

*TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council*

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE

Wednesday, April 4, 2018
Metropolitan Council
9:00 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of March 7, 2018 Minutes**
4. **TAB Report**
5. **Committee Reports**
 - **Executive Committee** (Lisa Freese, Chair)
 - **Planning Committee** (Jan Lucke, Chair)
 - a. **2018-24 Draft Transportation Policy Plan Release for Public Comment** (link to Dropbox)
 - **Funding & Programming Committee** (Paul Oehme, Chair)
 - a. **2018-25 Scope Change: St. Paul Safe Routes to School**
 - b. **2018-26 Scope Change: MnDOT HSIP**
 - c. **2018-27 TIP Amendment: Safety Performance Measures** (link to presentation)
6. **Special Agenda Items**
 - **TPP Update: Mobility Investments** (Steve Peterson, MTS)
 - **Regional Solicitation: Congestion Measure** (Steve Peterson and Dave Burns, MTS)
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click here to print all agenda items at once.

Streamlined Amendments going to TAB this month. Contact Joe Barbeau with questions at 651-602-1705.

MnDOT Railroad Crossings

MnDOT 5310 Projects

MnDOT NHPP Projects

*Transportation Advisory Board
Of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, March 7, 2018
9:00 A.M.**

Members Present: John Sass, Chad Ellos, Ted Schoenecker, Lisa Freese, Jan Lucke, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Brian Isaacson, Innocent Eyoh, Bridget Rief, Jen Lehmann, Danny McCullough, Karl Keel, Paul Oehme, Michael Thompson, Robert Ellis, Jim Kosluchar, Jen Hager, Jack Byers, Bill Dermody, Paul Kurtz (Excused: Doug Fischer)

1. Call to Order

The meeting was called to order by Lisa Freese at 9:02 a.m.

2. Approval of Agenda

A motion to approve the agenda was moved by Karl Keel and seconded by Mark Filipi. No discussion. Motion passed.

3. Approval of Minutes

A motion to approve the minutes was moved by Bridget Rief and seconded by Paul Oehme. Motion passed.

4. TAB Report

Elaine Koutsoukos reported on the February 21 TAB meeting.

Committee Reports

A. Executive Committee (Lisa Freese, Chair)

Lisa Freese reported on the Executive Committee meeting. The scope change committee will meet again next week.

B. Planning Committee (Jan Lucke, Chair)

Jan Lucke reported the results of the Planning Committee.

2018-17 Functional Classification Change: Ramsey County. Jan Lucke introduced the item. There were no questions. Jan Lucke moved and Michael Thompson seconded the recommended motion. Motion passed.

C. Funding and Programming Committee (Paul Oehme, Chair)

2018-22 Scope Change: City of Minneapolis. Paul Oehme presented the item. Adam Harrington moved and Jack Byers seconded the recommended motion. Motion passed.

2018-23 Scope Change: Scott County. Paul Oehme presented the item. Michael Thompson moved and Innocent Eyoh seconded the recommended motion. Motion passed.

Information: TIP Schedule. The TIP schedule is available to outline the process through the end of the year.

6. Special Agenda Items

TPP Update. (Michelle Fure, Tony Fischer, and Cole Hiniker, Metropolitan Council) Michelle Fure, Tony Fischer, and Cole Hiniker presented updates and changes to the draft TPP that will be voted on by TAC in April.

Bridget Rief asked what trends are discussed under Challenges/Opportunities #2. Michelle Fure responded that demographic trends are the primary focus, as well as the increase in VMT due to an increasing population base. Innocent Eyoh asked if #4 with an emphasis on technology could include the coming investment in electric vehicle charging stations. Michelle Fure agreed. Robert Ellis asked if the security of the technology systems that are coming online is discussed. Michelle Fure said that it's not now but could be incorporated.

Brian Isaacson said that the increased \$20-30 million from MnDOT is the result of the legislature shifting general funds to MnDOT; this cannot be guaranteed to be supplied by future legislatures. Karl Keel commented that the message should be that MnDOT does not have enough money, since the counties are now contributing to state road projects, as opposed to messaging that MnDOT does not need the money due to county participation. Brian Isaacson agreed and said that it was the former story that convinced the legislature to provide the additional \$20-30 million last year.

