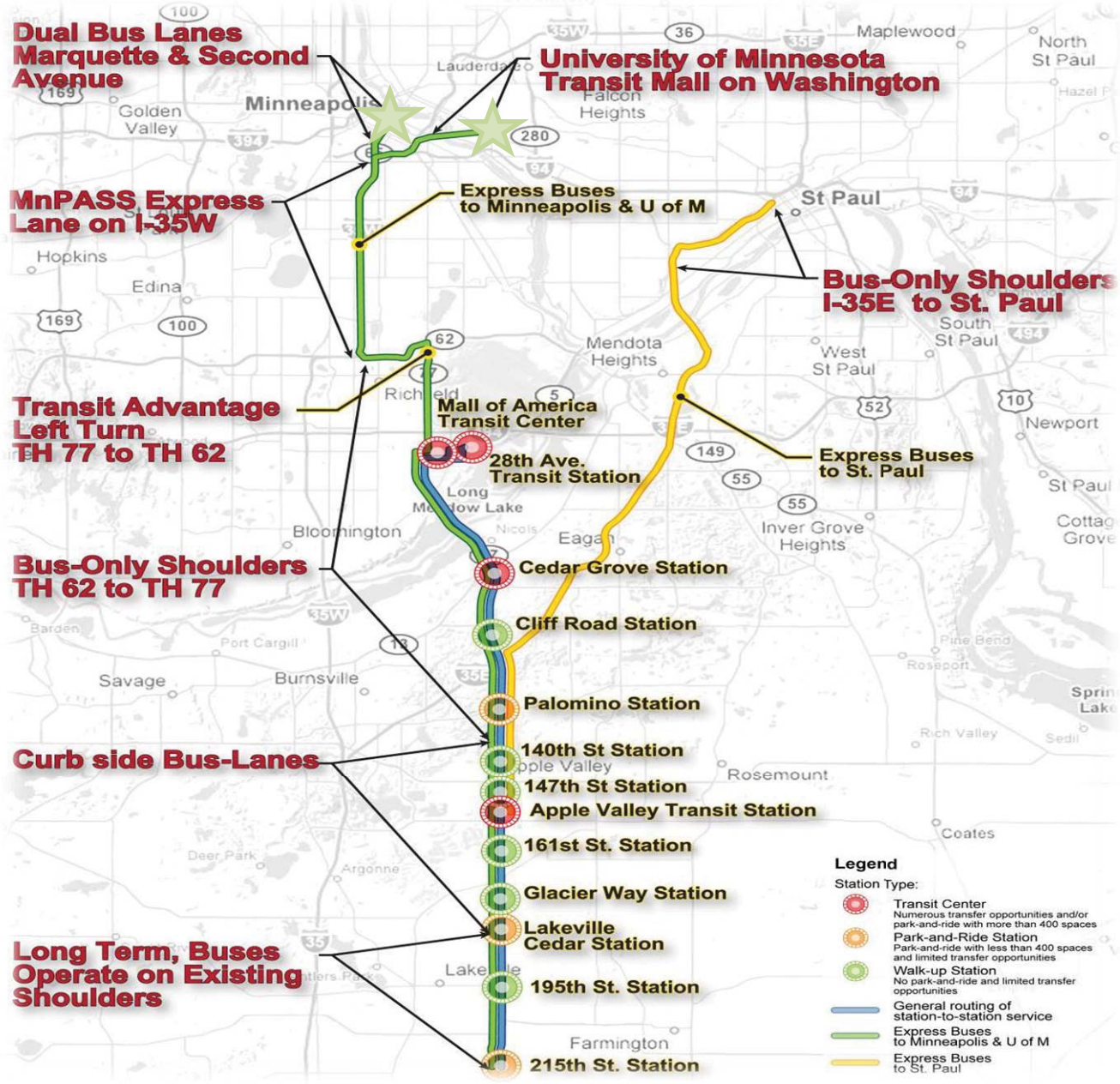
- Fall 2012: Introduction of station-to-station service between Mall of America/28th Avenue Park & Ride and Apple Valley Transit Station

- 2020-2030: Extension of station-to-station service to 215th St., as development and service demand warrants.



Cedar Avenue Transitway Ultimate Roadway Profile Figure 14

2030 Cedar Avenue Transitway Vision



Dakota County 2030 Transportation Plan – Figure 15

The 2011-2015 DCRRA CIP investment for development of the Cedar Avenue Transitway is $8.4 million per year. In the future, estimated annual CIP are expected to rise as the transitway nears completion. Estimated total investment for completion of the Cedar Avenue Transitway is $250 million with approximately $24 million County investment. The following are the estimated annual CIP investments for development of the Cedar Avenue Transitway:

Transportation CIP	RRA CIP
2011-2015 = $10.4 million	2011-2015 = $8.4 million
2016-2020 = $	2016-2020 = $12.5 million
2021-2030 = $	2021-2030 = $12.2 million

Interstate 35W Transitway (Bus Rapid Transit) - The Interstate 35W transitway extends from the Kenrick Park & Ride Facility in Lakeville north to downtown Minneapolis. Elements of the transitway, including new runningways and stations in both the shoulders and median of I-35W, are currently under construction or are completed and are intended to connect new and existing transit stations along I-35W with high frequency express and station-to-station service. This service is dependent upon station construction at Lake Street in Minneapolis and is anticipated to occur after 2015.

In Dakota County, station-to-station service will extend as far south as the Burnsville Transit Station; Express BRT service from the Kenrick Park & Ride with to the Lake Street Transit Station and downtown Minneapolis began in 2009.

Future steps in the development of the transitway include:

- After 2015: Start of station-to-station service between downtown Minneapolis and Burnsville Transit Station pending station development in Hennepin County.

Estimated investment for completion of the Interstate 35W Transitway is $93.3 million. It is anticipated that no County resources are required at this time.

Recent roadway improvements within the corridor included conversion of the High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes. The Urban Partnership Agreement, awarded to the Minnesota Department of Transportation and the Metropolitan Council in August 2007, converted existing HOV lanes to HOT lanes and extended those lanes in the northbound direction from Burnsville Parkway to downtown Minneapolis and in the southbound direction from 42nd Street to Burnsville Parkway. The entire stretch of those lanes was open and operational in October 2011.

Red Rock Transitway (Commuter Rail) -The Red Rock Transitway is identified as providing transit service on a dedicated right-of-way by the Metropolitan Council, with commuter rail designated as the long range service mode by both the Council and the Red Rock Corridor Commission. The proposed 30-mile route connects the City of Hastings through St. Paul (Union Depot) to downtown Minneapolis.

Mid-range plans consist of establishment of park & ride lots and express bus service within the transitway, as a means to establish consistent ridership; through its involvement in the Red Rock Corridor Commission, Dakota County is supportive of a park & ride in Hastings that is due

for completion in 2011. Station area planning for additional stations outside of the County is expected to be completed in 2011; commuter rail service is tentatively scheduled to begin in 2019.

The current DCRRA CIP investment for development of the Red Rock Transitway is $200,000. Total Red Rock Transitway needs are currently estimated at $115 million to $128 million. The timing and funding sources, including potential County funding share, are yet to be determined. Therefore, these needs will be identified in separate from overall County transportation system needs.

Robert Street Transitway - The Robert Street Transitway is designated as a major transit investment priority by the Dakota County Regional Railroad Authority, and is also identified by both CTIB and the Metropolitan Council as a priority for transitway investments. The area under study by the DCRRA is defined from downtown St. Paul south to Rosemount, and bounded on the west and east by Interstate 35E and the Mississippi River, respectively.

This north-south corridor is predominated by travel north into St. Paul, with maximum ADT in this corridor reaching 40,000 on Robert Street and 145,000 on U.S. 52. Dakota County's highest existing rates of transit usage occur in this study area within the cities of West St. Paul, South St. Paul, and Inver Grove Heights, where service frequency is generally higher than in other parts of the County.

A feasibility study was completed for the DCRRA in November 2008 that outlined existing transportation and demographic conditions in the local area. The study defined several potential investment options for different modes and alignments, with associated estimates for construction, operations, and performance. Near- and mid-term recommendations included steps to enhance and expand existing services and amenities, and conducting advanced planning work towards determining the most effective investment for the study area.

The DCRRA has dedicated $147,500 to jointly conduct an alternatives analysis with the Ramsey County Regional Railroad Authority that is compliant with the Federal Transit Administration's New Starts program; these funds were used as a match to a $1.18 million FTA grant awarded to the DCRRA in 2011. The alternative analysis is projected to be completed by late 2012/early 2013 with the determination of a locally preferred alternative that defines service mode, routing and operating characteristics. Later project development activities, including preliminary engineering and environmental assessment, can proceed following completion of the alternatives analysis. Future steps in the development of the transitway include:

- 2011-2013: Alternatives analysis and selection of locally preferred alternative
- 2013-2015: Environmental assessment and final design
- 2016-2018: Construction of transitway (dependent on mode)
- 2018-2019: Start of service (dependent on mode)

The current DCRRA CIP investment for development of the Robert Street Transitway is $1.6 million through 2015. Total Robert Street Transitway needs are currently estimated at $111 million to $1.1 billion. The timing and funding sources, including potential County funding share,

are yet to be determined. Therefore, these needs will be identified separate from overall County transportation system needs.

Dan Patch Commuter Rail – The Dan Patch Corridor is a proposed commuter rail line between downtown Minneapolis and Northfield, with intermediate stops in Dakota County. This line was identified by Mn/DOT as a candidate for commuter rail service in its 2000 Commuter Rail System Plan, with service planned to operate on existing track owned by Canadian Pacific. Further planning and design work for the Dan Patch Corridor was prohibited by the Minnesota Legislature in 2002.

The following ***strategies*** define actions Dakota County should pursue in the development of transitways within the County:

- **Provide Leadership in Transitway Planning and Development**
  Pursue planning and development of transitways in Dakota County as elements of the regional transitway system.

- **Effective Implementation**
  Construct transit facilities that provide a competitive time advantage on priority transitways.

- **Resource Allocation**
  Maximize county transit investment by focusing resources on priority transitways.

- **Regional and National Planning Implementation**
  Continue progress of Dakota County transitway projects through the defined stages of regional and national planning implementation programs

The following ***policy*** determines Dakota County's objectives in the development of transitways within the County:

T.5 Transitway Development
Dakota County shall act as the lead agency for the conduct of feasibility studies and alternatives analyses for transitway projects within the County.

Fixed Route Transit and Paratransit Services

Transit service within Dakota County is generally categorized as regular route service or paratransit service. Regular route service includes those services that operate on a fixed route and schedule, and includes express service as well as flex service, which allows for some route deviation at a rider's request as a means to extend service coverage. Paratransit service provides specialized transportation to riders with needs that cannot be met with regular route service for reasons that often include accessibility or service parameters. These services are generally characterized by door-to-door trips that are pre-arranged through a reservation system. With the exception of contracted transportation services through its Community Service Division, Dakota County does not directly fund the operation of any transit service.

Transit Service Providers

Metro Transit - Fixed route service provider in Northern Dakota County, including Mendota Heights, Inver Grove Heights, West St. Paul, and South St. Paul. Metro Transit provides primarily local route service in this area, with several express routes in peak periods.

Minnesota Valley Transit Authority - Fixed route service provider for Burnsville, Eagan, Apple Valley, Rosemount and Lakeville. MVTA service consists of extensive express service, local routes, and specialized service including flex routing and reverse commute routes.

Northfield Transit - Dial-a-ride service operated by the city of Northfield for curb-to-curb trips within city limits. Trips are arranged through a reservation system.

Transit Link - Dial-a-ride service managed by the Metropolitan Council. Service is provided throughout Dakota County, with policies that emphasize providing access to existing fixed route service to complete trips whenever feasible.

Metro Mobility - Door-to-door paratransit service mandated by the Americans with Disabilities Act. Service eligibility is determined by physical or mental disability that prevents access to standard regular route service.

County-Contracted Transportation Services - Dakota County provides specialized transportation services through its Community Services Division. Trips are generally intended for important appointments related to the services that clients are receiving, such as doctor visits or job seeking, when no other mode of transportation is available. The

County contracts with the Community Action Council, and Neighbors, Inc. to operate the service; both agencies operate through the help of volunteer drivers.

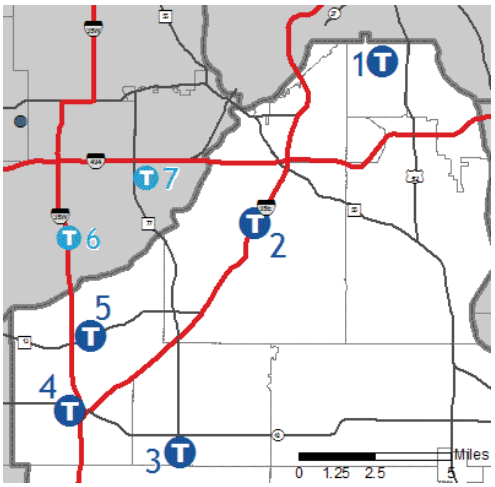


Figure 16

Transit Link Hubs for service in Dakota County:
1 – Signal Hills Transit Center
2 – Eagan Transit Center
3 – Apple Valley Transit Center
4 – Burnsville Shopping Center
5 – Burnsville Transit Center
6 – Bloomington South Transit Center
7 – Mall of America

The following ***strategies*** define Dakota County's objectives in advancing the availability and quality of transit service:

- **Collaborate With Transit Providers**
  Work with Metro Transit, Minnesota Valley Transit Authority, DARTS and other transit providers to improve strategies for transit.

- **Intermodal - Transfer Facilities**
  Participate in the development of intermodal transfer facilities; facilitate cooperation between transit providers and municipalities in identifying infrastructure considerations for maximizing the effectiveness of transfer facilities and other transit amenities.

- **Intermodal - Cooperation and Coordination**
  Participate with local agencies and transit advocacy groups in the study of possibilities for cooperation and coordination in community based transportation services.

- **Funding for Improved Services**
  Secure funding for improved service frequencies, service area coverage and infrastructure.

The following ***policies*** define Dakota County's objectives in advancing the availability and quality of transit service:

T.6 Improve Operating Conditions
Dakota County will identify and pursue feasible improvements to County highways through the Capital Improvement Program that can improve transit service quality and operating efficiency to provide an integrated intermodal system that will maximize the movement of people within Dakota County and the seven county Twin Cities region.

T.7 Coordinated Service Delivery

Dakota County will lead efforts to identify and implement organizational and operating efficiencies in the delivery of paratransit service and Community Services Transportation.

Transit Facilities

Transit facilities establish a tangible presence of transit service in a community. Facilities include stop amenities, roadway improvements for improved operations, maintenance and storage facilities, and supporting infrastructure for bicycle and pedestrian access. While operation and maintenance of these facilities is typically a responsibility of service providers, Dakota County has an active role in cooperating with regional agencies and transit service providers in the planning, finance, and development of these facilities. The following facility types have been established in Dakota County or are currently in development:

Apple Valley Transit Station

Transit Centers - Transit centers serve as multiple focal points for transit services, enabling riders to access service or transfer between routes. These facilities provide climate controlled waiting areas, parking spaces, restrooms, and transit information.

Apple Valley Transit Station -The Apple Valley Transit Station opened in January 2010. This station features 750 surface and structured spaces, indoor climate-controlled waiting, restrooms and transit information. Buses pick up and drop off on Cedar Avenue, with riders crossing from the southbound drop off via the pedestrian overpass to get back to their cars.

Burnsville Transit Station - The Burnsville Transit Station has been operational since 1995. The station has 1,300 parking spaces in a parking structure. Amenities include a climate-controlled indoor waiting area, restrooms, public telephones, ATM and vending machines, and bicycle racks and lockers. The Burnsville Bikeway Project provides 3.9 miles of paved paths connecting the station to other Burnsville and Dakota County bicycle and pedestrian trails.

Eagan Transit Station - With an initial phase completed in 1999, and a second phase completed in 2003, the Eagan Transit Station has 750 parking spaces for MVTA riders. Amenities include a number of retail tenants on site, providing services such as dry cleaning and hairstyling, a climate-controlled waiting area, restroom, public telephones, vending machines, and bicycle racks and lockers.

Cedar Grove Transit Station - The Cedar Grove Transit Station was completed in 2010 as part of the Urban Partnership Agreement program, which aims to reduce congestion

on the I-35W transitway from downtown Minneapolis south to Dakota County. This station includes a 150 space open-air park & ride lot, climate controlled waiting area, bicycle lockers, and restrooms. The station currently serves a primary transfer point between local routes, but is planned to have increasing amounts of express service as the Cedar Avenue Transitway is developed. The properties surrounding this station are targeted by the City of Eagan for multi-use, transit oriented development in the near future.

Park & Ride Facilities - These facilities typically have limited facilities and are oriented towards express service commuters. These facilities can include lots constructed solely for transit use, jointly used with a business or institution, or leased to a service provider by a private owner. The Metropolitan Council has forecast a growing need for park & ride facilities within Dakota County over the next several decades.

Transit Station/Park & Ride	Location	Use	Capacity
Eagan Transit Station	3470 Pilot Knob Road, Eagan	380	679
Blackhawk Park & Ride	4565 Blackhawk Road, Eagan	330	367
Cedar Grove Transit Station	4035 Nicols Road, Eagan	25	120
Palomino Park & Ride	7510 Palomino Drive, Apple Valley	297	312
Rosemount Community Center	13855 Robert Trail, Rosemount	6	75
157TH St. Station	15450 Cedar Avenue, Apple Valley	33	258
Apple Valley Transit Station	15450 Cedar Avenue S., Apple Valley	750	768
Kenrick Avenue Park & Ride	16775 Kenrick Avenue South, Lakeville	271	750
Lakeville-Cedar Park & Ride	18040 Cedar Avenue South	18	191
Heart of the City Park & Ride	126th St. and Pillsbury Avenue, Burnsville	99	370
Burnsville Transit Station	100 E. Highway 13, Burnsville	1305	1376
West Saint Paul Sports Complex	1650 Oakdale, West St. Paul	60	100
Faith United Methodist Church	1530 Oakdale, West St. Paul	7	100
Hastings Park & Ride	*Expected opening in 2011*		
Inver Grove Heights Park & Ride	*Construction and opening TBD*		

Source: Metropolitan Council

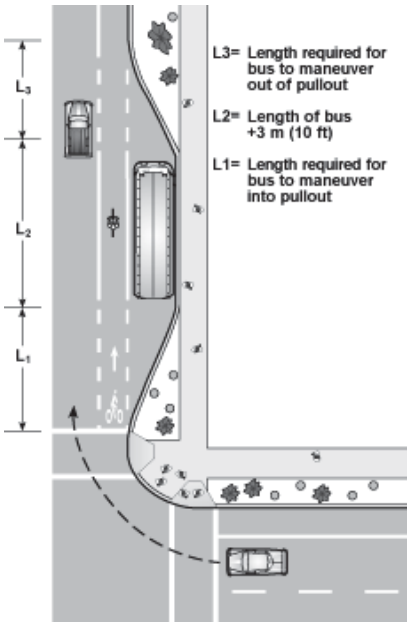
Table 8.

Metropolitan Council 2009 Park & Ride Demand Projections

Travel Corridor	2008 Utilization	2030 Demand	Funded Capacity	2030 Unmet Need
I-35W: South Metro	1,300	2,800	2,700	100
TH 77: South Metro	1,600	3,500	3,400	100
US 52/TH 55	1,000	2,100	1,700	400
I-35E: South Metro	400	900	600	300
Total	**4,300**	**9,300**	**8,400**	**900**

Table 9.

Transit Advantages – Transit Advantages is a term used by Mn/DOT and regional agencies to identify means of providing service efficiencies for transit on roads and highways in the Twin Cities Metropolitan area, including state and county highways within Dakota County. These advantages include strengthening road shoulders for bus use, providing park-and-ride lots and structures, and constructing high-occupancy vehicle lanes and ramp-meter bypasses. All of these facilities provide transit vehicles with time-saving opportunities over automobile travel and are used throughout the metropolitan area. Transit Advantages implementations include:



- Use of shoulder lanes for bus operations. Bus use of highway shoulders is intended to avoid

congestion in the mainline of traffic and, as such, is limited. Bus shoulder use is authorized by Minnesota Statute 169.306 which restricts use of shoulder lanes to when highway speeds drop below 35 mph, and speeds to a maximum of 35 mph, or 15 mph above highway speeds. Dakota County is involved in regional efforts to increase the amount of highway shoulders suitable for transit use.

- Use of high-occupancy vehicle lanes for bus operations. High occupancy vehicle lanes can improve travel times by allowing buses to avoid congestion. Dakota County currently has four lane-miles of HOV lane on I-35W. Future HOV lanes are planned to facilitate I-35W BRT operations using a center running shared bus and HOV lane.
- Ramp meter bypasses – Construction of ramp meter bypasses on 10 interchanges within Dakota County have allowed buses and high occupancy vehicles to skip ramp meter queues and reduce travel times. Currently, there are 10 freeway interchanges in Dakota County with ramp-meter bypasses (Table 3). According to Team Transit staff with the Minnesota Department of Transportation, there are no additional planned ramp meter bypasses in the region, including in Dakota County.

Ramp-Meter Bypasses

Travel Corridor	Location
I-35W	CSAH 32 (Cliff Road)
	TH 13
	CSAH 42
TH 77	TH 13
	CSAH 31 (Diffley Road)
	CSAH 32 (Cliff Road)
	Palomino Drive
I-35E	CSAH 32 (Cliff Road)
	CSAH 28 (Yankee Doodle Road)
	CSAH 26 (Lone Oak Road)

Maintenance and Storage - Maintenance and storage facilities for transit vehicles are a critical component of a large transit agency's capital program. These facilities provide security and shelter vehicles from the elements and can be a cost-effective means for agencies with large fleets of vehicles to ensure that their buses remain in good operating condition.

MVTA has two maintenance and storage facilities located in Eagan and Burnsville, and is currently in the design phase of a new maintenance facility to accommodate the additional vehicle required for service on the Cedar Avenue Transitway and other planned service expansions. DARTS has a maintenance facility in West St. Paul, where it provides maintenance on its vehicles and for specialized transit service providers on a contract basis. Metro Transit does not operate any maintenance and storage facilities within the County.

Transit Station/Stop Amenities – Facilities that provide safe and convenient access to transit service at established stops and stations are essential for maximizing ridership potential and meeting Dakota County's goal for expanding transit options. Dakota County is able to implement improvements along County highways that can improve access to transit services as well as the overall convenience of transit as a viable travel mode.

In the development and upkeep of both highways and transitways, Dakota County has the ability to include or expand facilities for pedestrians, bicycles, and automobiles to provide improved connections to all surrounding land uses from access points to transit service. Consideration to these improvements should extend out from existing facilities based on feasible maximum travel distances for a particular mode; federal policies consider pedestrian access improvements within one-half mile and bicycle access improvements within three miles of planned transitway facilities for funding through federal transit capital investment programs.

The following ***strategies*** define Dakota County's objectives in developing facilities for the use and operation of transit service:

- **Intermodal Transfer Facilities**
  Participate in the development of intermodal transfer facilities; facilitate cooperation between transit providers and municipalities in identifying infrastructure considerations for maximizing the effectiveness of transfer facilities and other transit amenities.

- **Maintenance and Storage Facilities**
  Cooperate with service providers within Dakota County to assess fleet maintenance needs and appropriate expansion of facilities; identify opportunities for shared maintenance and other efficiencies among service providers that can lower the costs of transit services.

- **Signage**
  Assist cities and service operators with the development and placement of signage to aid in intermodal access to transit services.

- **Pedestrian and Bicycle Access**
  Prioritize construction and maintenance of sidewalk and trails on both sides of County Roads within one-half mile of transit stations to maximize accessibility to service.

- **Shelters**
  Cooperate with cities and service operators to identify high volume stops where shelters may be effectively placed.

The following ***policies*** define Dakota County's objectives in developing facilities for the use and operation of transit service:

T.8 Account for Evolving Transit Facility Needs

Dakota County will identify transit facilities that can effectively provide convenient access to transit users and meet service providers' needs for vehicle maintenance and efficient operation as a component of established regional and national transitway planning processes and through regional service planning efforts led by the Metropolitan Council and through the development of the Transportation CIP.

T.9 Pull-outs

Dakota County will identify and pursue opportunities to include bus pull-outs as part of ongoing construction and maintenance projects or through the Capital Improvement Program where they may benefit both transit and automobile operations.

Meeting Transit Needs of Transit Dependent Populations

The transit system should adequately serve the needs of the transit dependent population. The transit dependent population includes the elderly, low-income families, households without a vehicle, youths, and the physically/mentally challenged. The census defines the elderly population as 55 years of age and older, youths 18 years of age and under, and low-income individuals as those with incomes at or below 200 percent of poverty level. Ongoing weakness in the local and national economy along with generally rising oil prices may increase the number of transit dependent persons living in or traveling to Dakota County in the coming years.

Fixed-route transit services within Dakota County generally do not provide a level of service that is adequate for the needs of transit dependent persons, in terms of both geographic coverage and service frequency throughout the day. A number of the services described above aim to fill these gaps for residents who are in the greatest need for transit service, particularly for clients of Dakota County's Community Service Division.

The following ***strategies*** define actions Dakota County should pursue in improving services for transit dependent populations within the County:

- **Transportation**
  Link to and utilize available regional resources.

- **Stakeholders**
  Engage stakeholders that have representation of transit dependent populations to identify and facilitate needs for transit service and amenities.

- **Expand Service Parameters**
  Expand service parameters for qualified transportation dependent citizens through the County's Community Services Division.

The following ***policy*** supports efforts to meet the transportation needs of transit dependent populations within Dakota County:

T.10 Meet the Transit Needs of the Transit Dependent Population
Dakota County will cooperate with relevant agencies and stakeholders to identify and advance: a) provisions of better transit coverage and frequency of service; b) addition of new routes with high concentrations of transit dependent people; and c) improvement of the level of service for specialized transportation in exurban areas.

Regional Cooperation

Many efforts to develop transit service and infrastructure are best undertaken through a regional approach to match the scale of the issues faced and to employ the most appropriate solutions. Dakota County participates in regional efforts that consider and implement regional solutions to improve the responsiveness and efficiency of transit services.

Mobility Management and Transportation Service Coordination

The use of transportation services for a growing number of Dakota County residents has become a necessity as the number of transit dependent residents and workers grows, and prevalent land-use patterns negatively affects access to employment, housing, government services, and medical facilities. As a result, providers of essential services geared towards elderly, low income, disabled and other transit dependent populations struggle to connect their clients to services and housing that they are able to access. Local agencies and transit service operators face a major challenge in finding feasible solutions to the population's changing needs in the most efficient manner possible.

Current County Commitment to Specialized Transportation

Dakota County is responsible for providing transportation to clients of its Community Services Division to necessary appointments when no other means of transportation is available to a client. Total transportation costs for the Division in 2009 totaled $1.03 million; included in this amount are staff reimbursements, contracted door-to-door transportation services, and bus pass purchases.

Mobility Management

While traditional fixed-route transit service will continue as the backbone of public transportation systems, demographic shifts, changing job markets, and suburban and exurban land use patterns require new approaches if transit is to remain a vital part of solving passenger transportation needs. These growing needs have prompted the County to explore internal and region-wide options for more efficient service delivery that is best geared towards existing needs. The adoption of mobility management techniques, market based service planning, and technological enhancements will become necessary to achieve a flexible system that can maximize existing resources.

Mobility management is an approach to service development and management that focuses on individualized customer markets and involves establishing services tailored to the needs of those markets. It also entails a responsibility for establishing a coordinated service delivery network among transit service providers to achieve connectivity for customers and efficiency for taxpayers through maximizing existing resources and programs; potential actions could include shared facilities, operations, and coordinated service policies. Finally, mobility management encompasses the design and management of the transportation infrastructure so the services developed can perform effectively and efficiently.

The scope of both transportation problems and their potential solutions may require mobility management efforts that extend beyond Dakota County and cooperation with other agencies for the most effective implementation. The Minnesota Department of Transportation and the Metropolitan Council play significant roles in funding for transit equipment. The Minnesota Department of Transportation recently completed the "Minnesota Coordination Action Plan: Towards a Coordination Framework for the Minneapolis/Saint Paul Metro Area", which identifies obstacles and potential remedies for increasing coordination in the region that apply directly to Dakota County.

Recommended actions include coordinating service provider policies to maximize geographic coverage and avoid duplicated services, and increasing awareness of both the availability of

April 10, 2020

Minnesota Valley Transit Authority
Luther Wynder, Chief Executive Officer
100 East Highway 13
Burnsville, MN 55337

RE: Letter of Support for the Modernization of Eagan Transit Station
2020 Regional Solicitation Application

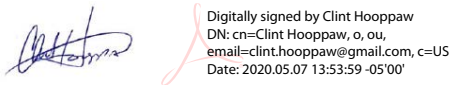
Dear Mr. Wynder:

I'd like to extend my support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the modernization of Eagan Transit Station (ETS).

The ETS Modernization construction project includes a parking ramp passenger elevator. The original 330 vehicle surface park and ride started serving customers in 1999. The park and ride demand at the site increased and in 2002, it was expanded to accommodate 750 vehicles. The expansion included, a two-level parking ramp structure (in addition to the existing surface lot), customer waiting area and restrooms. Annual ridership at this location is just under half a million. The expansion project did not include a passenger elevator. Currently all customers parking on the upper levels are required to use stairways for egress. An elevator is necessary to assure accessibility for all customers to egress the three level parking structure.

I appreciate your efforts to secure funding for the modernization of the transit facility and I am supportive of MVTA moving forward with this project.

Sincerely,



Clint Hooppaw
Councilmember, City of Apple Valley
Minnesota Valley Transit Authority Board

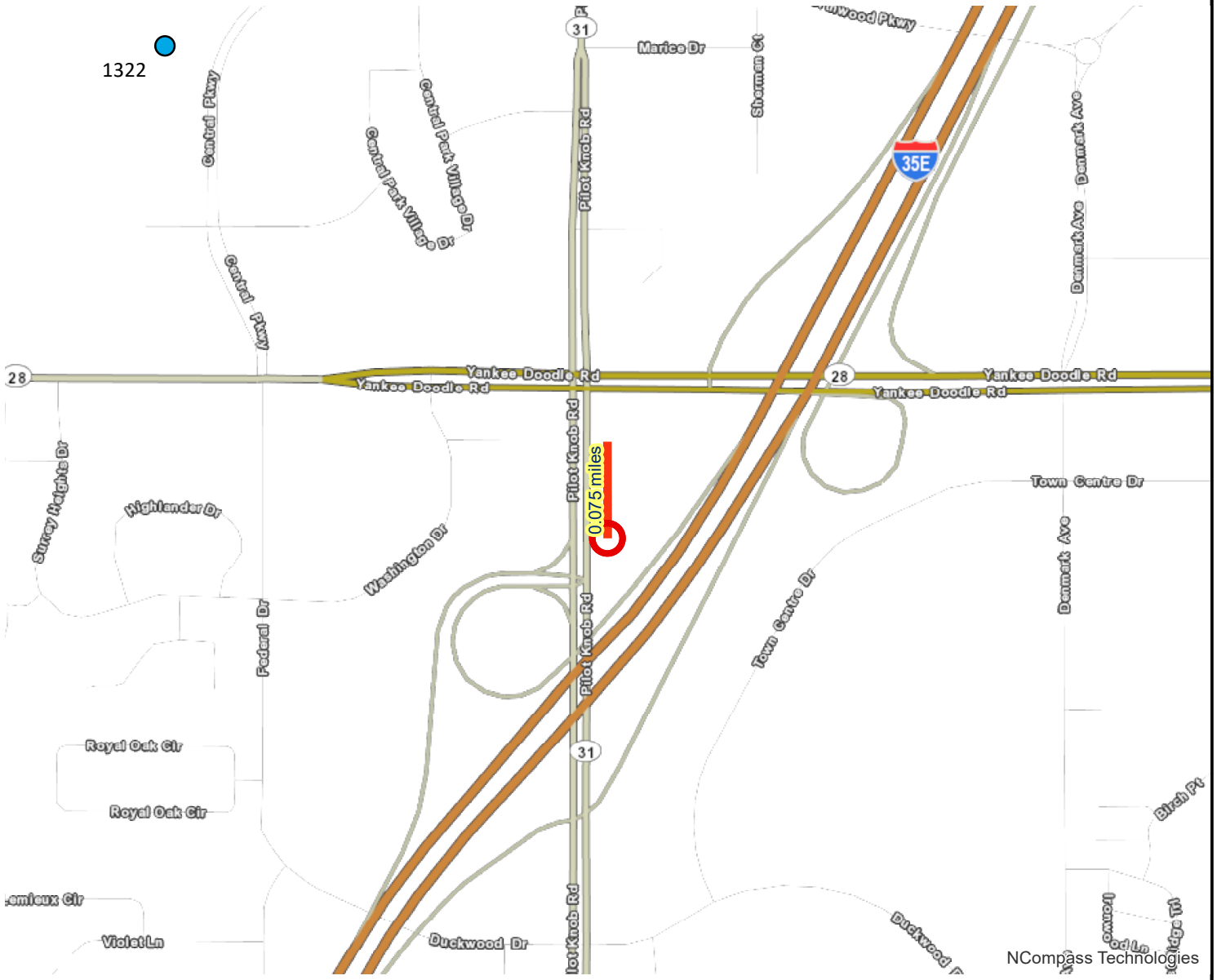
Regional Economy

Transit System Modernization Project: Eagan Transit Station (ETS) Elevators | Map ID: 1586375137664

Results

WITHIN ONE MI of project:
Postsecondary Students: 1322

Total Population: 19427
Total Employment: 12429
Mfg and Dist Employment: 1519



Project Points
Postsecondary Education Centers
Job Concentration Centers
Project
Manfacturing/Distribution Centers

0 0.075 0.15 0.3 0.45 0.6 Miles

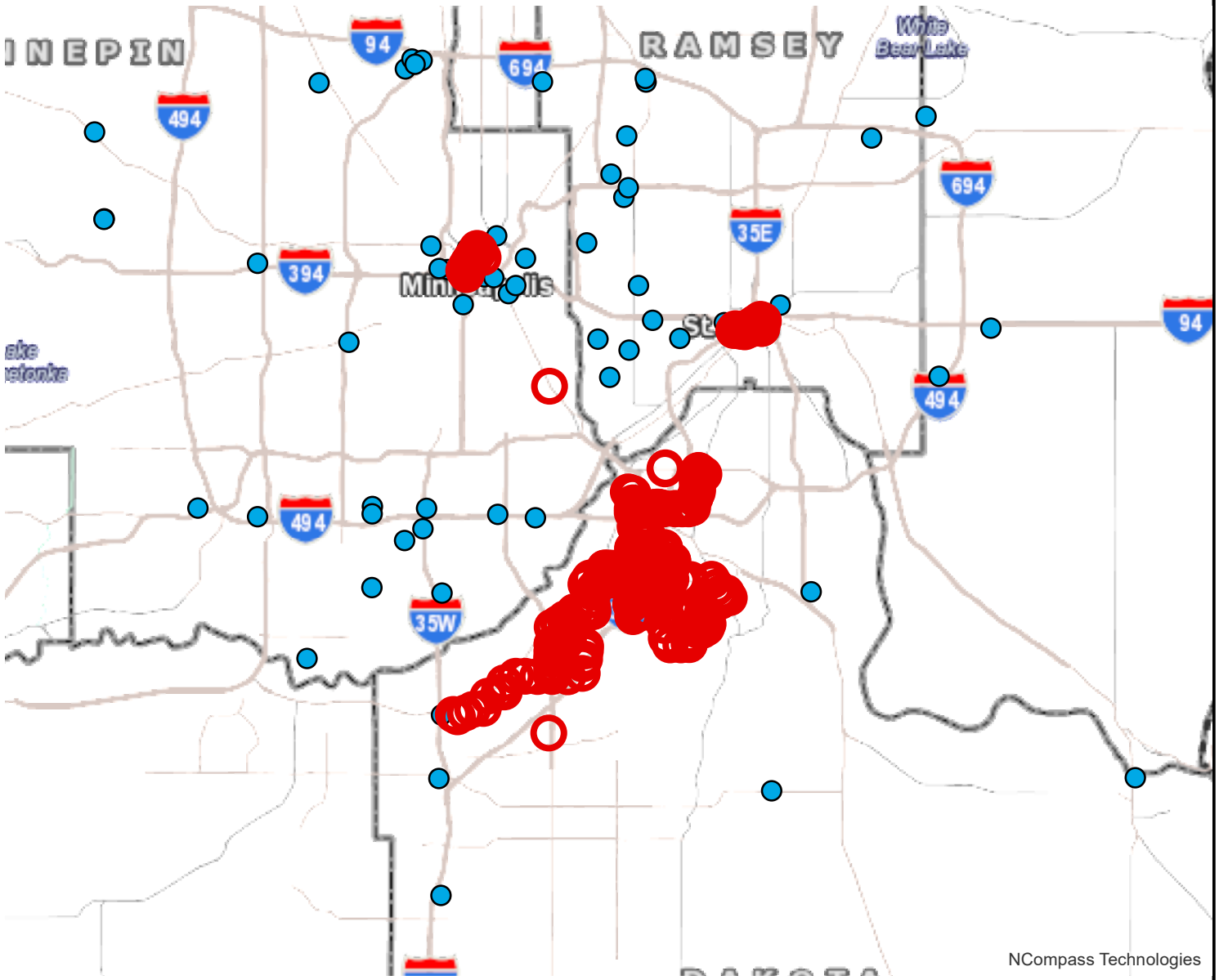
Created: 4/8/2020
LandscapeRSA5

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Regional Economy

Transit System Modernization Project: Eagan Transit Station (ETS) Elevators | Map ID: 1586288801098



Results

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Total Employment: 12429
Mfg and Dist Employment: 1519

Project Points
Postsecondary Education Centers
Project

0 3 6 12 18 24 Miles

Created: 4/7/2020
LandscapeRSA5

METROPOLITAN COUNCIL

Thrive MSP 2040

TRANSPORTATION POLICY PLAN

2040

Connecting Communities, Fostering Regional Prosperity.