Adam Harrington asked what the difference was between connected vehicles and autonomous vehicles. Tony Fischer responded that connected vehicles talk to each other or the roadway infrastructure; autonomous vehicles move without drivers. There is some overlap in the technologies.

Lisa Freese asked that, if the 169 PAC provides clarity on the connection into downtown Minneapolis, could that be added to the TPP draft. Cole said yes, if that is provided by May. This is also true if the legislature includes spending for the D Line by the end of session.

Volkswagen Settlement. (Amanda Smith, MPCA) Amanda Smith presented on the draft Beneficiary Mitigation Plan. Ted Schoenecker asked what an "old" diesel truck is. Amanda Smith responded that in general it is pre-2009. Ted Schoenecker asked if "clean" diesel trucks can be purchased; Amanda Smith responded yes. Peter Dahlberg asked about communications with private industry. Amanda Smith responded that MPCA has been running a similar program (without VW money) for over ten years now so the agency is familiar with the challenges of reaching out to these operators; however the application pool has always exceeded the amount of funds available.

Bridget Rief asked if there was a deadline to actually spend the money, as late 2018 awards will be difficult to fit into a 2019 budget. Amanda Smith responded that some flexibility can be accommodated; many of these purchases are custom orders. The funds are available on a reimbursement basis. Jack Byers asked what happens to the replaced vehicles. Amanda Smith responded that it must be scrapped. Robert Ellis asked if the lack of auction value is a deterrent to participating in the program. Amanda Smith responded that the existing MPCA program has always been oversubscribed with similar

stipulations. Lisa Freese asked if school buses owned by private school bus providers qualify. Amanda Smith responded yes.

7. Agency Reports

Brian Isaacson reported that Corridors of Commerce projects will be picked by the end of April due to requests from the legislature. The 60 day clock started with a deadline of April 16.

Bridget Rief reported that the MSP airport was voted the best airport in North America for the second year in a row.

Elaine Koutsoukos reported that regional solicitation funds are overprogrammed for 2019 (per policy). Letters were sent asking projects to move to 2020. The value is about \$6 million.

Innocent Eyoh reiterated that comments on the VS Beneficiary Mitigation Plan are due March 19.

8. Other Business and Adjournment

There being no other business, the meeting adjourned at 10:29AM.

Prepared by:

Katie White

ACTION TRANSMITTAL No. 2018-24

DATE: March 27, 2018
TO: TAC Committee
FROM: TAC Planning Committee
PREPARED BY: Amy Vennewitz, MTS Deputy Director (651-602-1058)
SUBJECT: Draft 2040 Transportation Policy Plan Update
REQUESTED ACTION: Recommend that the draft update of the 2040 Transportation Policy Plan be released for public review and comment
RECOMMENDED MOTION: Recommend that the Transportation Advisory Board recommend that the Metropolitan Council release the draft update of the 2040 Transportation Policy Plan for public review and comment

BACKGROUND AND PURPOSE OF ACTION: The current 2040 Transportation Policy Plan was adopted January 2015. Under federal requirements the plan must be updated at least every four years to reflect current demographic and fiscal forecasts and expected major transportation projects. In addition, this plan update will incorporate the results of planning and corridor studies that have concluded since the last plan was adopted. The Council kicked off the update to the 2040 Transportation Policy Plan in January 2017, with the expectation that the plan update be adopted in fall 2018.

MTS staff have worked with agency and local government stakeholders since February 2017 to propose plan changes and edits, and receive feedback, comments and additional suggestions on the proposed changes. Stakeholders have been represented at monthly meetings with the Technical Advisory Committee (TAC) Planning Committee, and through additional presentations and discussions with Transportation Advisory Board (TAB), TAC, the Council and its advisory committees including the Land Use Advisory Committee, Equity Advisory Committee and Transportation Accessibility Advisory Committee, among others. Throughout the summer and fall Council staff met with representatives of counties, cities, MnDOT, MAC, MPCA, transit providers and the Shakopee Mdewakanton Sioux Community to review and discuss the proposed changes. Council members and staff have also met in work sessions with the metropolitan county boards, and Wright and Sherburne county representatives and Minneapolis and St. Paul city councils to discuss the plan update. During the public comment and review period substantial outreach to stakeholders will also take place.