Thrive MSP 2040

ONE VISION, ONE METROPOLITAN REGION

2040

TRANSPORTATION POLICY PLAN

The *2040 Transportation Policy Plan* presents the region's policies and plans to guide the development of the region's transportation system. It carries forward the vision of *Thrive MSP 2040* for growth and development of the Twin Cities region toward economic success and vibrancy in the decades to come.

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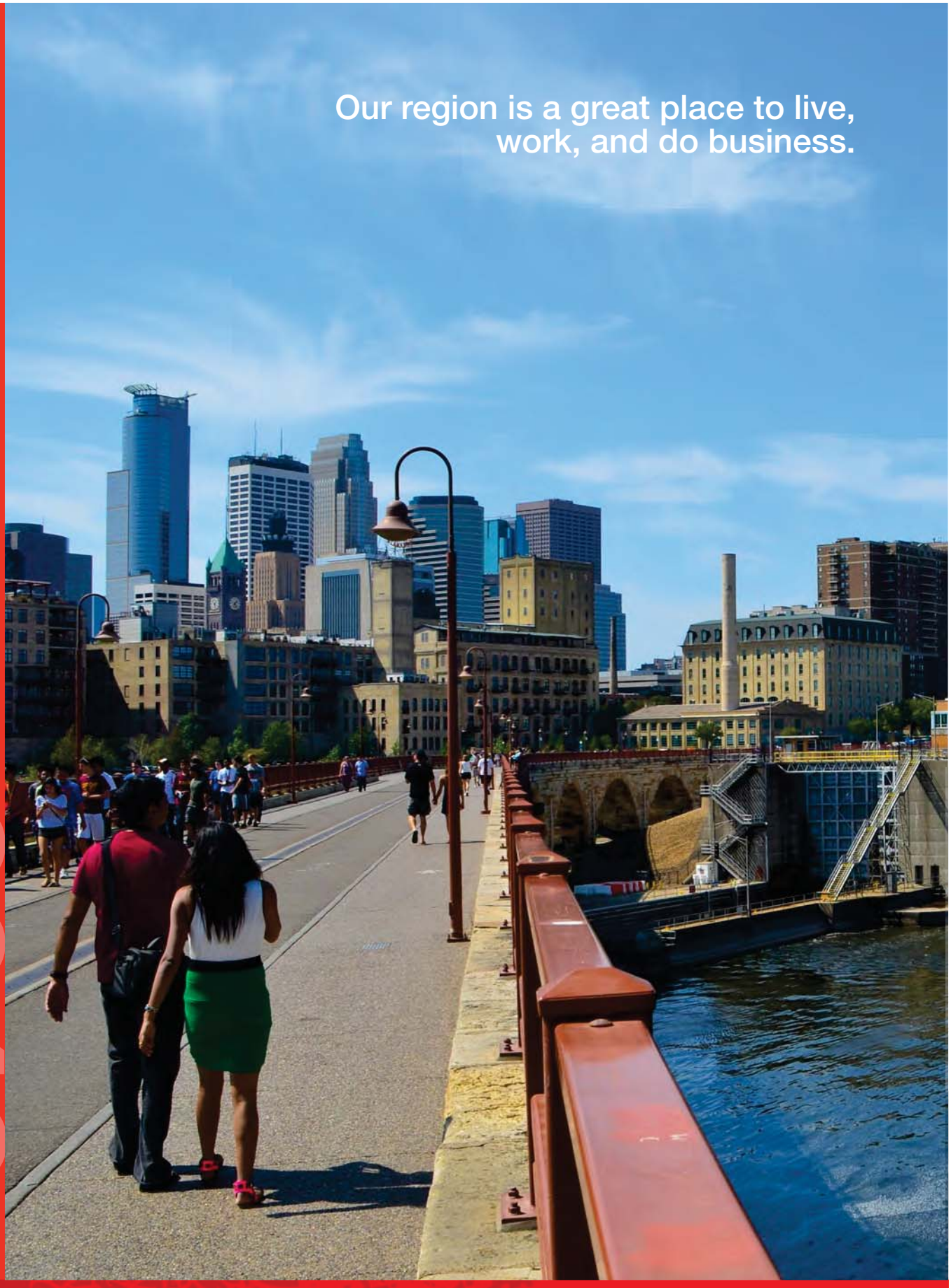

2040

TRANSPORTATION POLICY PLAN

Chapter 2: Transportation Strategies

2040

TRANSPORTATION POLICY PLAN

Chapter 2: Transportation Policy Plan Strategies

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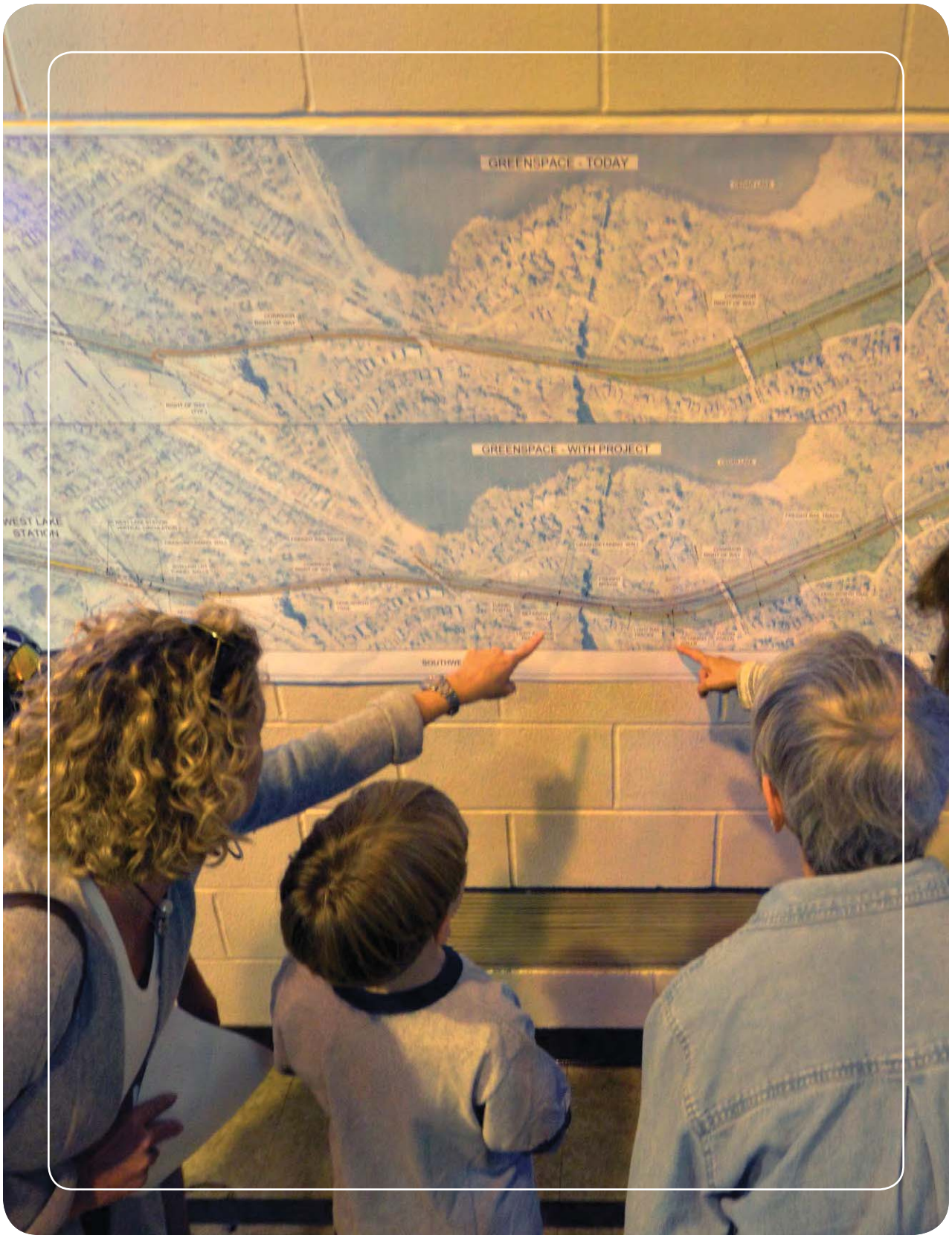

GREENSPACE - TODAY
GREENSPACE - WITH PROJECT

Transportation Policy Plan Strategies

Current federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), mandates a streamlined and performance-based process for transportation planning, implementation, and assessment that shows how it will meet national transportation goals. National goals include:

- Increasing safety
- Maintaining infrastructure in a state of good repair
- Reducing congestion
- Improving efficiency and reliability
- Creating environmental sustainability, and
- Reducing project delays.

The legislation also requires metropolitan regions to use a performance-based planning process when identifying how transportation funds will be allocated and to assess progress towards meeting national and regional goals.

This Transportation Policy Plan responds to this mandate in its regional transportation goals and objectives that address and go beyond federal goals to align with the region's new metropolitan development guide, *Thrive MSP 2040*. Regional transportation goals and objectives are summarized in the Overview, "Transportation for a Thriving Region". This section elaborates on those strategies that address how the region will make progress toward achieving the transportation goals and objectives. The strategies identify specific actions, along with responsible actors, that will be taken to help achieve the region's transportation goals.

2.5

While the goals and objectives are new to this Transportation Policy Plan, many of the strategies are not entirely new; they represent re-ordered content from the *2030 Transportation Policy Plan*. A large number of these strategies have existed in some form for the past several versions of the plan, although some have been combined or re-phrased to better fit the new format of this plan. As a result, the Council and its regional transportation partners have been advancing the work described in many of them for years. The strategies are organized under a specific transportation goal, but in many instances, a strategy may work toward achieving multiple transportation goals. The term "regional transportation partners" is frequently used in the strategies to broadly include all public entities within the region with responsibility for planning, implementing or maintaining the transportation system including the Council, MnDOT, counties, cities, townships, transit providers, airport sponsors and others.

Supportive local actions indicate how local governments, primarily cities, might have a role in supporting the strategy at the local level. Generally, the supportive local actions are meant to be advisory – indicating best practices or implementation methods that might be used to support the strategy. Most of the strategies in the section "Leverage Transportation Investments to Guide Land Use strategies" supportive local actions are already focused on local government actions, providing guidance for the development of local comprehensive plans and local transportation system planning.

The actions in these strategies reflect statutory requirements, positive actions, and best practices that advance the transportation system goals and objectives of the Transportation Policy Plan and help meet the federal requirements for a regional performance-based plan. Some of the strategies state that actors "will" do something, and others suggest that actors "should" do something. "Will" statements are positive actions that support the work of the Council and its partners in developing and implementing an effective regional transportation system. "Should" statements are recommendations directed primarily to local governments regarding their own investment and land use decisions. These strategies are provided as best practices or suggestions to guide local planning priorities and considerations. Only one strategy (F1) is a "must" statement, reflecting the statutory authority of the Council to review the transportation elements of local comprehensive plans.

The following matrix includes the full list of goals, objectives and associated strategies.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
A. Transportation System Stewardship *Goal Statement* *Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.*	• Efficiently preserve and maintain the regional transportation system in a state of good repair. • Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations	A1. Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system.
		A2. Regional transportation partners should regularly review planned preservation and maintenance projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, transit, bicycle, and pedestrian facilities.
		A3. The Council and regional transit providers will use regional transit design guidelines and performance standards, as appropriate based on Transit Market Areas, to manage the transit network, to respond to demand, and balance performance and geographic coverage.
		A4. Airport sponsors will prepare a long-term comprehensive plan (LTCP) for each airport every five years and submit it to the Metropolitan Council for review to ensure that plans for preservation, management and improvement of infrastructure at each airport are consistent with the regional aviation system plan.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
B. Safety and Security *Goal Statement* *The regional transportation system is safe and secure for all users.*	• Reduce crashes and improve safety and security for all modes of passenger travel and freight transport. • Reduce the transportation system's vulnerability to natural and man-made incidents and threats.	B1. Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation.
		B2. Regional transportation partners should work with local, state, and federal public safety officials, including emergency responders, to protect and strengthen the role of the regional transportation system in providing security and effective emergency response to serious incidents and threats.
		B3. Regional transportation partners should monitor and routinely analyze safety and security data by mode and severity to identify priorities and progress.
		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.
		B5. The 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.
		B6. 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.
		B7. Airport sponsors and air service providers will provide facilities that are safe, secure and technologically current.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
C. Access to Destinations *Goal Statement* *People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.*	• Increase the availability of multimodal travel options, especially in congested highway corridors. • Increase travel time reliability and predictability for travel on highway and transit systems. • Ensure access to freight terminals such as river ports, airports, and intermodal rail yards. • Increase transit ridership and the share of trips taken using transit, bicycling and walking. • Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.	C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.
		C2. Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.
		C3. The Council, working with MnDOT through their Enhancing Financial Effectiveness (EFE) efforts, and other relevant jurisdictions, will continue to maintain a Congestion Management Process for the region's principal arterials to meet federal requirements. The Congestion Management Process will incorporate and coordinate the various activities of MnDOT, transit providers, counties, cities and transportation management organizations to increase the multimodal efficiency and people-moving capacity of the National Highway System.
		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.
		C5. The 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-occupancy vehicle travel in congested highway corridors.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
		C6. The Council will support an interagency approach to preserving right-of-way for future transportation projects that are consistent with the Transportation Policy Plan.
		C7. Regional transportation partners will manage and optimize the performance of the principal arterial system as measured by person throughput.
		C8. Regional transportation partners will prioritize all regional highway capital investments based on a project's expected contributions to achieving the outcomes, goals, and objectives identified in *Thrive MSP 2040* and the Transportation Policy Plan.
		C9. The 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.
		C10. Regional transportation partners will manage access to principal and A-minor arterials to preserve and enhance their safety and capacity. The Council will work with MnDOT to review interchange requests for the principal arterial system.
		C11. The 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.
		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.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
		C13. The Council will provide paratransit service complementary to the region's regular route transit system for individuals who are certified by the Council under the Americans with Disabilities Act (ADA).
		C14. The Council and regional transit providers will provide coordinated transit options, including general public dial-a-ride and vanpool subsidies, in areas of the region not served by regular-route transit. Service levels for these options will be based on available resources and needs.
		C15. Regional transportation partners should focus investments on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network.
		C16. Regional transportation partners should fund projects that provide for bicycle and pedestrian travel across or around physical barriers and/or improve continuity between jurisdictions.
		C17. Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.
		C18. The Council, MnDOT, regional railroad authorities, and railroad companies will pursue short- and long-term improvements to accommodate future freight and passenger rail demand.
		C19. The Council and MnDOT should work together with cities and counties to provide efficient connections from major freight terminals and facilities to the regional highway system, including the federally designated Primary Freight Network.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
		C20. The Council and airport sponsors will maintain a system of reliever airports to augment the Minneapolis-Saint Paul International Airport that are accessible within reasonable travel times from all parts of the metropolitan area.
D. Competitive Economy *Goal Statement* *The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.*	• Improve multimodal access to regional job concentrations identified in *Thrive MSP 2040*. • Invest in a multimodal transportation system to attract and retain businesses and residents. • Support the region's economic competitiveness through the efficient movement of freight.	D1. The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users.
		D2. The Council will coordinate with other agencies planning and pursuing transportation investments that strengthen 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.
		D3. The Council and its partners will invest in regional transit and bicycle systems 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.
		D4. The Council, MnDOT, and local governments will invest in a transportation system that provides travel conditions that compete well with peer metropolitan areas.
		D5. The Council and MnDOT will work with transportation partners to identify the impacts of highway congestion on freight and identify cost-effective mitigation.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
		D6. The Council, Metropolitan Airports Commission, MnDOT, and other agencies will work together to maintain a strong regional airport system, including maintaining the Minneapolis-Saint Paul International Airport as a major national and international passenger hub and reliever airports that serve business travel.
		D7. The Metropolitan Airports Commission should periodically update its airport economic impact studies and commercial air-service competition plan to determine facility and service improvements needed at the region's airports to foster a competitive regional economy.
E. Healthy Environment *Goal Statement* *The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.*	• Reduce transportation-related air emissions. • Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments. • Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.	E1. Regional transportation partners recognize the role of transportation choices in reducing emissions and will support state and regional goals for reducing greenhouse gas and air pollutant emissions. The Council will provide information and technical assistance to local governments in measuring and reducing transportation-related emissions.
		E2. The Council and MnDOT will consider reductions in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments.
		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-occupancy vehicle travel.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
	• Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations.	E4. Regional transportation partners will protect, enhance and mitigate impacts on natural resources when planning, constructing, and operating transportation systems. This will include management of air and water quality and identification of priority natural resources through the Natural Resources Inventory developed by the Council and Minnesota Department of Natural Resources.
		E5. Transportation partners will protect, enhance and mitigate impacts on the cultural and built environments when planning, constructing, and operating transportation systems.
		E6. Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning that will include special efforts to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities to ensure that their concerns and issues are considered in regional and local transportation decision making.
		E7. Regional transportation partners will avoid, minimize and mitigate disproportionately high and adverse impacts of transportation projects to the region's historically underrepresented communities, including communities of color, low-income communities, and those with disabilities.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
F. Leveraging Transportation Investments to Guide Land Use *Goal Statement* *The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.*	• Focus regional growth in areas that support the full range of multimodal travel. • Maintain adequate highway, riverfront, and rail-accessible land to meet existing and future demand for freight movement. • Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. • Encourage communities, businesses and aviation interests to collaborate on limiting incompatible land uses that would limit the use of the region's airports.	F1. Local governments within the seven-county metropolitan area must prepare comprehensive plans that conform to the Transportation Policy Plan and should recognize the land use and transportation opportunities and challenges that correspond to *Thrive MSP 2040* planning areas. Local governments within the Metropolitan Urban Service Area should plan for their projected growth and stage their transportation infrastructure to accommodate the needs of that growth. Local governments in the Rural Service Area should plan for transportation systems and land use patterns that are compatible with the protection of agricultural uses and the need for future sewered development.
		F2. Local governments should plan for increased density and a diversification of uses in job concentrations, nodes along corridors, and local centers to maximize the effectiveness of the transportation system.
		F3. Metropolitan Council, MnDOT, and local governments will plan, build, operate, maintain, and rebuild an adequate system of interconnected highways and local roads.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
		F4. 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 Council will work with local governments in this effort by providing technical assistance and coordinating the implementation of transit-oriented development. The Council will also prioritize investments in transit expansion in areas where infrastructure and development patterns to support a successful transit system are either in place or committed to in the planning or development process.
		F5. Local governments should lead planning efforts for land use in transit-oriented station areas, small-areas, or corridors, with the support of the Council and other stakeholders.
		F6. Local governments should adopt policies, develop partnerships, identify resources, and consider regulatory tools to support and specifically address the opportunities and challenges related to creating walkable, bikeable, transit-friendly places.
		F7. Local governments should include bicycle and pedestrian elements in local comprehensive plans.
		F8. Local governments should adopt comprehensive plans that include policies emphasizing identifying and improving roads best suited for carrying trucks while minimizing impacts such as noise and traffic to sensitive land uses.
		F9. Local governments should balance the needs of industrial, residential and recreational users when planning and implementing land uses along the navigable portions of the Mississippi River system to ensure sufficient access for existing and future barge transportation needs.

Table 2-1: Summary matrix of goals, objectives and associated strategies

Goal	Objectives	Strategies
		F10. Local governments should consider the role of railroads in promoting economic activity and identify an adequate supply of land in their comprehensive plans to meet existing and future demand for industrial uses requiring rail access.
		F11. Local governments located near all of the region's airports should address land use compatibility and air safety requirements in their comprehensive plans.
		F12. Communities affected by aircraft noise should incorporate the Land Use Compatibility Guidelines for Aircraft Noise into their local comprehensive plans and ordinances.
		F13. Local governments should minimize potential general airspace hazards by adopting federal and state regulations regarding airspace and notifying potential developers of the need to submit FAA form 7460-1 regarding structure height near an airport.

A. Transportation System Stewardship

Goal:

Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

Objectives:

A. Efficiently preserve and maintain the regional transportation system in a state of good repair.

B. Operate the regional transportation system to efficiently and cost-effectively move people and freight.

Strategies:

A1. Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system.

The regional transportation system represents an enormous public investment that is essential to our economy and quality of life. Protecting this investment means maintaining the entire system in a state of good repair. Doing so ensures that infrastructure and all facilities and equipment function well for their entire design life and minimize costs over their life cycle.

The federal legislation Moving Ahead for Progress in the 21st Century Act (MAP-21) also recognized the importance of maintaining the existing transportation system. One of the seven national goals on which the federal-aid highway program should focus is infrastructure condition. In that area the national goal is to maintain the highway infrastructure asset system in a state of good repair. The USDOT will develop measures by which states can assess the condition of pavements on the Interstate highways and National Highway System and the condition of bridges on the National Highway System. These measures are scheduled to be released in the second quarter of 2015. Collecting data is important to the efficient preservation, maintenance and operation of all modes and allows for making strategic and timely investments. For example, deferring pavement maintenance can result in higher long-term needed investment in the pavement.

Preserving and maintainting the roadway system applies to bridges and roadway pavement, on-street bicycle facilities and adjacent trails within roadway rights-of-way, as well as all roadside infrastructure such as lighting, traffic signals, noise walls, and drainage systems.

Preserving and maintaining the transit system includes maintaining and replacing vehicles and equipment at consistent intervals, preserving the function and positive customer experience at customer facilities, and maintaining efficient support facilities.

Airport-related investments by public and private sectors in the region should focus on continued development of Minneapolis-Saint Paul International Airport as a major national and international hub. Investments should maximize the operational effectiveness and value of aviation services and airport infrastructure. For regional airports, airport sponsors should maintain and enhance existing facilities to their maximum capability before investing in new facilities.

Supportive local actions:

- Cooperate with MnDOT, regional transit providers, and regional parks implementing agencies in maintaining and operating shared and multimodal transportation facilities, including setting priorities for snow, ice and debris removal.

A2. Regional transportation partners should regularly review planned preservation and maintenance projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, transit, bicycle, and pedestrian facilities.

MnDOT should continue to regularly review highway maintenance and reconstruction projects to identify opportunities to integrate safety and lower-cost highway congestion management and mitigation. A similar approach should be used by cities and counties as they undertake local highway projects.

Regional transit providers should review preservation and maintenance projects to identify opportunities to improve the transit system and its integration with other systems. In addition, technology and design improvements in transit systems can be incorporated into maintenance, preservation, or replacement projects to provide a better customer experience or more efficient system.

Airport sponsors and air-service providers should establish airport business plans and agreements to deliver high-quality services at affordable prices to users. Airport sponsors should operate within a long-term financial plan that stresses maximizing non-regional funding sources to avoid or minimize financial impacts on regional taxpayers and maintaining a high bond rating for aviation improvements.

Supportive local actions:

- Plan and implement bicycle and pedestrian improvements as part of roadway projects. Where these travel options are needed and can be safely provided, this approach can take advantage of cost-effective opportunities to provide for pedestrian sidewalks or trails, on-street bicycle lanes, signage, improved signal timing and other improvements.

Coordinate preservation and maintenance projects with MnDOT, regional transit providers and other affected local governments when locally planned projects affect their systems.

A3. The Council and regional transit providers will use regional transit design guidelines and performance standards, as appropriate based on Transit Market Areas, to manage the transit network, to respond to demand, and balance performance and geographic coverage.

The Council and regional transit providers will look for opportunities to reinvest resources from underperforming routes and areas to those routes meeting regional transit performance standards and demonstrating demand for additional investment. When managing the transit system, the Council and regional transit providers will consider input from local communities, existing and potential riders, and the business community, and also consider the impacts and benefits to low-income groups and people of color.

The Council and regional transit providers will also look for opportunities to improve the performance of the transit system and adapt to current conditions by managing routes to meet regional transit performance standards. As the transit system continues to expand, new and improved routes and services will also be evaluated against regional transit performance standards. Transit design guidelines and performance standards are included in Appendix G.

Supportive local actions:

- Work with transit providers to identify route changes that will better suit community needs.

A4. Airport sponsors will prepare a long-term comprehensive plan (LTCP) for each airport every five years and submit it to the Metropolitan Council for review to ensure that plans for preservation, management and improvement of infrastructure at each airport are consistent with the regional aviation system plan.

Regional aviation facilities are under various types of public and private ownership. The scope, application and content of a long-term comprehensive plan is defined for different sponsors in Appendix K. If a substantial change to the approved plan is deemed necessary and cannot be addressed as part of the regular update, the long-term comprehensive plan should be amended.

B. Safety and Security

Goal:

The regional transportation system is safe and secure for all users.

Objectives:

A. Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

B. Reduce the transportation system's vulnerability to natural and man-made incidents and threats.

Strategies:

B1. Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation.

Crashes resulting in fatal and serious injury are the major highway safety concern. The state and counties have done much work on this issue in recent years, producing the Minnesota Strategic Highway Safety Plan (MSHSP) and county highway safety plans. These resources should be considered in developing roadway improvements.

The major transit safety concerns include addressing accidents involving transit vehicles, especially light rail and commuter rail trains. Providing safe crossing of rail transit facilities is important in designing rail systems. Regional transit providers will emphasize improvements to areas with high vehicle crash rates. Additional details on transit security are discussed in Strategy B5.

As the most vulnerable users of the transportation system, pedestrians and bicyclists should be included in roadway and transit planning and project development. Additional information on improving safety for pedestrians and bicyclists is included in Strategy B6.

Safety is the number one priority in planning and developing aviation facilities and services. While the Federal Aviation Administration is responsible for safety of the airspace, all levels of government should work together to ensure that only appropriate land uses are allowed in runway approach areas.

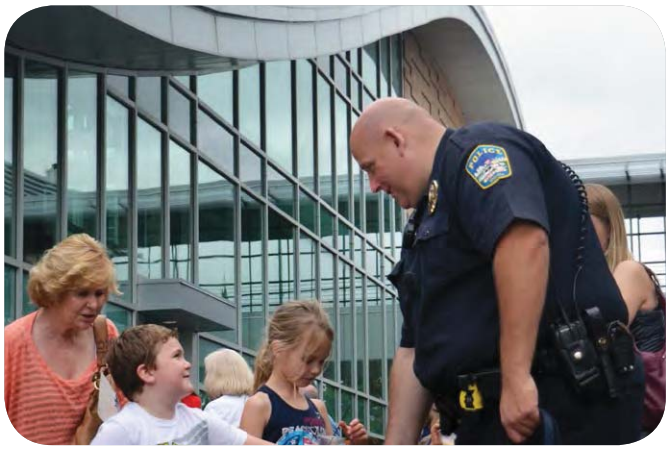
Supportive local actions:

- Address safety and security considerations in planning and implementing the local transportation system.
- Adopt local ordinances controlling all tall structures 250 feet or more to minimize potential general airspace hazards.

B2. Regional transportation partners should work with local, state, and federal public safety officials, including emergency responders, to protect and strengthen the role of the regional transportation system in providing security and effective emergency response to serious incidents and threats.

Regional transportation partners should consider security needs as contained in federal directives when planning, constructing and operating facilities for all modes of transportation.

The region's highways are crucial when responding to emergencies involving fire, ambulance, disaster, and evacuation. Principal and minor arterials provide valuable alternate routes as essential redundancy for responding to emergencies. For example, I- 94, I-694 and Trunk Highways 280 and 100 provided critical highway and bus transit capacity during the I-35W bridge collapse and reconstruction.



Regional transit providers can also play an important role in emergency response, such as moving people away from a dangerous situation or area and providing safe shelter in transit vehicles or major customer facilities.

Supportive local actions:

- Participate in multi-agency efforts to plan and prepare for transportation emergency response.

B3. Regional transportation partners should monitor and routinely analyze safety and security data by mode and severity to identify priorities and progress.

The State of Minnesota – MnDOT, Department of Public Safety, and Department of Health – regional transit providers, counties, and cities are doing important work in identifying, prioritizing, and addressing traffic and transit safety issues. The Council will continue to support these traffic and transit safety efforts, including direction provided in the Minnesota Strategic Highway Safety Plan, county highway safety plans, county transportation plans, local comprehensive plans, and regional transit provider operations. The Council will initiate a new effort to translate the data and many efforts into safety priorities that address the highest needs for all modes for the metropolitan area. Transit providers will monitor the state of good repair for facilities and other investments to ensure safety for passengers, operators, and other staff.

Supportive local actions:

- Maintain, monitor, and routinely analyze local safety and security data to identify priorities for investment and coordinate this data with regional efforts.

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.

While engineering and emergency response are important for highway safety, other important areas include education, enforcement and legislation. Efforts in these areas are typically led by agencies whose jurisdiction extends beyond transportation, but transportation entities can be important partners in these efforts. The Department of Public Safety leads state education efforts focused on giving drivers information they need to avoid hazardous driving practices and choose responsible behavior. Enforcement efforts focus on ensuring compliance with traffic laws to change driver behavior and reduce unsafe driving practices. In recent years, key highway safety education, enforcement, and legislative efforts have focused on aggressive driving, distracted driving, speeding, impaired driving, reducing the number of people traveling without seatbelts or appropriate car seats, and motorcycle driver training.

In addition to general traffic safety, local and state agencies are encouraged to coordinate with state safety efforts to educate the public in the proper use of sidewalks and crosswalks by pedestrians and proper use of shared lanes, bicycle lanes and trails by bicyclists. These safety programs include the "Safe Routes to School" programs that promote bicycling and walking safety for school students. Programs should educate motorists regarding bicycle and pedestrian roadway and trail crossing laws (including intersection and mid-block crossings), how to safely interact with bicyclists riding legally in the roadway, and to be aware of pedestrians and bicyclists.

B5. The 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.

The transit system employs and carries large numbers of people and can be both an important system in responding to threats, and a target for serious threats. An important emphasis for the transit system is responding to safety and security concerns in a timely manner. The transit system covers a large geographic area, and many jurisdictions and incidents often occur on moving vehicles. This requires significant coordination between transit providers and public safety agencies. Most of the transit system is supported by Metro Transit Police, which is dedicated to providing police services to transit safety and security. In addition to Metro Transit

Police, all regional transit providers coordinate with local public safety agencies, ensuring a safe and secure environment in and around the transit system.

The transit system also has security systems to monitor possible threats to people on and around transit vehicles and facilities. This system will continue to play an important role in improving the real and the perceived safety and security for transit employees and customers.

Supportive local actions:

- Coordinate local public safety agencies with regional transit providers to respond to incidents on the regional transit system.
- Use local public events as an opportunity to educate residents about potential security threats and natural disaster response procedures.

B6. 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.

Many best practice guidelines for planning and design are available for improving bicycling and walking safety and general experience. Some of the more pertinent guides include:

- Minnesota's Best Practices for Pedestrian/Bicycle Safety (MnDOT, 2013)
- Best Practices Synthesis and Guidance in At-Grade Trail-Crossing Treatments (MnDOT, 2013)
- Guide for the Development of Bicycle Facilities, 4th ed. (American Association of State Highway Transportation Officials, 2012)
- Urban Street Design Guide (National Association of City Transportation Officials, 2013)

Intersections and pedestrian crossings (including intersection crossings, mid-block crossings, and trail crossings) pose key issues for drivers, bicyclists, and pedestrians. Safe rail crossings are particularly important for transit customers at light rail and commuter rail stops, since these are some of the busiest crossing points in the region. Transit providers and local governments should work together to design and provide effective and safe crossings, and to discourage bike and pedestrian crossings at unauthorized locations.

Supportive local actions:

- Coordinate with Metro Transit and other rail providers to improve safe crossings of rail facilities.
- Incorporate bicycle and pedestrian facilities in local plans.
- Use best practices to enhance bicycle and pedestrian safety.

B7. Airport sponsors and air service providers will provide facilities that are safe, secure and technologically current.

The regional aviation system is essential to the regional economy and should be developed, operated, and maintained to appropriate standards, to include making necessary improvements to the air traffic control system. Airport sponsors should provide facilities that are safe and secure, affordable, and technologically current for all facets of the aviation industry.

C. Access to Destinations

Goal:

People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objectives:

A. Increase the availability of multimodal travel options, especially in congested highway corridors.

B. Increase travel time reliability and predictability for travel on highway and transit systems.

C. Ensure access to freight terminals such as river ports, airports, and intermodal rail yards.

D. Increase transit ridership and the share of trips taken using transit, bicycling and walking.

E. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

Strategies:

C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

Planning and design of highway and street corridors must continue to incorporate and improve the safety and mobility needs of all users, including trucks, buses, trains, pedestrians and people riding bicycles. The region and state have been pioneers in highway system management to increase multimodal efficiency. These efforts must be continued and expanded in the future. MnDOT, counties, and cities should provide advantages for transit on highways and streets, including bus-only shoulders, transit stations, bus bump-outs, transit signal priority, and ramp meter bypasses. MnDOT, counties, cities, and transit providers should provide facilities for people to safely walk or bike across highways, streets, and other major barriers in urban, suburban, and rural areas, especially on bridges.

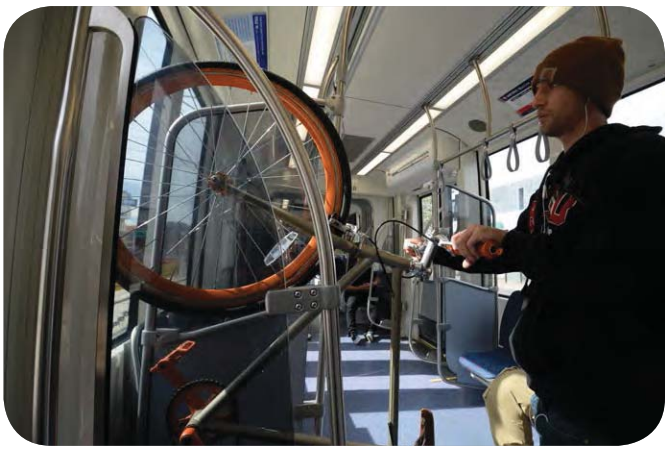
MnDOT, counties, cities, and transit providers should also provide for people of all ages and levels of mobility to safely walk or bike on most highways and streets in the region (see Strategy C2 below). The needs of bicyclists and pedestrians must be addressed when roadway bridges are built or rebuilt.

A strong bicycle and pedestrian system is essential to provide valuable connections to the regional transit system and improve mobility for people with disabilities. Since the experience of transit customers generally starts with walking, improvements to the pedestrian environment are essential to transit. This includes providing facilities but also considering the other elements of design and urban form that contribute to a good pedestrian experience.

Supportive local actions:

- In local comprehensive plans, coordinate the local transportation element for streets, pedestrian and bicycle facilities with county, regional, state agencies and adjacent communities.
- Continue to implement universal accessibility in all new construction and rehabilitation of transportation infrastructure to comply with the federal Americans with Disabilities Act.

C2. Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.



An interconnected, multimodal local transportation system helps reduce highway congestion, provides access to land uses, and expands travel options. Local and county governments should plan a system of multimodal interconnected collector roads and minor arterials to serve short and medium-length trips.

A local transportation system should serve the full range of types of trips. Minor arterials serve more and longer trips, sometimes at faster speeds, to help reduce demand on metropolitan highway system – also called principal arterials – and ensure that traffic does not spill over to local streets. Local streets provide a basic level of access to land, including homes and businesses. The functional classification system in Appendix D identifies roads by the function they serve. Cars, bicyclists, pedestrians, transit, and trucks need to be considered in the planning for all of these roads.

"Complete Streets" is a term used to describe an approach to transportation planning, design, and construction that considers the needs of all potential users – motorists, pedestrians, transit vehicles and users, bicyclists, commercial freight trucks, and emergency vehicles – moving along and across roads and through intersections. For pedestrians, bicyclists, and transit users this should include users of all ages and abilities. The goal of complete streets, as described in MnDOT's *Complete Streets Policy and Procedures Technical Memorandum*, is to:

- Develop a balanced transportation system that integrates all modes via planning that includes each transportation mode (that is, transit, freight, auto, bicycle, and pedestrian) and
- Include transportation users of all types, ages, and abilities.

Complete Streets does not mean "all modes on all roads." Instead, implementing Complete Streets principles ensures that the accessibility and safety of all travelers be appropriately considered and incorporated throughout any road project's planning, design, and construction.

MnDOT, counties, and cities should continue to work together to provide facilities for people to bike or walk along most streets and highways in urban and in some rural areas, with the exception of freeways. A well-connected collector road network is important to support non-motorized modes parallel to major highways and within neighborhoods and activity centers. Local streets, especially where traffic calming measures have been implemented and traffic signals are provided at major intersections, can provide better bicycle and pedestrian comfort, air quality, and safety than highways with higher traffic volumes and speeds.