The full draft 2040 TPP update was released for TAC Planning review on December 22nd and the plan Overview on February 1st. Additional changes have been incorporated due to the comments received and a revised draft plan update incorporating additional changes was released on March 2nd. This version of the plan update will be reviewed and recommended by TAC and TAB in April.

Simultaneously, MnDOT is in the process of reviewing projects proposals submitted for Corridors of Commerce funding provided in the 2017 legislative session. It is anticipated that the metropolitan area will receive approximately \$200 million of this funding. The selection of these projects is expected in late April and will need to be coordinated with other project funding from the 2017 session and any potential funding from the 2018 legislative session. Since the selected projects are likely to be

regionally significant projects they must be included in the draft TPP update that is released for public review and comment.

Staff requests that TAB and TAC approve release of the draft 2040 TPP update with the understanding that any newly selected and funded major projects will also be incorporated into the draft plan prior to action by the Council to release the draft for public comment. Information items describing any added funding and projects will be provided to the TAB and TAC in June. The public comment and review will take place throughout July and into mid-August. Final recommendation by TAB will be in September and Council adoption in October 2018. The proposed schedule for the full 2040 TPP update review, revision and adoption is attached.

RELATIONSHIP TO REGIONAL POLICY: The Metropolitan Council and its Transportation Advisory Board are required, under both state and federal law, to develop a multimodal long-range regional transportation plan that identifies transportation system goals, needs, and investment priorities over at least a 20-year period. The plan must be updated at least every four years. The draft update to the 2040 TPP fulfills these requirements.

STAFF ANALYSIS: The draft update to the 2040 TPP is proposed for review and recommendation for release for public comment. The document provides a vision for development of the regional transportation system based upon the outcomes and principles expressed in the regional development guide, Thrive MSP 2040 (adopted May 2014). The document also meets federal requirements for performance-based metropolitan transportation plans, by including transportation system goals, objectives, strategies and performance measures to achieve the desired outcomes for the regional transportation system.

COMMITTEE ACTION: MTS staff reviewed the TPP chapters with the TAC Planning committee. Discussion produced several changes, most notably rewording Strategy C9, adding language to the Overview about electric cars and charging stations, and adding language about the recently-completed Metro Mobility Task Force final report. TAC Planning moved to recommend the 2040 TPP with those noted changes.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	3-8-18
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Release for Public Comment	

ACTION TRANSMITTAL No. 2018-25

DATE: March 23, 2018

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Scope Change Request for St. Paul's Expo Area Schools Safe Routes to School Project

REQUESTED ACTION: The City of St. Paul requests a scope change to its Expo Area Schools Safe Routes to School project (SP # 164-591-002) to eliminate some of the sidewalks.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB approval of the scope change request to eliminate some of the sidewalks from the City of St. Paul's Expo Area Schools Safe Routes to School project (SP # 164-591-002) and reduce the funding award from \$498,400 to \$479,539 based on the revised cost estimate.

BACKGROUND AND PURPOSE OF ACTION: The City of St. Paul was awarded \$498,400 in Surface Transportation Block Grant funds for the 2018 fiscal year in the Safe Routes to School category of the 2016 Regional Solicitation. The City was awarded funding to construct several sidewalks near the Expo Elementary school. This included North/South sidewalks along Saratoga Street, Warwick Street, and Pascal Street, along with East/West sidewalks along Eleanor Avenue and Hartford Avenue. The City wishes to adjust to scope to remove the 443-foot-length of sidewalk along Eleanor Avenue and the 484-foot length along the west side of Saratoga Street. The original application stated that 1.12 miles (5,914 feet) in sidewalk length were to be paved. The two lengths proposed for elimination total 927 feet, or 16% of the 5,914 feet discussed in the original application.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment does not accompany this request because the project description will not change and the funding change does not meet the threshold for a TIP amendment.

STAFF ANALYSIS:

Scoring: This project scored 958 points out of 1,100. The other two projects in the category, which were both funded, scored 711 points and 700, points, respectively. Given those factors, the project was not re-scored.