Minor arterials in some suburban and rural areas often have sufficient right-of-way to add separated off-road bicycle facilities, but in the urban core, narrower rights-of-way are more common. On-road bicycle facilities are appropriate along minor arterials where the bicycle facility can be designed to support safe travel for all users and the addition of the facility maintains the road's overall function and capacity for other modes. More specific discussion of how bicycle facilities might be provided on arterials and local roadways is provided in the Bicycle and Pedestrian Investment Direction.

Major transit investments like transitways and transit centers also need to be highly accessible for pedestrians and bicyclists. It is important that transit facilities are designed to integrate with existing local transportation systems and land use and to be supportive of plans for higher density development.

Supportive local actions:

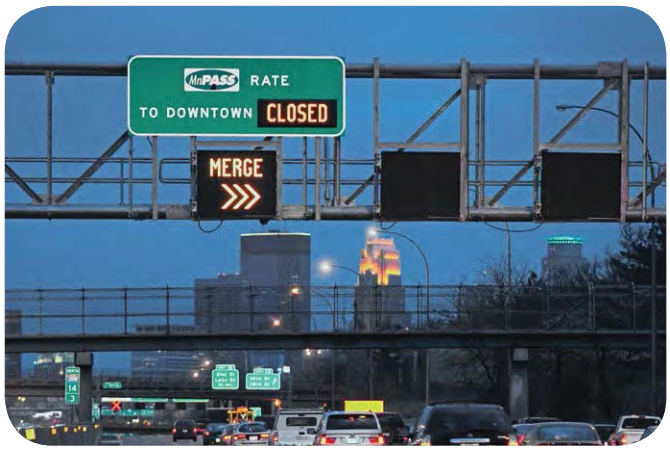
- In local comprehensive plans, develop and adopt local transportation plan elements for streets and pedestrian and bicycle facilities that serve the community, provide direct connections to job concentrations, create an integrated system with adjacent communities, and implement and connect to the Regional Bicycle Transportation Network.
- Adopt a Complete Streets policy and identify roads that should be emphasized for different uses (for example, transit, bicyclists, pedestrians and freight). All roads should be designed to accommodate emergency vehicles.

C3. The Council, working with MnDOT through their Enhancing Financial Effectiveness (EFE) efforts, and other relevant jurisdictions, will continue to maintain a Congestion Management Process for the region's principal arterials to meet federal requirements. The Congestion Management Process will incorporate and coordinate the various activities of MnDOT, transit providers, counties, cities and transportation management organizations to increase the multimodal efficiency and people-moving capacity of the National Highway System.

The region has a well-developed and managed freeway system. In previous long-range transportation plans, the emphasis was to meet forecast demand by adding highway capacity. However, no region in the country has successfully "solved" highway congestion. Current trends also suggest that the transportation system is experiencing new resource, policy, technology, and local and global economic conditions that differ from those of the past.

In response, this Transportation Policy Plan recognizes that system-wide highway congestion will not be eliminated or significantly reduced. This plan, including the Congestion Management Process, emphasizes that the impacts of congestion should and can be eased by increasing the people-moving capacity of the multimodal transportation system, while minimizing future demand on the highway system. Mitigating the impacts of congestion will be achieved by implementing supportive land use policy; improving traffic management and more efficient use of existing highway system capacity, pavement, and right-of-way; implementing a MnPASS system and limited strategic highway capacity enhancements; and implementing alternatives to driving alone. Through the Congestion Management Process, the Council, MnDOT and other relevant jurisdictions will work to monitor and evaluate congestion mitigation strategies and projects being implemented and modify the approach in the future as needed.

This plan emphasizes that limited resources must be focused on providing the most system-wide transportation benefit. Where strategic enhancements to highway capacity are considered, MnDOT and local governments will design highway projects with the intent to manage congestion. Highway system performance will be measured by people-carrying capacity and travel time reliability instead of more traditional measures such as level of service. Chapter 12 of the Transportation Policy Plan includes a description of the Congestion Management Process.



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.

Travel demand management (TDM) strategies emphasize reducing vehicle miles traveled and trips made driving alone. These strategies should be directed at increasing the use of travel options, easing congestion, reducing pollution, and encouraging transportation-efficient land development.

TDM strategies are most successful in areas with high travel demand and potential for using travel options. Thus, the Council and its TDM partners will focus local and regional TDM efforts on employment centers and corridors with significant investments in travel options. Travel options include transit service, transit and ridesharing advantages like MnPASS lanes, high-occupancy vehicle lanes that bypass freeway ramp meters, bus-only shoulders, and biking and walking facilities for users of all ages and levels of mobility.

The Council will provide TDM technical assistance and financial incentives to transportation management organizations (TMOs), especially those located in areas with high levels of congestion. The Council and its TDM partners will also provide assistance to local units of government to implement TDM strategies and to employers and property owners. Other TDM strategies include the development of TDM plans for specific sites or new developments, telework and flexible work schedule programs, avoiding the oversupply of parking and pricing strategies for parking, and employee training programs.

Supportive local actions:

- Support, collaborate, and implement travel demand management policies, programs, and land use regulations in collaboration with other government agencies, transit providers, travel management organizations, businesses, employees, and property owners.

C5. The 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-occupancy vehicle travel in congested highway corridors.

MnPASS is an integral part of a multimodal transportation system, and helps people reach job concentrations faster and more efficiently. MnPASS lanes provide a reliable, congestion-free travel option for people who ride bus transit, people who ride in carpools and solo drivers who are willing to pay a fee during peak rush-hour periods. MnPASS can improve efficiency by moving more people through highway corridors during congested periods. It provides commuters and small commercial vehicles with greater travel-time reliability and choice. It encourages greater park-and-ride use and increases car and vanpooling. MnPASS also improves transit service and increases ridership, particularly on express bus service.

The Council and MnDOT will continue to implement transit advantages on the freeway system that allow transit vehicles to bypass congestion and provide a faster, more reliable travel time. The primary system of transit advantages in the region includes bus-only shoulders, ramp-meter bypasses, and MnPASS lanes. MnDOT will continue to analyze the need for new transit advantages and maintain existing transit advantages to the greatest extent possible.

Transit advantages are also used to improve local transit circulation. Examples include exclusive bus lanes, traffic signal timing and signal priority, and queue jumps. The Council and transit providers will work with local governments to determine where these improvements may be needed and identify possible implementation solutions.

In addition to moving people more expeditiously, implementing MnPASS lanes will provide benefits to local and regional freight moved by truck. MnPASS lanes will directly benefit shipments by single-unit commercial vehicles by allowing those vehicles to “buy in” to the lane to receive the benefit of an uncongested trip. The development of a MnPASS lane system may also benefit traditional freight movements by large trucks, because additional MnPASS lanes can reduce congestion in adjacent general purpose lanes.

Supportive local actions:

- Identify opportunities for transit advantages on the local road system that improve the attractiveness of the transit system and coordinate their implementation with regional transit providers.

C6. The Council will support an interagency approach to preserving right-of-way for future transportation projects that are consistent with the Transportation Policy Plan.

Rights-of-way for future transportation infrastructure are difficult to obtain. Consequently, right-of-way should be preserved for public use as project locations become certain and property becomes available. The Council's Right-of-way Acquisition Loan Fund (RALF) will be used to preserve needed right-of-way for projects on principal arterials and other state highways consistent with the Transportation Policy Plan.

Railroad right-of-way that is proposed to be abandoned provides an opportunity to use these linear corridors for transit, trails, parks, or other systems that could serve a variety of roles. The appropriate agencies that could be involved in preserving rail rights-of-way may vary depending on the short- and long-term intended role. An interagency approach to determining that role will be valuable in ensuring that all possible uses are considered.

Supportive local actions:

- Identify future transportation right-of-way needs through comprehensive planning and coordinate with other transportation providers.

C7. Regional transportation partners will manage and optimize the performance of the principal arterial system as measured by person throughput.

MnDOT will work to address capacity problems across the region's entire principal arterial system. MnDOT and local units of government with jurisdiction over principal arterials will:

- First, address capacity issues by working to apply management improvements such as access management, improved or expanded traffic management technologies
- Second, seek spot mobility improvements identified through processes such as MnDOT's Congestion Management and Safety Plan
- Third, identify affordable MnPASS or other strategic highway capacity enhancements if the congestion issues have not been adequately addressed

Where possible, capacity should be added in the form of MnPASS lane capacity. MnPASS lanes also serve people who carpool or ride transit, key strategies for increasing person throughput since a bus can move as many as 90 passengers on just one vehicle.

Added capacity can be permanent or actively managed to be open only during certain hours, conditions, or for certain vehicles. All projects for expanding principal arterial capacity will implement the lower-cost/high-return approach to investments by maximizing use of available highway capacity, pavement, and right-of-way.

Traffic management technologies, spot mobility improvements identified through the Congestion Management and Safety Plan, MnPASS, strategic capacity enhancements, and regional highway access improvements to job, activity, industrial, and manufacturing centers are discussed further in the Highway Investment section. Access to principal arterials is discussed in Strategy C11.

C8. Regional transportation partners will prioritize all regional highway capital investments based on a project's expected contributions to achieving the outcomes, goals, and objectives identified in *Thrive MSP 2040* and the Transportation Policy Plan.

All regional highway projects must address the plan goals of safety and security, transportation system stewardship, and healthy environment. After meeting these requirements, the following factors will be used to prioritize highway capital projects, including MnPASS, strategic highway capacity enhancements and access improvements:

- Improves regional economic vitality
- Improves critical regional highway system connectivity
- Increases regional highway system travel time reliability
- Supports regional population, household, and job forecasts and local comprehensive plans
- Supports regional balance of investments

When addressing highway capacity issues, regional transportation partners should work to first apply traffic management technologies to improve traffic flow without adding physical highway capacity. The next category of investment should be to investigate implementing the lower-cost/high-return approach to investments in spot mobility improvements. If traffic management technologies and spot mobility improvements do not address the highway capacity issue identified, only then should adding larger physical capacity – sometimes called expansion improvements – be explored. Expansion improvements include MnPASS lanes, strategic capacity enhancements, and highway access improvements.

Providing a congestion-free, reliable option for transit users, carpoolers and solo drivers willing to pay a fee to use MnPASS lanes is the region's priority for expansion improvements. Strategic capacity additions to general purpose lanes should only be considered if adding MnPASS lane capacity has been evaluated and found not to be feasible, the improvement is affordable, and it is approached using the philosophy of lower-cost/high-return on investment.

C9. The 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.

MnDOT, counties, and cities within the seven-county region have identified the roads in the minor arterial system, called A-minor arterials, that provide the most support to the principal arterial system and access to regional job, activity, industrial, and manufacturing centers. The Transportation Advisory Board has chosen to focus much of its federal funding on highway improvements on A-minor and non-freeway principal arterials. The Metropolitan Council and partners recognize four types of A-minor arterials to ensure the system is flexible and responsive to different policies and situations throughout the urban and rural parts of the seven-county region. The four types—Augmentors, Expanders, Relievers, and Connectors—are defined in Appendix D.

A-minor arterials should provide reliable travel times at reasonable travel speeds, but are not required to be high speed. They are important parts of the multimodal transportation system serving people in trucks, personal vehicles, buses, walking, and on bicycles. Access to A-minor arterials is discussed in Strategy C11. Within the urban service area, sidewalks or multi-use non-motorized facilities should be provided along A-minor arterials. On-road bicycle facilities are appropriate on A-minor arterials where there are no effective parallel route options and the bicycle or pedestrian facility can be designed to support safe travel for all users. The addition of the bicycle or pedestrian facility should maintain the road's multimodal function, safety and capacity.

Supportive local actions:

- Many A-minor arterials are owned and operated by counties and cities. Local units of government should plan and maintain a system of A-minor arterials that provide for these local, multimodal trips.

C10. Regional transportation partners will manage access to principal and A-minor arterials to preserve and enhance their safety and capacity. The Council will work with MnDOT to review interchange requests for the principal arterial system.

Interchanges and intersections on the principal arterial system provide important access to regional job, activity, industrial, and manufacturing centers. But the safety, capacity, and utility of principal and A-minor arterials are affected in large part by how street and driveway access to these roadways is provided and managed. Adding new interchanges to existing freeways generally makes freeway performance worse, while improving intersections on non-freeways can increase highway capacity.

Decisions about access on the principal arterial system need to be thoroughly analyzed and carefully considered in coordination with MnDOT and the Council. Access spacing and the MnDOT-Council interchange review process are discussed in Appendix D and Appendix E. Appendices D and E emphasize the importance of improvements on non-freeway highways in providing benefits for regional travel. As local units of government work with MnDOT and the

Council to improve and convert intersections on non-freeway trunk highways, the following requirements are particularly important to achieve regional objectives:

- The appropriate local units of government exercising land use authority along trunk highways will be expected to incorporate access standards into their subdivision and zoning ordinances and apply the standards during their development review process
- Conversion of an at-grade intersection to an interchange should occur in sequence as part of an incremental freeway conversion. Isolated interchanges on non-freeway principal arterials are discouraged. Conversion of an at-grade intersection to an interchange must provide safety and mobility improvements to both the mainline and cross-street. The new interchange should be adjacent to an existing interchange unless MnDOT and the Council determine that the intermediate access points can be modified or managed to address safety and mobility concerns
- Principal arterials should have interchanges only with other principal or A-minor arterials. Minor arterials should have interchanges and intersections with principal arterials, other minor arterials, or major collectors. Only concentrations of commercial, industrial, or residential land uses should have direct access to minor arterials.
- Interchange spacing should be one mile or more.
- MnDOT and the counties control access on freeways and some expressways through the outright purchase of the access rights from abutting land owners. However, access to other principal and A-minor arterials is most effectively managed through local land use planning and development regulation. If considered early in the process of land development or redevelopment, the appropriate location and design of access and the supporting road network can be worked into the plans. If access is not considered until late in the design of development, it may be difficult to accommodate properly without added expense and potential disruption to the community.

Supportive local actions:

- Cities, counties and townships exercising land use authority along principal arterials and A-minor arterials will be expected to incorporate access standards in their subdivision and zoning ordinances and apply them during their development review process.
- Local access standards should be consistent with MnDOT's Access Management Manual or the appropriate county's access guidelines. Cities and townships should also consult with MnDOT or the county whenever reviewing development plans adjacent to principal arterials and A-minor arterials. For those arterials where the existing access does not conform to the standards, cities should work with MnDOT and/or the county to develop a long-term corridor plan to adjust and improve the access arrangements as opportunities arise through development or redevelopment of an adjacent property. MnDOT has developed a model access management ordinance to serve as a guide for local partners in updating their land use regulations to fully address access considerations.

C11. The 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.

The transit system will need to continue to grow and improve to remain a competitive travel option for the region. A significant part of that growth will be expanding and improving the bus system that serves the majority of transit demand in the region. This includes both expanding geographic coverage and "thickening" the transit system by adding new routes and service frequency in areas already served by transit, including connections to transitways. There are several needs that will be addressed by expanding the bus system:

Meet growing demand. The region will add 824,000 people and 549,000 jobs by 2040, with a large portion of these in already developed communities. The region will need to invest in a bus system that serves this growing demand and supports more regional growth along transit routes.

- **Improve access to destinations.** Existing unmet needs and changing lifestyle preferences will lead to demand for better transit access to more destinations. The region will need to provide better access by improving existing service – speed, frequency, span, and connections – and expanding service to new areas. Two areas of high importance will be improving access to job concentrations and improving access to opportunities for people who rely on transit, including under-represented and low-income households. The design of the transit system will be guided by Regional Transit Design Guidelines in Appendix G.
- **Improve the customer experience.** Many transit users choose to ride because of the quality of the experience. Those who rely on transit deserve a great customer experience as well. The region will need to invest in improvements to the transit experience that address factors such as transfers, customer information, comfort, technology, safety and perceived safety and security, and amenities.
- **Maximize the efficiency of investments.** Providing regional transit service is not cheap but investments and policies can often make transit more efficient and cost-effective. The region will need to seize these opportunities to maximize the return on investments in the bus system.

Regional transit providers will address these needs by applying a variety of types and designs of transit services and facilities. This work will be guided by a number of processes and plans designed to link transit improvements to specific needs and opportunities in the community. Some improvements may also address needs on the transitway system after the initial construction of lines, including adding stations or amenities at stations. The details of these plans and processes are described in the Transit Investment Plan.

Supportive local actions:

- Work with regional transit providers to identify potential improvements to the transit system that will suit community needs.
- Focus forecasted growth at transit-supportive densities in job concentrations or nodes along corridors, supported by additional land use strategies discussed in Land Use and Local Planning.

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.

Transitways will play an important role in serving the growing region and supporting the economic competitiveness of the region. The region will build an expanded system of transitways that includes bus rapid transit, light rail, and commuter rail. The region also needs to address policies related to modern streetcars, an emerging mode in corridor planning around the region.

Transitways represent a substantial investment for the region and will require extensive planning and coordination to determine the appropriate mix of transitway modes and corridors. There are a number of considerations when exploring transit options in a corridor and when determining the priorities for a long-range transitway system.

The Transit Investment Plan includes technical investment factors intended to measure the expected contributions of a project against the outcomes, goals, and objectives identified in *Thrive MSP 2040* and the Transportation Policy Plan. The list of factors includes ridership, access to jobs and activity, cost-effectiveness, existing land use, future land use and economic development, equity, and environment. Overall system planning will also need to consider policy investments factors such as regional balance, funding viability, community support, and technical readiness and risk when determining priorities in the plan.

Supportive local actions:

- Lead local corridor studies for potential transitway investments in coordination with regional transit providers and other agencies.
- Proactively plan land use around potential transitways that is consistent with the requirements described in Land Use and Local Planning and supported by additional land use strategies.

C13. The Council will provide paratransit service complementary to the region's regular route transit system for individuals who are certified by the Council under the Americans with Disabilities Act (ADA).

The Council and regional transit providers will provide an option for those who are not able to use the regular-route transit system due to a disability. Complementary ADA service will be provided consistent with the requirements established in state and federal law. The Council will maintain the eligibility program for this service.

C14. The Council and regional transit providers will provide coordinated transit options, including general public dial-a-ride and vanpool subsidies, in areas of the region not served by regular-route transit. Service levels for these options will be based on available resources and needs.

The Council and regional transit providers will provide dial-a-ride service in areas of the region where transit demand is not strong enough to support regular-route service. These services will

be coordinated with the rest of the transit system to facilitate greater access from these parts of the region and to avoid duplication of services.

For trips where transit is not a viable option for travelers, the Council will make subsidies available for the formation of vanpools with volunteer drivers.

C15. Regional transportation partners should focus investments on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network.

A regional bicycle transportation network with priority bicycle corridors was developed through the Regional Bicycle System Study completed in 2014. This network establishes the region's priorities for planning and investment in bicycle facilities and is described in detail in the Bicycle and Pedestrian Investment Direction section.

Supportive local actions:

- Adopt local transportation bikeway elements that encourage community connectivity and connections to existing or planned regional bikeways.

C16. Regional transportation partners should fund projects that provide for bicycle and pedestrian travel across or around physical barriers and/or improve continuity between jurisdictions.

The natural and built environment in general and the region's transportation infrastructure in particular can create unintended physical barriers to a more prominent walking and biking culture. Freeways can be major barriers to safe and comfortable walking and cycling for transportation. The region's freight rail lines also often create formidable barriers to continuous travel, similar to rivers and streams. Bicycle and pedestrian-accessible bridges are an important element for the region to provide a friendly and safe environment for non-motorized transportation.

A definition for regional-critical bicycle links is provided under the Bicycle and Pedestrian Investment Direction section that would gives regional priority to planning and funding bike and pedestrian projects that eliminate regional barriers or improve connections between jurisdictions.

Local bike networks can also be interrupted by high-traffic arterials that are difficult to cross or ride along. Overcoming many of these arterial barriers to walking and biking in the region requires interjurisdictional coordination, since many of these arterials form the boundaries between jurisdictions. The Council supports interjurisdictional coordination to improve planning for better connections across boundaries.

Supportive local actions:

- Identify gaps or barriers in bicycle and pedestrian systems in the comprehensive planning process.

C17. Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

Local agencies should use best practices in designing pedestrian facilities. Such facilities must be accessible to people of all levels of functional ability so they meet the requirements of the Americans with Disabilities Act.

Supportive local actions:

- In comprehensive plans, adopt local transportation pedestrian and bikeway elements with accessibility guidelines and planned facilities for pedestrians and wheelchair accessibility in areas with high levels of bicycle and pedestrian activity.

C18. The Council, MnDOT, regional railroad authorities, and railroad companies will pursue short- and long-term improvements to accommodate future freight and passenger rail demand.

Where rail congestion has been identified and/or future capacity constraints are anticipated on the metropolitan rail system, regional partners should conduct additional rail corridor studies to facilitate the planning and implementation of needed system improvements that will accommodate future freight and passenger rail demand.

C19. The Council and MnDOT should work together with cities and counties to provide efficient connections from major freight terminals and facilities to the regional highway system, including the federally designated Primary Freight Network.

The Metropolitan Airports Commission should pursue provisions for air cargo infrastructure and air service for the region with direct air freight connections to import/export markets that provide trade opportunities for the region's economy.

City and county roadways provide the "last mile" connections between intermodal freight terminals and the metropolitan highway system, including the National Highway System (NHS) and its subset Primary Freight Network. Coordination with local planning efforts to preserve the condition and capacity of these connector roadways will be essential to maintaining the efficient flow of freight in the region.

Supportive local actions:

- Identify and classify freight corridors in the comprehensive planning process.

C20. The Council and airport sponsors will maintain a system of reliever airports to augment the Minneapolis-Saint Paul International Airport that are accessible within reasonable travel times from all parts of the metropolitan area.

State-of-the-art facilities should be made available by airport sponsors at the region's airports, commensurate with their system role, to induce additional aviation services to use the reliever system.

D. Competitive Economy

Goal:

The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Objectives:

A. Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.

B. Invest in a multimodal transportation system to attract and retain businesses and residents.

C. Support the region's economic competitiveness through the efficient movement of freight.

Strategies

D1. The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users.

The Current Revenue Scenario in this plan generally allows for investments to operate, maintain, and preserve the existing highway and transit systems, supported by some funding for MnPASS lanes, other strategic highway capacity enhancements, and transitway expansion. However, the Current Revenue Scenario does not allow the region to fully address highway operations, maintenance, and rebuilding needs, make the level of expansion and improvement investments needed to accommodate the expected growth in population and jobs, keep our region competitive, and provide improved choices and experiences for all users of the system.

The Increased Revenue Scenario for highways and transit provides a vision for the additional investments that could be made if a higher level of funding is achieved and that would move the region closer towards accomplishing the goals and objectives identified in this plan.

The Council will continue to work with regional partners to identify additional funding for the region's transportation system needs that would bridge the gap between the Current Revenue Scenario and the additional resources the region might reasonably expect under the Increased Revenue Scenario. If additional resources do become available, that funding would be prioritized and allocated based on the policies in this plan.

Supportive local actions:

- Identify funding needs on the local transportation system and local priorities for funding on the regional transportation system.

D2. The Council will coordinate with other agencies planning and pursuing transportation investments that strengthen 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.

Other agencies and private companies are largely responsible for planning and implementing the transportation investments that connect the region to the rest of Minnesota, the Upper Midwest, the nation, and the world. For example, MnDOT and counties are responsible for the major highway corridors that connect the Twin Cities to other regions within the state and to other states, and support cars, trucks, and private intercity bus providers such as Greyhound and Jefferson Lines. Amtrak provides intercity passenger rail, and MnDOT is responsible for planning additional intercity passenger rail services. The Metropolitan Airports Commission works with the airlines provide the region's air service connections. MnDOT works with the private freight railroads that are responsible for freight rail service and infrastructure, and also with barge companies, port authorities and the Army Corps of Engineers, which provide infrastructure and serve freight service along the Mississippi. The Council will work closely with these partners to ensure that their planned improvements are coordinated with regional investments and that regional needs are considered in the prioritization of these investments.

D3. The Council and its partners will invest in regional transit and bicycle systems 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.

The transit system plays a vital role in getting people to and from jobs and education opportunities and centers of activity. An expanded and improved transit system will continue to strengthen the attractiveness of regional centers of business and activity. Transit will also promote economic development and enhance the region's livability and prosperity, keeping the region competitive nationally and globally and helping to attract and retain businesses and workers. Investments in transit will be prioritized with access to jobs and activity and supporting economic development as important factors.

Priority Regional Bicycle Transportation Corridors were developed with an emphasis on connecting to regional job concentrations and to the regional transit system, where there is a high demand for bicycle travel and where opportunities for enhancing economic development and business retention are most prevalent. These corridors are introduced in the Bicycle and Pedestrian Investment Direction section.

Supportive local actions:

- Give priority to projects that integrate pedestrian facilities into regional job concentrations and connect local bikeways with the Regional Bicycle Transportation Network.

D4. The Council, MnDOT, and local governments will invest in a transportation system that provides travel conditions that compete well with peer metropolitan areas.

The Twin Cities region competes with metropolitan areas throughout the nation and the world. The transportation systems in all regions are a critical factor in determining how well they function economically, socially, and environmentally. These systems include airports, water ports, railroads, highways – principal and minor arterials – local streets, sidewalks, and trails. The Council will continue to measure the performance of its transportation system in terms of access and mobility, and its impacts compared to select peer regions nationally and internationally. The Council will also work with MnDOT and the Counties Transit Improvement Board (CTIB) to seek the latest techniques to improve transportation service in the most cost-effective and context-sensitive ways for all modes, including highways.

Supportive local actions:

- Identify local actions to improve overall capacity of critical corridors.

D5. The Council and MnDOT will work with transportation partners to identify the impacts of highway congestion on freight and identify cost-effective mitigation.

The Council and MnDOT will work to identify specific truck mobility issues and needs, and to develop operationally focused solutions for improving travel time reliability for trucks using the regional highway system.

Traffic management technologies such as ramp metering, variable speed control, and traveler information systems can help ease congestion on the highway system. The Council will work with MnDOT, counties, and cities to explore implementing additional strategies in corridors with high truck volumes to further reduce the impact of highway congestion on freight mobility, such as redirecting trucks in real time to avoid congestion caused by crashes.

Supportive local actions:

- Plan for and provide "first and last mile" highway connections to regional job concentrations and manufacturing and distribution areas.

D6. The Council, Metropolitan Airports Commission, MnDOT, and other agencies will work together to maintain a strong regional airport system, including maintaining the Minneapolis-Saint Paul International Airport as a major national and international passenger hub and reliever airports that serve business travel.

Availability of good air transportation connections is critical to maintaining a competitive state and regional economy. Public and private sector efforts in the region should focus on continued development of Minneapolis-Saint Paul International Airport as a major international hub. Maintaining a system of minor reliever airports to provide adequate alternative facilities for general aviation traffic is essential to the effective operations of Minneapolis-Saint Paul International Airport.

Supportive local actions:

- Participate in land use safety studies around airports.

D7. The Metropolitan Airports Commission should periodically update its airport economic impact studies and commercial air-service competition plan to determine facility and service improvements needed at the region's airports to foster a competitive regional economy.

Decisions by aviation partners on providing facilities and services to improve regional economic capabilities should be based on periodic updating and refinement of airport economic impact studies and surveys, a commercial air-service competition plan, and annual airport marketing programs.

Although the actual provision of air service is a business decision made by privately owned airlines, the Metropolitan Airports Commission should continue its efforts to attract more air service carriers to the region to provide competition and affordable fares for residents and businesses. Since adoption of the last Transportation Policy Plan in 2010, the Metropolitan Airports Commission has pursued several airlines to add service at Minneapolis-Saint Paul International Airport, and two new airlines (Spirit Airlines and Condor Airlines) have recently started service.

E. Healthy Environment

Goal:

The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives:

A. Reduce transportation-related air emissions.

B. Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments.

C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations.

Strategies

E1. Regional transportation partners recognize the role of transportation choices in reducing emissions and will support state and regional goals for reducing greenhouse gas and air pollutant emissions. The Council will provide information and technical assistance to local governments in measuring and reducing transportation-related emissions.

State and regional goals are to reduce greenhouse gas emissions by 15% below 2005 levels by 2015, 30% by 2025 and 80% by 2050. Currently Minnesota is not on track to meet 2015 goals. Since one-quarter of statewide greenhouse gas emissions come from the transportation sector, reductions in transportation emissions will have to be part of the solution.

The Council will support efforts to reduce emissions through reductions in auto tripmaking and public education about the effects of transportation choices. An example of this education is Metro Transit's "Go Greener" campaign with its Trip Planner tool, which allows customers to see the greenhouse gas impact of their trip.

Many of the most effective strategies for reducing greenhouse gas emissions are accomplished through local land use decisions that reduce the number of auto trips, or by federal and auto industry action to control fuel efficiency of the vehicle fleet. The Council will use its technical expertise to identify and encourage adoption of the most effective measures to reduce air emissions. The Council will also develop a regional greenhouse gas emissions inventory.

Transportation also contributes significantly to elevated levels of regulated air pollutants such as carbon monoxide, nitrogen dioxide, ozone, and fine particulate matter and to other hazardous air toxics, all of which have negative effects on human health and quality of life throughout the region. The Council and MnDOT, in cooperation with MPCA, will continue efforts to improve air quality, reduce emissions from mobile sources, and maintain compliance with federal air quality standards.

The MAC should periodically evaluate the air quality impacts of aviation operations and report to the Council on air quality problems or issues through the MAC annual environmental review of the capital improvement program.

E2. The Council and MnDOT will consider reductions in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments.

Reducing transportation-related emissions have been a consideration in selecting projects for many Council and MnDOT programs for years. The regional solicitation uses emissions reduction as one of its criteria for prioritizing projects. Emissions reduction has also become a prioritizing criteria for other transportation programs, including travel demand management, transitway expansion, highway expansion and system management. Opportunities to use federal funds for efficient emissions-reduction programs, such as diesel retrofits, should continue to be implemented. Consideration should be given to all types of transportation emissions and generators, including bus and truck fleets, construction vehicles, and electricity generation for light rail transit operations and electric cars. The region should not fund projects that will have a substantial negative effect on local or regional air quality.

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-occupancy vehicle travel.

The transportation system needs to meet the needs of all potential users, from the youngest to the oldest. This includes people with a broad range of abilities and backgrounds.

In recent years, elements of community design have gained attention for the way that they can encourage or discourage physical activity. Public health policy discussions have identified opportunities for bicycling and walking as one element in the fight against obesity and other health problems related to a lack of physical activity. As a result, several counties in the Twin Cities metropolitan area have incorporated active living principles into their community and health planning programs. These efforts communicate to the traveling public the individual and collective benefits to personal health and the environment of walking and biking in performing daily errands.

As regional transportation partners preserve and modernize the transportation system, they should design facilities, including signs, to accommodate older travelers with changing vision and slower reaction times. All transit vehicles in the region have been accessible for many years and transit providers should adapt as technologies in this area continue to improve. Metro Mobility provides service that complies with ADA requirements to complement regular-route transit. Public transit providers can also work with schools to identify opportunities to coordinate services, such as the Student Pass fare card. On roadways, partners should also continue to implement their ADA transition plans, especially at highway interchanges, intersections, and near transit access locations.

E4. Regional transportation partners will protect, enhance and mitigate impacts on natural resources when planning, constructing, and operating transportation systems. This will include management of air and water quality and identification of priority natural resources through the Natural Resources Inventory developed by the Council and Minnesota Department of Natural Resources.

Thrive MSP 2040 emphasizes the protection and enhancement of environmental quality through its outcomes of stewardship, livability, and sustainability. The Council supports work toward this end through the Natural Resource Inventory, which provides comprehensive information about environmental resources throughout the seven-county metropolitan area.

Planning and development should follow all requirements under the National Environmental Policy Act and Minnesota Environmental Policy Act for the disclosure of environmental impacts. During all phases of transportation project development, construction, and operation, regional partners and local governments should seek opportunities to not only avoid harming, but also enhance the natural environment, including air quality, water quality, natural area preservation, and wildlife preservation.

Airport long-term comprehensive plans shall include a management strategy to protect groundwater quality that includes proposed policies, criteria and procedures for preventing, detecting and responding to a spill or release of contaminants on the site. The plans should identify the location, design and age of individual/group/central sewer systems on site and all well location sites, and evaluate system deficiencies and pollution problems. Airport long-term comprehensive plans shall also include detailed proposals for providing sanitary sewer services. Reliever airports should be connected to the sewer system when service is available near the airport. When connection is not practical, the airport owner and local governmental agencies must adopt and implement ordinances, including administrative and enforcement procedures that will adequately meet the need for trouble-free, on-site sewage disposal in accordance with the Council's guidelines in its Water Resources Management Policy Plan.

Airport long-term comprehensive plans should also include a plan for surface-water management that contains provisions to protect surface and groundwater. In addition to including information that must be consistent with plans of watershed management organizations and the state wetland regulations, the water management plan should include provisions to mitigate impacts from construction, restore or retain natural functions of remaining wetlands and water bodies, and include the pretreatment of runoff prior to being discharged to surface waters.

E5. Transportation partners will protect, enhance and mitigate impacts on the cultural and built environments when planning, constructing, and operating transportation systems.

Thrive MSP 2040 emphasizes the protection and enhancement of the cultural and built environment and quality of life (including air quality and its impacts on a community's residents) through its outcomes of stewardship, livability, and sustainability. Transportation partners should plan and implement proposed highway and street design and transit routes and facilities with sensitivity to a community's vision and quality of life, including using context-sensitive design methods.

Context-sensitive design acknowledges local attributes by balancing economic, social, aesthetic and environmental objectives in addition to mobility objectives. Highway projects can often provide opportunities to incorporate many community objectives for livability and enhanced environmental quality. In addition, local A-minor roads should be planned and implemented in a manner compatible with a road's functional classification and surrounding land uses. Functional classification is discussed in Appendix D.

In addition, during construction and implementation of projects, transportation partners need to be aware of and plan for the access needs of the local businesses and residents.

Supportive local actions:

- Allow the market to determine necessary parking ratios (remove requirements) and support shared parking.
- Support employer travel-demand management plans and programs.
- Support the development of local ride-sharing and bike-sharing programs.
- Accommodate higher-density development near transit stations.
- Develop plans to improve conditions for walking and bicycling.
- Adopt development requirements and Complete Streets policies that improve circulation and access for bicyclists and pedestrians.
- Adopt development standards that increase vegetative cover and increase the reflective quality (or albedo) of surfaces.

E6. Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning that will include special efforts to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities to ensure that their concerns and issues are considered in regional and local transportation decision-making.

Transportation projects can affect people's daily lives in very tangible and immediate ways. Historically, some transportation projects, have disproportionately affected underrepresented communities, often with little or no input, participation or consent from these communities.

Regional transportation partners will seek public participation using a variety of communication methods to formulate transportation policy, develop transportation plans and make transportation investment decisions. Useful communication methods include websites and social media, print media, radio, direct mailing, and public meetings and hearings. These methods should include opportunities for broad participation, comment, review, and debate of proposed plans and actions.

Regional transportation partners should also recruit representatives of groups traditionally underrepresented in regional policymaking and provide enhanced participation opportunities to encourage members of those groups to share their unique perspectives, comments and suggestions. Enhanced participation could include such steps as foreign language and sign language interpreters, focus groups, and meetings in places familiar to the groups, such as their community centers and places of worship.

E7. Regional transportation partners will avoid, minimize and mitigate disproportionately high and adverse impacts of transportation projects to the region's historically underrepresented communities, including communities of color, low-income communities, and those with disabilities.

Several federal laws and regulations, including Title VI of the Civil Rights Act and the Executive Order on Environmental Justice, require federally funded transportation investments to avoid disproportionately high and adverse impacts of transportation projects to the region's minority and low-income populations. The region will not only follow those requirements to avoid adverse impacts, but go beyond them to ensure future transportation investments provide positive benefits for the region's historically underrepresented communities, including communities of color and low-income communities, and those with disabilities.

F. Leveraging Transportation Investments to Guide Land Use

Goal:

The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Objectives:

A. Focus regional growth in areas that support the full range of multimodal travel.

B. Maintain adequate highway, riverfront, and rail-accessible land to meet existing and future demand for freight movement.

C. Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

D. Encourage communities, businesses and aviation interests to collaborate on limiting incompatible land uses that would limit the use of the region's airports.

Strategies

All strategies in this section should be viewed as supportive local actions and local governments will be the primary implementors of these actions. However, regional transportation partners, including the Council, will support the efforts of local governments through a number of the strategies.

F1. Local governments within the seven-county metropolitan area must prepare comprehensive plans that conform to the Transportation Policy Plan and should recognize the land use and transportation opportunities and challenges that correspond to *Thrive MSP 2040* planning areas.

Local governments within the Metropolitan Urban Service Area should plan for their projected growth and stage their transportation infrastructure to accommodate the needs of that growth.

Local governments in the Rural Service Area should plan for transportation systems and land use patterns that are compatible with the protection of agricultural uses and the need for future sewered development.

The partnership between regional and local planning and investment is established in the Metropolitan Land Planning Act to guide growth and change in the seven-county region of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington. Long-range forecasts for population, households and employment are used by the Council, MnDOT, and local governments to plan for orderly and economical growth and the land use and system changes – transportation, wastewater treatment, housing, and parks – needed to support that growth.

Local governments have the responsibility to guide and regulate land use and provide local infrastructure. What form this takes will depend on the type of development that can be supported by regional infrastructure and other considerations described in *Thrive MSP 2040*'s Geographic Planning Areas, Land Use Policy, and policy plans, including the special features. Local governments should refer to these coordinated documents along with the Transportation Policy Plan when preparing their comprehensive plans.