Funding: The City did not propose a federal funding amount. As discussed above, the sponsor is requesting removal of 16% of the sidewalk from the scope. Options for federal funding allotment include:

1. Reducing the federal award proportionately based on the feet of sidewalk removed (i.e., 16% of the total project). This would reduce the federal amount from \$498,400 to \$418,656.
2. Keeping the federal funding at 80% of the \$599,424 total updated budget cited in the request. This would reduce the federal funding from \$498,400 to \$479,539.
3. Removing 80% of the amount (\$86,461) cited in the request as the cost of the removed sidewalk. This would reduce the federal amount from \$498,400 to \$429,321.

Table 1: Funding Options

Options	Original Award	Decrease in Funding	New Award
Option 1-Proportionate reduction	\$498,400	\$79,744	\$418,656
Option 2-80% of new total	\$498,400	\$18,861	\$479,539
Option 3-80% reduction of removed	\$498,400	\$68,969	\$429,431

COMMITTEE COMMENTS AND ACTION: At its March 22, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the scope change request with the federal funding award set at 80% (\$479,539) of the \$599,424 updated budget cited in the request (i.e., Option 2 in Table 1).

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	3/22/2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

Paul Kurtz, City Engineer
800 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6203
Fax: 651-266-6222

February 15, 2018

Mr. Paul Oehme
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

Subject: Scope Change Request
Expo Safe Route to School Improvements
SP 164-591-002
City of Saint Paul

Dear Mr. Oehme,

The City of Saint Paul respectfully requests that the Funding and Programming Committee consider a scope change for the above referenced project. The project's current program year is 2018 and includes the construction of new sidewalk and ADA compliant pedestrian ramps.

Two segments of sidewalk a being proposed for removal on the Expo SRTS project. The attached map shows the portions of sidewalk being removed. The portions are the west side of Saratoga between Hartford and Scheffer (6' wide and 484' in length) and the south side of Eleanor between Snelling and Pascal (6' wide and 443' in length). These segments require extensive grading, a number of driveway replacements, a number of step replacements and will have a major impact on the existing trees in the neighborhood. The community has identified Pascal and Hartford as the priority corridors for sidewalk for Safe Routes to School and would rather have the segments of Saratoga and Eleanor removed from the project than impact the trees in the area. It should also be noted that sidewalk currently exists on the opposite side of these street so a SRTS route is being maintained along these streets. The total sidewalk length being removed is 927' at an estimated cost of \$86,461. The new estimated construction cost is \$599,424.



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Need this translated? Call us at 651-266-6100
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We request the Funding and Programming Committee's support for the requested scope change. If additional information is needed, please contact me at 651-266-6210 or by email at elizabeth.stiffler@ci.stpaul.mn.us.

Sincerely,

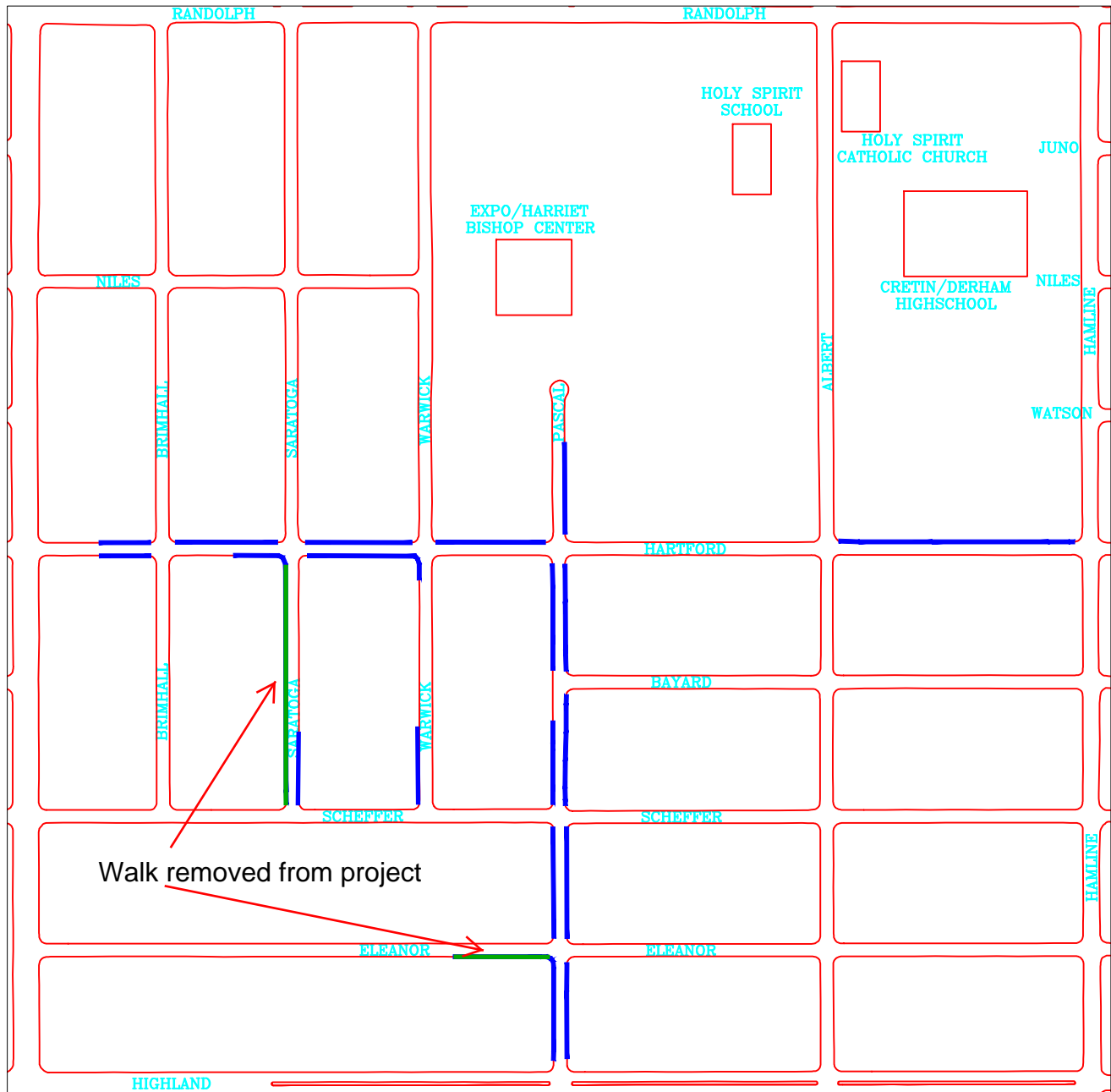
Elizabeth Stiffler, PE
City of Saint Paul Project Manager

Enclosure

Cc: Scott, Eue, MnDOT State Aid
Colleen Brown, MnDot State Aid
Joe Barbeau, Metropolitan Council
Paul Kurtz, City of Saint Paul



City of Saint Paul
 Department of Public Works
 Street Design and Construction Division



2018

SRTS SIDEWALK INFILL PROJECT

— SIDE WALK CONSTRUCTION IN 2018

PROJECT MAP

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	DESIGNED	AO
	DRAWN	AO
	APPROVED	EAS

PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS

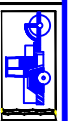
SRTS 2018

PROJECT: T-1368

STATE AID 164-591-002

PROJECT NUMBER:

DATE: 11/8/2017



ACTION TRANSMITTAL No. 2018-26

DATE: March 23, 2018

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Scope Change Request for MnDOT's TH 212 Reduced Conflict Intersection Project

REQUESTED ACTION: MnDOT requests a scope change to its TH 212 Reduced Conflict Intersection project (SP # 1013-90S) to replace the reduced conflict intersection at CSAH 36 with other safety and access solutions.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB approval of a scope change request for MnDOT's TH 212 Reduced Conflict Intersection project (SP # 1013-90S) to replace the reduced conflict intersection at CSAH 36 with other safety and access solutions and to reduce HSIP funding from \$972,000 to \$858,195 based on the revised cost estimate.