The opportunities and challenges associated with growth vary across the region. The community designations in *Thrive MSP 2040* establish some common strategy considerations for communities of a similar type. The specific considerations related to the Transportation Policy Plan that should be included in local comprehensive plans are summarized by community designation in the Land Use and Local Planning.

F2. Local governments should plan for increased density and a diversification of uses in job concentrations, nodes along corridors, and local centers to maximize the effectiveness of the transportation system.

Job concentrations are critically important to the regional economy. Although most of these are located along regional highways, roadways alone cannot continue to provide the access needed as highway congestion continues to increase. Employment densities are an important factor influencing how people travel and how the transportation system supports their travel.

The region's transportation system and economy will be more effective if jobs are concentrated and density is focused in nodes along corridors. Planning for density in nodes also needs to provide for a high-quality, walkable local street network, a mix of land uses, and amenities to support denser development. These coordinated efforts will support more effective transportation by reducing short auto trips or replacing them with walking and biking, increasing transit potential, and allowing for more flexible parking.

Local governments can support the regional economy and the transportation system by guiding more density and a mix of uses to job concentrations, nodes along transportation corridors, and local centers. While market conditions play a primary role in economic development, local governments set the necessary groundwork through land use regulations, the design of local transportation networks, and community development incentives.

F3. Metropolitan Council, MnDOT, and local governments will plan, build, operate, maintain, and rebuild an adequate system of interconnected highways and local roads.

Local and county governments will plan and implement a system of multimodal interconnected highways and local roads to serve the full range of trips. This system of major highways and local streets supports connections to and from our homes, schools, jobs, other states, and the world. Some roads are intended to emphasize mobility for long-distance trips, while others are intended to primarily provide access to land.

The design and spacing of this system is a critical factor in successfully supporting a variety of land use densities. More dense land uses require a denser road network, or traffic can be forced to use inappropriate alternatives. For example, an inadequate system could force through traffic to use a local street to access a job concentration, increasing safety concerns, or could force local traffic to use the limited capacity of a principal arterial for a very short trip. Appendix D discusses roadway functional classification, facility spacing, and access management.

All levels of government need to work together if in the region. Cities and counties have roles in both land use and transportation. Considering the limited funding available for highway investments, cities and counties should continue to enhance highway safety and capacity by working with MnDOT and the Council to plan and control access to highways.

Cities and counties may also be able to protect right-of-way to widen existing highways or to build new ones. In all cases, land use planning and development should continue to be closely coordinated with the existing and future road system. The highway system and local roads are also critically important to manufacturing and distribution areas, as well as other freight generating land uses.

The Council will also work with its partners to ensure the road authority with jurisdiction over and responsibility for a road matches the role the road plays in the transportation system; for example, MnDOT should be responsible for principal arterials.

F4. 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 Council will work with local governments in this effort by providing technical assistance and coordinating the implementation of transit-oriented development. The Council will also prioritize investments in transit expansion in areas where infrastructure and development patterns to support a successful transit system are either in place or committed to in the planning or development process.

Local land use and development patterns greatly impact the need for and use of transit. This plan provides for significant investments in the expansion of transit stations along transitways and potential expansion along existing and future high-frequency transit corridors. The plan acknowledges the growing demand for transit services and transit-oriented development in the region. However, for the region to be good stewards of transit investments, local governments need to be partners in addressing the challenges of planning for and supporting denser development along transit corridors.

Transit service requires medium- to high-density housing to be successful and needs to be combined with a mix of uses along a transit line or route. Transit-oriented development should be focused on nodes along corridors – such as stations – to support the success of transit service and create livable, sustainable communities. The Council will support communities planning for higher densities by providing technical guidance on how to plan for higher density, transit-oriented development.

When making transit investments, the Council will prioritize investments in communities that have infrastructure and development patterns that are supportive of a successful transit system or are committed to them in planning or implementation. More details about what makes a community supportive of transit are available in Land Use and Local Planning.

F5. Local governments should lead planning efforts for land use in transit-oriented station areas, small-areas, or corridors, with the support of the Council and other stakeholders.

Local governments should take the lead in developing plans and implementation strategies that support more effective transit investments in their communities. They are in the best position to understand the needs and desires of neighborhoods and the local business community and to set long-range plans that guide land use changes necessary to support transit investments. Local plans are the means to demonstrate local commitment to land use that is needed to support regional investments in transit infrastructure and service.

F6. Local governments should adopt policies, develop partnerships, identify resources, and consider regulatory tools to support and specifically address the opportunities and challenges related to creating walkable, bikeable, transit-friendly places.

As the Council works with communities to promote centers of development and redevelopment along transit corridors, walking and bicycling will become increasingly important and desirable ways of traveling within and between compact, mixed-use neighborhoods. Systems of safe, continuous, barrier-free bicycle and pedestrian facilities for people of all ages and levels of mobility are essential to the success of transit-oriented developments.

Most of the region has evolved to meet the needs of the private automobile. As preferences are shifting toward more transportation options, communities will have to adapt their regulatory tools to accommodate these preferences. There will be opportunities to change the built environment and improve local transportation networks for pedestrians, bicyclists and transit users. Cities are encouraged to identify and market redevelopment areas that may leverage investment in bicycle and pedestrian improvements. These opportunities may exist in transit station areas, along transit routes, in suburban mixed-use town centers, or in rural centers, but should also include other areas with low rates of auto ownership.

Not all local communities will need to address these concerns in the same way. The important consideration for local governments is ensuring that there are processes in place to address opportunities now and into the future.

F7. Local governments should include bicycle and pedestrian elements in local comprehensive plans.

Pedestrian and bicycle elements of local comprehensive plans should:

- Promote safety of pedestrians and bicyclists for people of all ages and mobility levels
- Provide connections to adjacent cities and counties and their pedestrian and bicycle systems
- Address gaps and remove barriers in the existing local, county or regional systems
- Provide local connections between the Regional Bicycle Transportation Network and major regional destinations, including regional job concentrations, as identified in the Bicycle-Pedestrian Investment Direction section
- Provide pedestrian and bicycle facilities within regional job concentrations, including commercial, retail, entertainment, and recreation centers

The extent to which local government plans should address bicycle and pedestrian systems depends on the community's needs for these modes. For instance, rural communities with a low density of origins and destinations within biking or walking distance may be able to meet these modal needs adequately on existing streets. Local streets and collectors are important elements of transportation because they generally have low volumes and lower speeds where bicycles and motor vehicles can co-exist safely. However, each community should also consider other options for safe bicycle and pedestrian travel to the extent appropriate for their community.

F8. Local governments should adopt comprehensive plans that include policies emphasizing identifying and improving roads best suited for carrying trucks while minimizing impacts such as noise and traffic to sensitive land uses.

Planning activities for land use and freight need to be closely coordinated, and they require communities to work with the trucking industry and regional, state, and federal transportation agencies. While freight access is vital to the region's economy and the economical viability of industrial and commercial land, truck traffic is often regarded as a nuisance to other land uses, such as residential areas and parks. Much of the region's freight traffic travels is in trucks on regional highways and arterials, but local roads provide an important link to freight generators and destinations.

As a part of the comprehensive planning process, local governments should identify and analyze truck routes, review their comprehensive plans to ensure land set aside for industrial uses is adequate and appropriate, and address zoning and code regulations that consider the needs of freight users and surrounding land uses. Roadway designs should recognize contemporary truck length so there is adequate turning radius and sufficient delivery areas, especially when rebuilding roads in the older parts of the region where original road designs assumed shorter trucks, or when introducing innovative traffic intersections such as roundabouts.

F9. Local governments should balance the needs of industrial, residential and recreational users when planning and implementing land uses along the navigable portions of the Mississippi River system to ensure sufficient access for existing and future barge transportation needs.

The Mississippi River system (which includes parts of the Minnesota and Saint Croix rivers) is important for the economical movement of bulk commodities. The region's rivers are also important natural features and recreational areas. These differing uses can lead to conflicts and competing community and/or regional priorities that require balancing and coordinating uses.

The amount of land adjacent to rivers that is suitable for barge terminal uses is limited by a number of variables, such as topography and good highway access for truck-to-barge transfers. Local governments bordering the river should address the potential for freight use along the Mississippi River system in their comprehensive plans and balance that with other potential demands for use.

To aid local governments in planning for an appropriate balance of uses along the Mississippi River system, the Council will analyze existing land uses and zoning to determine the land and transportation needs of river-dependent industries and the extent to which land for industrial/manufacturing uses on the river is threatened by non-industrial development.

F10. Local governments should consider the role of railroads in promoting economic activity and identify an adequate supply of land in their comprehensive plans to meet existing and future demand for industrial uses requiring rail access.

Railroads are also important to the region's economy, providing valuable connections from the Twin Cities to national and global markets. While passenger service is one role of the rail system, movement of commodities is their main function. Commodity shipments by rail have been growing. While intermodal transfer terminals service the efficient transfer of containers between truck and rail, the demand for direct access to rail from adjacent warehouses and industries is also likely to increase.

Railroads often occupy central and important urban locations where redevelopment of adjacent industrial land use is driven by the real estate market for non-industrial or commercial uses. In comprehensive plans, local governments need to balance these potential changes with the economic and transportation benefits afforded by rail service, especially as long-distance freight movement on trucks is facing the higher fuel costs and highway congestion.

To aid local governments in planning for an adequate supply of land to meet existing and future demand for industrial rail access, the Council will analyze existing land uses and zoning to determine:

- The region's land and transportation needs for rail corridor-dependent industries
- The extent to which land for industrial/manufacturing uses with access to rail is threatened by non-industrial development

F11. Local governments located near all of the region's airports should address land use compatibility and air safety requirements in their comprehensive plans.

The nature of local land use development varies around airports. Only Lake Elmo and Airlake airports remain adjacent to rural land uses, while Anoka County, Eden Prairie, and Forest Lake airports are located in suburban areas. Minneapolis-Saint Paul International Airport, Saint Paul Downtown, Crystal and South Saint Paul airports are in the Urban and Urban Center areas, as designated in *Thrive MSP 2040*.

Joint airport and community zoning boards should be established at each of the system airports to develop and adopt an airport safety zoning ordinance to maintain effective land use and clear zones at the ends of runways. Both the Federal Aviation Administration and the state have regulations regarding appropriate land uses for varying distances at the ends of runways, both on and off the airport property.

The Council also reviews local comprehensive plan updates and plan amendments for airport and community compatibility regarding height and safety zoning, land transportation access to the airport, sewer and water service, and safety and security services.

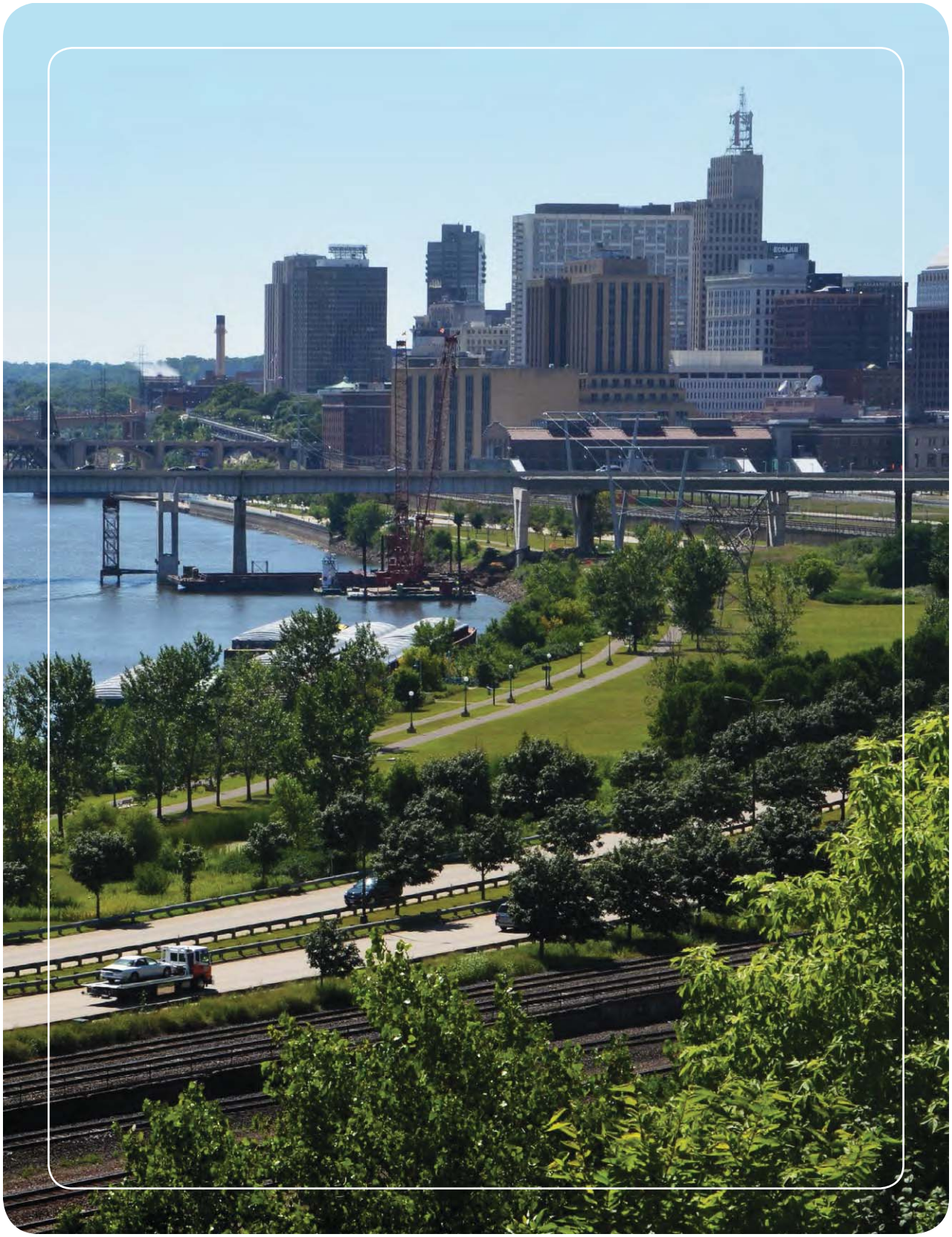
F12. Communities affected by aircraft noise should incorporate the Land Use Compatibility Guidelines for Aircraft Noise into their local comprehensive plans and ordinances.

In addition to safety, aircraft noise is an issue near airports, often extending farther into the community than safety zoning. The Council has adopted land use compatibility guidelines for aircraft noise as a preventative measure to help communities control noise sensitive land uses around airports. The definition and application of the guidelines is found in Appendix L along with the most recent noise contours for each airport.

In addition, the Council reviews the long-term comprehensive plans for each airport, including whether the airport plan is compatible with land use and environmental evaluation requirements concerning metro systems, and consistency with regional policies.

F13. Local governments should minimize potential general airspace hazards by adopting federal and state regulations regarding airspace and notifying potential developers of the need to submit FAA form 7460-1 regarding structure height near an airport.

Safety is the number one priority in the planning and providing aviation facilities and services. Local ordinances for all communities should control all proposed structures 250 feet or more above ground level to minimize potential general airspace hazards. Structures over 500 feet tall should be clustered, and no new structures over 1,000 feet tall should be built in the region unless they are replacements or provide for a function that cannot otherwise be accommodated. Local governments should notify the Federal Aviation Administration before approving permits for proposed tall structures.



Minnesota Valley Transit Authority

100 East Highway 13
Burnsville, Minnesota 55337

T: (952) 882-7500
F: (952) 882-7600

May 1, 2020

Metropolitan Council
Elaine Koutsoukos, TAB Coordinator
390 Robert Street North
St. Paul, MN 55101

RE: 2020 Regional Solicitation Application for Transit Modernization of the Eagan Transit Station - Elevator Installation

Dear Ms. Elaine Koutsoukos,

Minnesota Valley Transit Authority (MVTA) is applying for the 2020 Regional Solicitation for a transit modernization project at Eagan Transit Station (ETS). The proposed MVTA transit modernization application will consist of a passenger elevator to provide customers with easier access to ETS's parking ramp.

ETS is located at 3470 Pilot Knob Road in Eagan, MN, and was built as a surface lot in 1999, with the ability to serve 330 customer vehicles. In 2002, MVTA expanded customer parking to accommodate 750 vehicles. The expansion added a two-level parking ramp but an elevator was never installed. ETS provides service to over half a million customers per year and retail surrounding the area continues to expand.

MVTA is the second-largest public transit agency in Minnesota based on ridership and provides public transportation to the fast-growing population and employment centers in Dakota County and Scott County. We presently operate twenty transit stations and park and ride facilities in our service area. As the major transit provider for the southern metro area, MVTA is well aware of what is necessary to operate and maintain transit facilities. MVTA is committed to providing transit services through an efficient, integrated network of facilities and services.

Please feel free to contact me or email Nene Israel, Grants Management Analyst, at nisrael@mvta.com, if you have any questions.

Sincerely,

Luther Wynder

Luther Wynder
Chief Executive Officer

Minnesota Valley Transit Authority

100 East Highway 13
Burnsville, Minnesota 55337

T: (952) 882-7500
F: (952) 882-7600

May 6, 2020

Metropolitan Council
Elaine Koutsoukos, TAB Coordinator
390 Robert Street North
St. Paul, MN 55101

RE: 2020 Regional Solicitation Application for Transit Modernization of the Eagan Transit Station - Elevator Installation

Dear Ms. Elaine Koutsoukos,

Minnesota Valley Transit Authority (MVTA) is applying for the 2020 Regional Solicitation for a Transit Modernization project at Eagan Transit Station (ETS). The proposed project will consist of a passenger elevator to provide customers with easier access to ETS's parking ramp.

Dakota County has agreed to consider funding a portion of the local match if the project is awarded. On that note – if Dakota County decides to not provide local match funds, MVTA will be taking full responsibility for providing the remaining portion or the entire local match portion.

ETS is located at 3470 Pilot Knob Road in Eagan, MN, and was built as a surface lot in 1999, with the ability to serve 330 customer vehicles. In 2002, MVTA expanded customer parking to accommodate 750 vehicles. The expansion added a two-level parking ramp but an elevator was never installed. ETS provides service to over half a million customers per year and retail surrounding the area continues to expand.

Sincerely,

Luther Wynder

Luther Wynder
Chief Executive Officer

Minnesota Valley Transit Authority

2018-2022

Minnesota Valley Transit Authority

Strategic Plan

March 2018

Strategic Plan Summary

In the winter of 2017, the Minnesota Valley Transit Authority set out to create a dynamic blueprint for the growth of the agency for the next five years. With the help of Bolton & Menk, Inc., MVTA has created a plan that can be used to track progress and keep the wheels of the company moving on a path of continued success for years to come.

Conversations with key staff and board members at a Strategic Plan retreat identified five guiding principles for the agency: increase and strengthen partnerships; promote MVTA's brand; provide state-of-the-art, real-time information; prioritize customer support and feedback; and explore last-mile, special event, and other innovative services.

Specific goals were built on the framework of these principles. The four key goals include: service excellence, financial stability, community engagement, and innovative solutions. Each goal brings its own unique contribution to the agency while simultaneously supporting the others, steering the company in the right direction. The four goals will be explored in detail in the following pages.

This Strategic Plan is not a static, unchanging document; it is a living document that allows flexibility to develop work plans and adjust to external factors and customer needs. Goals, focus areas, and action items will help measure progress and influence decisions that are consistent with the agency's mission and vision. The plan may be updated periodically to address new challenges and needs.

A separate, dynamic list of departmental projects is included as a supplemental appendix to MVTA's Strategic Plan. Results and accomplishments of each project will allow MVTA to achieve the bigger picture goals and action metrics identified in the Strategic Plan.

our Mission

Connecting customers to desired destinations.

our Vision

Establish MVTA as the most connected transit agency through service, innovation, technology, and partnerships.

we are MVTA

Free public **Wi-Fi** on all buses

over **3.8 million** miles operated each year

2nd largest provider in MN

11,000+ daily boardings

2 counties
7 cities

20 transit stations and park & rides

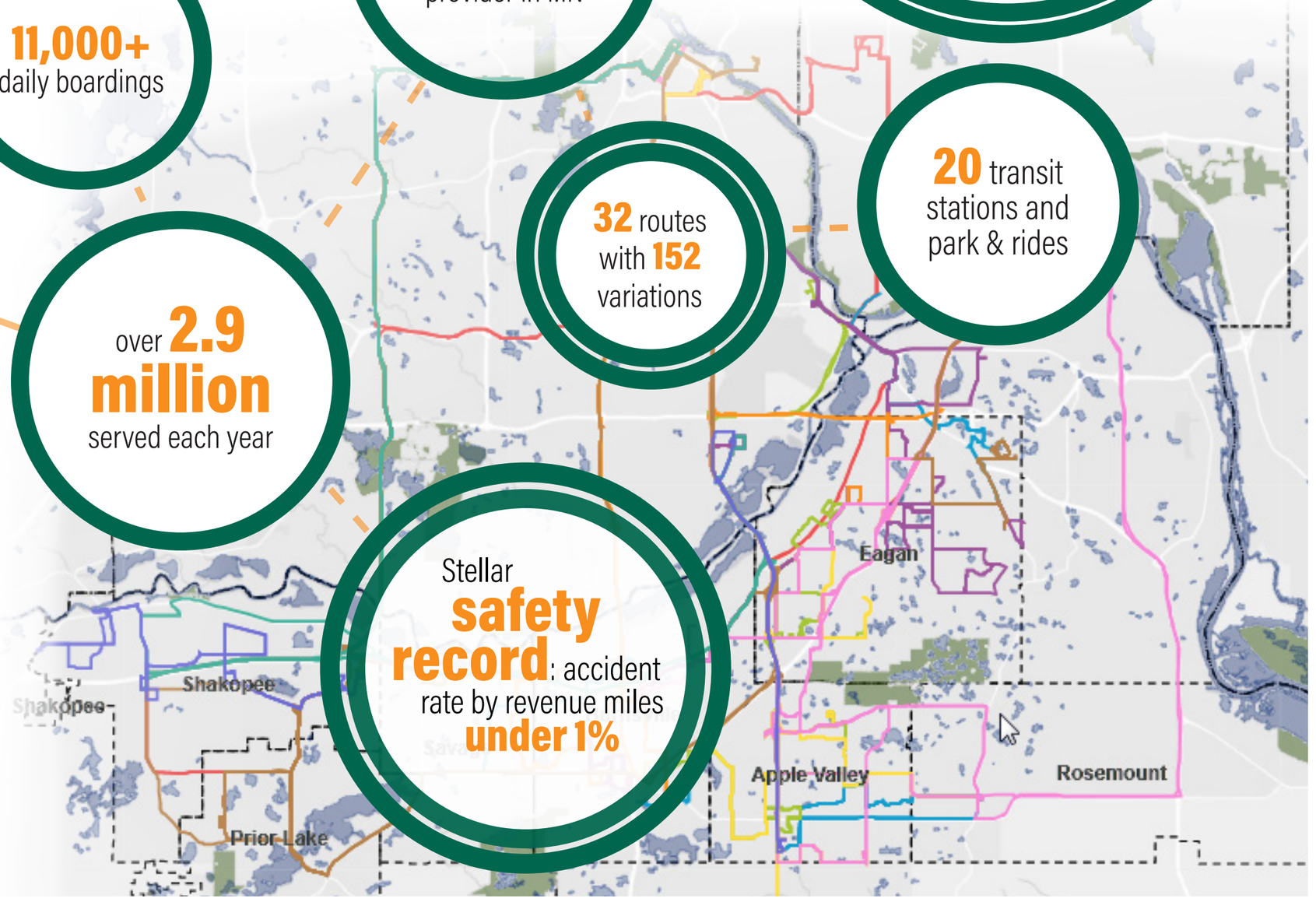
32 routes with **152** variations

over **2.9 million** served each year

164 buses

95.5% customer satisfaction rate

Stellar **safety record**: accident rate by revenue miles **under 1%**



Top 5 *Guiding Principles* for the next 5 years

#1 Increase & strengthen **Partnerships**

#2 Promote MVTA **Brand**

#3 Provide **Real-Time** Information

#4 Prioritize **Customer Support** & Feedback

#5 Explore Last-Mile, Special Event, & Other **Innovative** Services

Goal one

Service Excellence

"Combining leadership, teamwork, and problem solving to efficiently deliver safe, courteous, and reliable service."

Focus Areas & Actions

Improve and maintain safe, courteous, and reliable service to our customers.

- Ensure an on-time garage pull-out rate of 95%
- Provide courteous, helpful operators and clean vehicles and facilities
  - » Achieve and maintain 95% on-time performance for bus washing (interior and exterior)
  - » Conduct monthly review of performance against performance targets included in contracts
- Achieve 90% or above customer satisfaction rate
- Maintain a missed trip rate by revenue miles of less than 1%
- Maintain an accident rate by revenue miles of less than 1%
- Develop and maintain MVTA mobile app by 2020
- Develop new and meaningful ways for customers to contact MVTA
- Achieve and maintain high availability rate for public Wi-Fi amenity
- Achieve and maintain 90% compliance rate in the delivery of agency-wide technology services and support

Work with all stakeholders to ensure comprehensive transit network.

- Create a refreshed marketing plan based on the revised mission and vision to build awareness and education of MVTA services
- Work with businesses and cities to enhance service, including last-mile connections, and to grow ridership
  - » Meet with member counties once per year to identify transit needs
- Develop and enhance public and private partnerships
  - » Create outreach materials tailored to public and private partnership options
  - » Meet with local businesses to determine partnering opportunities, encourage transit-friendly development, and promote transit incentives
  - » Create an MVTA Partnership Working Group consisting of elected officials and stakeholders

Increase and strengthen partnerships.

- Collaborate with public/private partners to develop last-mile solutions
  - » Develop one new partnership per year
- Ensure connectivity with transportation organizations to meet diverse needs
  - » Meet annually with other transit providers, such as DARTS (Dakota County) and SmartLink Transit (Scott County), to discuss opportunities
- Explore ways to serve areas within Dakota and Scott counties that are currently under-served or without service
  - » Meet with member communities once a year to discuss service needs and opportunities

Goal two

Financial Stability

"Balancing long-term financial needs through cost control and service planning."

Focus Areas & Actions

Focus on planning and delivery of productive service.

- Manage costs and develop efficiencies
  - » Annually review costs against performance and provide recommendations for changes
- Perform comprehensive review and update of all existing and potential sources of funds by 2019
- Develop suite of MVTA services that adapts to changing community needs
  - » Actively assess route performance according to MVTA and/or regional standards
- Develop an annual agency project plan and share focus areas with MVTA Board
- Ensure compliance with Federal and State reporting requirements by completing reports inclusive of: Annual Financial Audits, National Transit Database reporting, and Minnesota Legislative Transit Report

Advocate for sustainable funding solutions.

- Actively inform legislators
  - » Meet with local area legislators at least once per year
- Partner with Metropolitan Council to develop funding strategies
  - » Meet with the Suburban Transit Association prior to each legislative session to discuss strategies and coordinate with the Metropolitan Council
- Work in conjunction with transit providers to promote a coherent, unified regional system
  - » Continue to work with the Suburban Transit Association to build regional partnerships

Explore all new potential funding and financing sources.

- Evaluate potential sources, develop a strategy, and then implement an action plan to increase MVTA's transit share for new grants and potential revenue sources
- Leverage public/private partnerships
  - » Increase collaboration with private businesses
- Diversify portfolio with grants, creative fares, funding programs, and bus and facility advertising
  - » Identify at least one new opportunity per year
- Evaluate the use of existing public Wi-Fi and customer facing station digital displays as a means to sell ad space

Goal three

Community Engagement

"Maximizing opportunities to increase awareness, build trust, and engage stakeholders."

Focus Areas & Actions

Promote MVTA brand

- Develop and implement a public relations campaign that focuses on the customers and the community by 2019
- Capitalize on co-branding opportunities two times a year
- Promote the MVTA brand through targeted marketing on a monthly basis

Answer the question "what can MVTA do for you?"

- Educate the public and stakeholders about the benefits of public transit at schools, senior centers, cities, etc
  - » Increase the number of transit fairs and informational events attended by MVTA representatives
- Reach out to employers, cities, and communities that have unfulfilled transit needs
  - » Engage local chambers of commerce or other advisory groups to discuss transit

Utilize social media to engage customers and the community

- Post regular route updates on social media platforms as soon as information is available
- Create and share surveys annually
- Actively monitor comments through the GIS Strategic Plan story map

Goal four
Innovative Solutions

"Developing tailored, industry-leading transportation solutions to meet diverse customer needs."

Focus Areas & Actions

Technology

- Deploy centralized reporting system by 2020
- Leverage data and business intelligence to improve efficiency
  - » Work to increase use of technology reports, such as data warehouse or Automatic Passenger Count, to find efficiencies and validate service decisions
- Analyze data to determine appropriate bus size for routes based on existing and future service needs
  - » Review ridership data by route annually to determine fleet needs
- Implement a fully integrated CAD/AVL system by 2022
- Continuously explore and implement ways to reduce costs and cut waste in infrastructure, service operations, and maintenance overhead using cloud and virtualization technologies
- Implement a centralized MVTA Operations Center to monitor and manage service
- Evaluate a minimum of one new or existing technology system a year for continuous improvement and deployment

Provide meaningful, real-time information.

- Deploy and enable integrated Real-Time Information System across MVTA facilities
- Post critical, timely information on website and digital channels within one hour of the incident and update plan for customer response during non-work hours
- Create communication tools as a means to provide and receive information, such as a mobile app, by 2020

Creatively embracing change

- Conduct comprehensive energy efficiency assessment of all facilities to identify potential long-term cost-savings
- Explore funding opportunities for zero-emissions replacement and expansion vehicles and charging systems
- Explore new special event services
  - » Develop a special event service plan by 2020
- Support the promotion of alternative transportation modes such as vanpool, carpool, bicycling, walking, and other active means
  - » Promote and provide educational information on alternative modes and regional services such as bikeshare, dial a ride, vanpool, MetroPass, and Guaranteed Ride Home

Acknowledgements

MVTA Board

William Droste, Chair
Clint Hooppaw, Vice Chair
Chris Gerlach, Secretary/Treasurer
Kevin Burkart
Bob Coughlen
Gary Hansen
Dan Kealey
Jon Ulrich
Jay Whiting

MVTA Staff

Luther Wynder, Executive Director
Jen Lehmann, Planning Manager
Richard Crawford, Public Information Manager
Tyre Fant, IT Manager
Steve LaFrance, Facilities Manager
Samantha Porter, Transportation Director
Dan Rudiger, Fleet Manager
Heidi Scholl, Procurement and Contract Manager
Lois Spear, Finance Director
Tania Wink, Finance Manager

Bolton & Menk, Inc.

Jane Kansier, Project Manager
Doug Abere, Facilitator/Quality Control & Assurance
Nicole Schmidt, Project Communication Specialist
Ashley Hudson, Planner/Public Engagement Specialist
Nick Meyers, GIS Project Manager

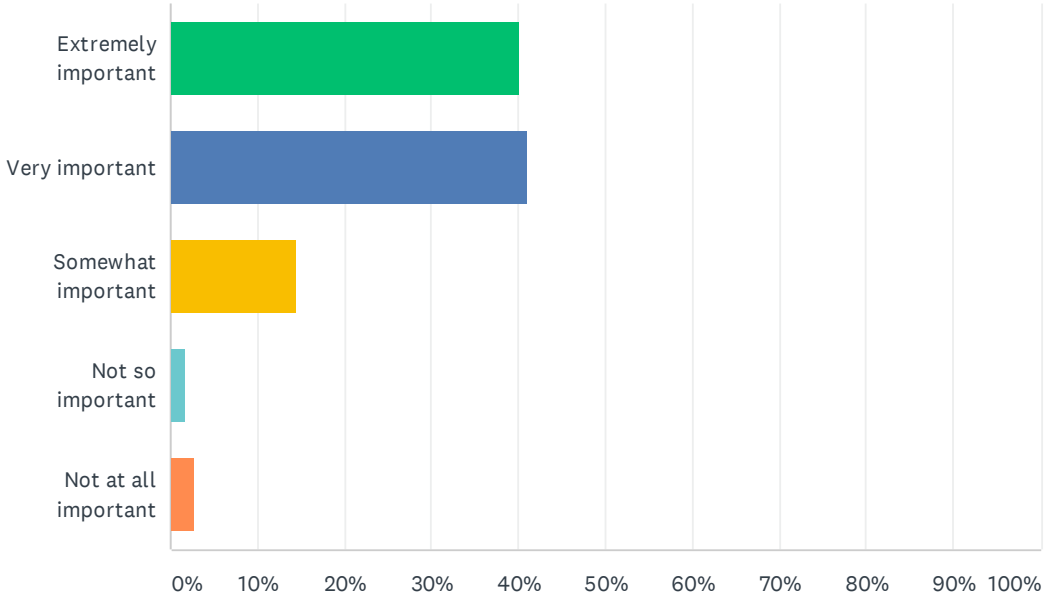
prepared by:

BOLTON & MENK

Real People. Real Solutions.

Q1 How important is it to you that MVTA bus garages are in a state of good repair for the storage of buses and for fleet maintenance crews to keep the buses in good condition.

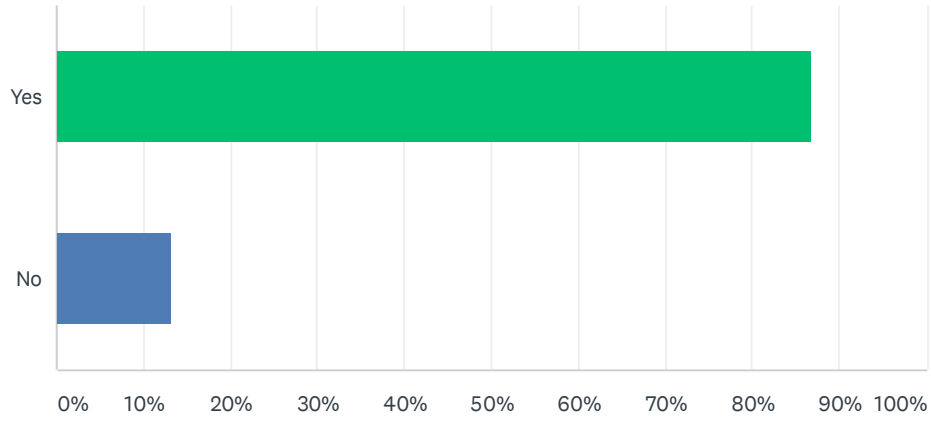
Answered: 251 Skipped: 0



ANSWER CHOICES	RESPONSES	
Extremely important	40.24%	101
Very important	41.04%	103
Somewhat important	14.34%	36
Not so important	1.59%	4
Not at all important	2.79%	7
TOTAL		251

Q2 Do you believe that areas of transit stations should be accessible as possible to everyone?

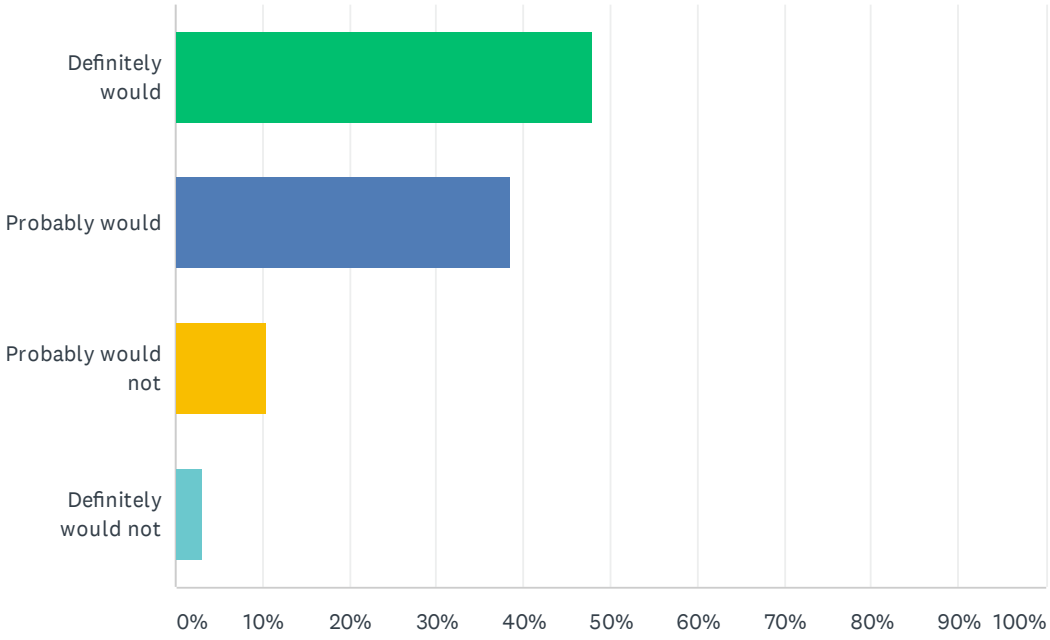
Answered: 251 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	86.85%	218
No	13.15%	33
TOTAL		251

Q3 Would you support having elevators on all multi-level parking ramps?

Answered: 250 Skipped: 1



ANSWER CHOICES	RESPONSES	
Definitely would	48.00%	120
Probably would	38.40%	96
Probably would not	10.40%	26
Definitely would not	3.20%	8
TOTAL		250