BACKGROUND AND PURPOSE OF ACTION: The Minnesota Department of Transportation (MnDOT) was awarded \$972,000 in Highway Safety Improvement Program (HSIP) funds in the 2014 HSIP Solicitation to convert two intersections along Trunk Highway 212, at CSAH 41 and CSAH 36, to reduced-conflict intersections (RCIs). The project is programmed for fiscal year 2019. MnDOT no longer wants to construct the RCI at CSAH 36 and instead proposes to construct the following:

- Remove the current median access on TH 212. This includes the left turn lane from eastbound TH 212 to northbound CSAH 36.
- Remove the right turn lane from westbound TH 212 to northbound CSAH 36.
- Remove the CSAH 36 roadway from the railroad bridge south to TH 212 along with the railroad bridge north to the intersection of Laurel Avenue.
- Construct a new driveway for the resident northeast of the TH 212 / CSAH 36 junction to provide direct access to TH 212.
- Realign the CSAH 36/Laurel Avenue junction to become a 25-mph curve.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications. The HSIP solicitation process and list of funded projects are approved by TAB. However, MnDOT Metro District manages the region's HSIP solicitation scoring and project ranking process on behalf of TAB and the Metropolitan Council.

A TIP amendment request does not accompany this request, as the outcome will be reflected in the 2019-2022 TIP that is going to soon be in development.

STAFF ANALYSIS: Because MnDOT administers the scoring for the HSIP Solicitation, staff did not reach out to any project scorers regarding this request. This project was funded in the “proactive” subcategory of the solicitation. Ten proactive projects were funded and eight proactive projects were not funded. The project list was prioritized by the scoring committee based on the engineering expertise of the members, so a rescoring is not possible.

While the attached letter states that the project will now cost \$958,491, MnDOT has since revised its estimate to \$1,059,500. MnDOT is requesting 90% funding (the maximum for HSIP and the standard for projects funded through the HSIP solicitation) of \$953,550. While various elements of the project are changing or being replaced, no elements are being removed.

COMMITTEE COMMENTS AND ACTION: At its March 22, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the scope change request and reduce HSIP funding from \$972,000 to \$858,195 based on the revised cost estimate.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	3/22/2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

Date: February 23, 2018

RE: Scope Change for TH 212 Reduced Conflict Intersection Project

Mr. Oehme,

I am writing to notify you of a scope change for a project on TH 212 that was previously awarded federal HSIP dollars (SP 1013-90). This project originally proposed two Reduced Conflict Intersections at TH 212/CSAH 41 and TH 212/CSAH 36 in Dahlgren Township, Carver County. The revised scope of this project includes construction of only one RCI at TH 212/CSAH 41. Carver County will be removing access on CSAH 36 at a railroad bridge just north of the TH 212/CSAH 36 junction due to premature deterioration of the bridge. Because of the access change on CSAH 36, the proposed project has been amended in the following ways to be compatible with the Carver County plans:

- The RCI at TH 212/CSAH 36 will not be included in the project.
- The current median access on TH 212 will be removed, including the left turn lane from eastbound TH 212 to northbound CSAH 36.
- The right turn lane from westbound TH 212 to northbound CSAH 36 will be removed.
- The CSAH 36 roadway from the railroad bridge south to TH 212 as well as from the railroad bridge north to the intersection of Laurel Avenue will be removed.
- A driveway will be constructed for the resident north east of the TH 212/CSAH 36 junction to provide direct access to TH 212.
- The CSAH 36/Laurel Avenue junction will be realigned to become a 25 miles per hour curve (currently a T-intersection).

The original project cost was \$1,081,184 which does not include Water Resource costs. Due to the scope changes, the revised cost is now \$958,491. With the 90/10 split for the federal HSIP dollars, this comes out to a total of \$862,642 HSIP and a state funds match of \$95,849.

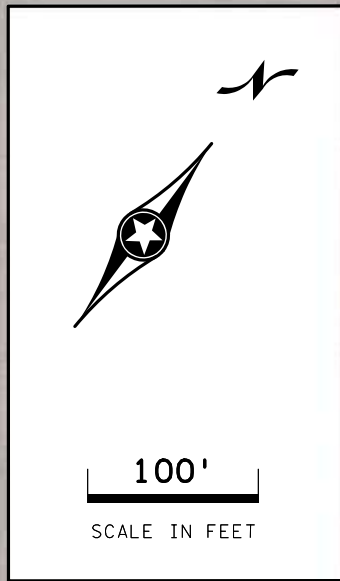
Included with this letter you will find drawings of the TH 212/CSAH 41 RCI that we are still planning on constructing (Exhibit A), the TH 212/CSAH 36 RCI that we originally planned to construct (Exhibit B), and the closure of CSAH 36 that we are now planning to do (Exhibit C).

If there are any questions or need for any additional information, please feel free to contact me by phone at 651-234-7724 or by email at sulmaan.khan@state.mn.us. Thank you.

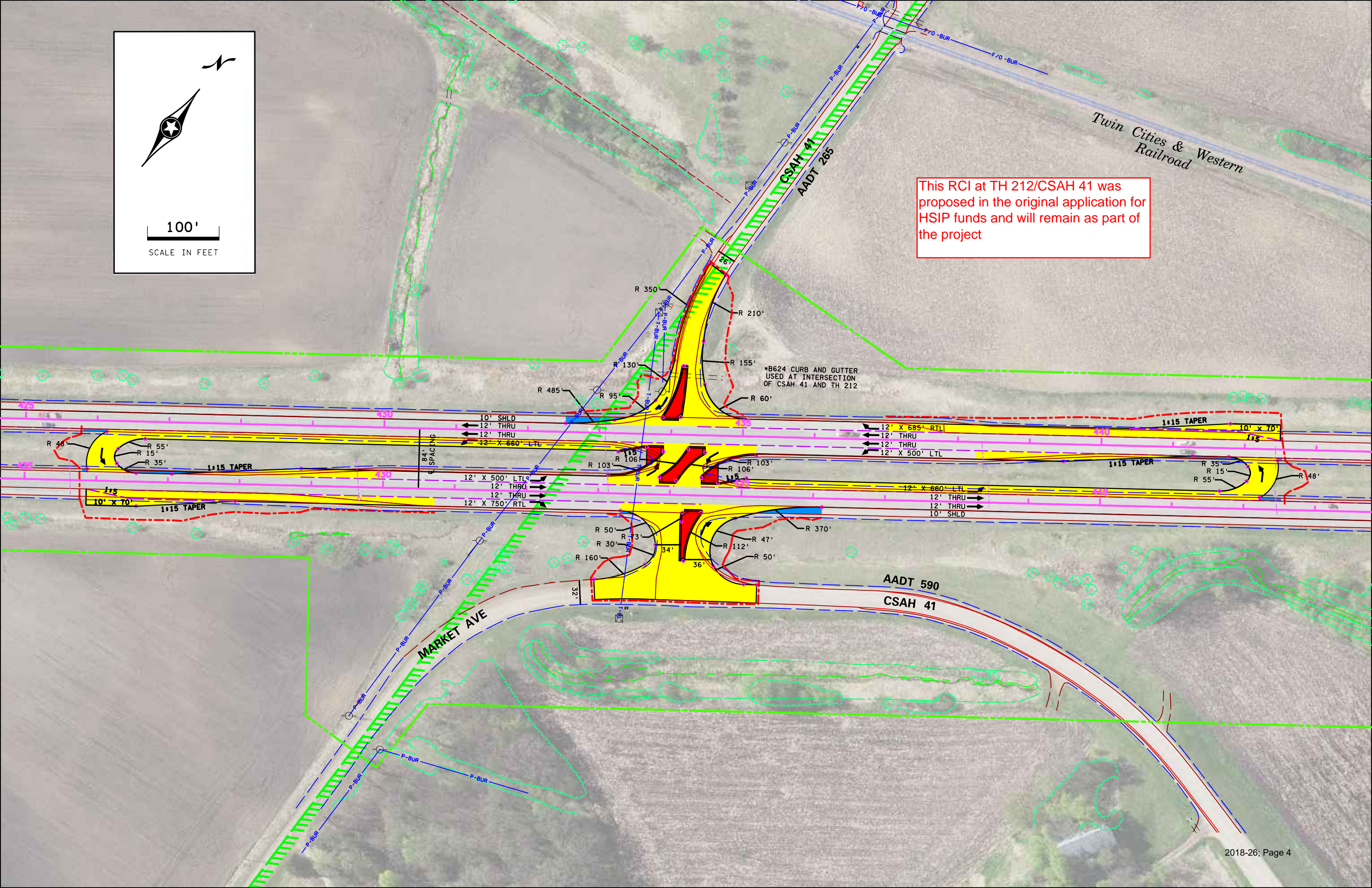
Sincerely,

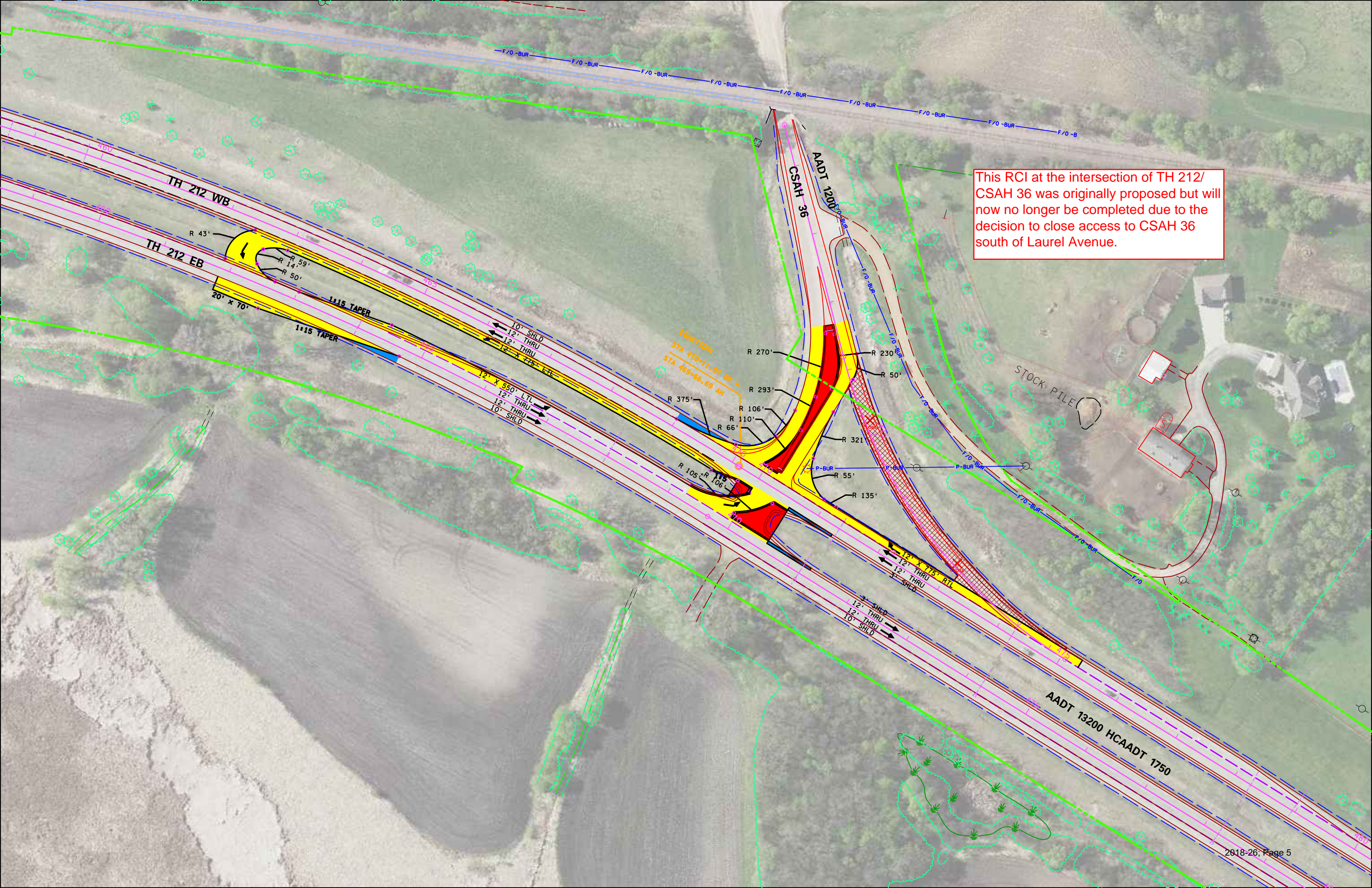


Sulmaan Khan
South Area Support Engineer
Metro District Program Delivery



This RCI at TH 212/CSAH 41 was proposed in the original application for HSIP funds and will remain as part of the project

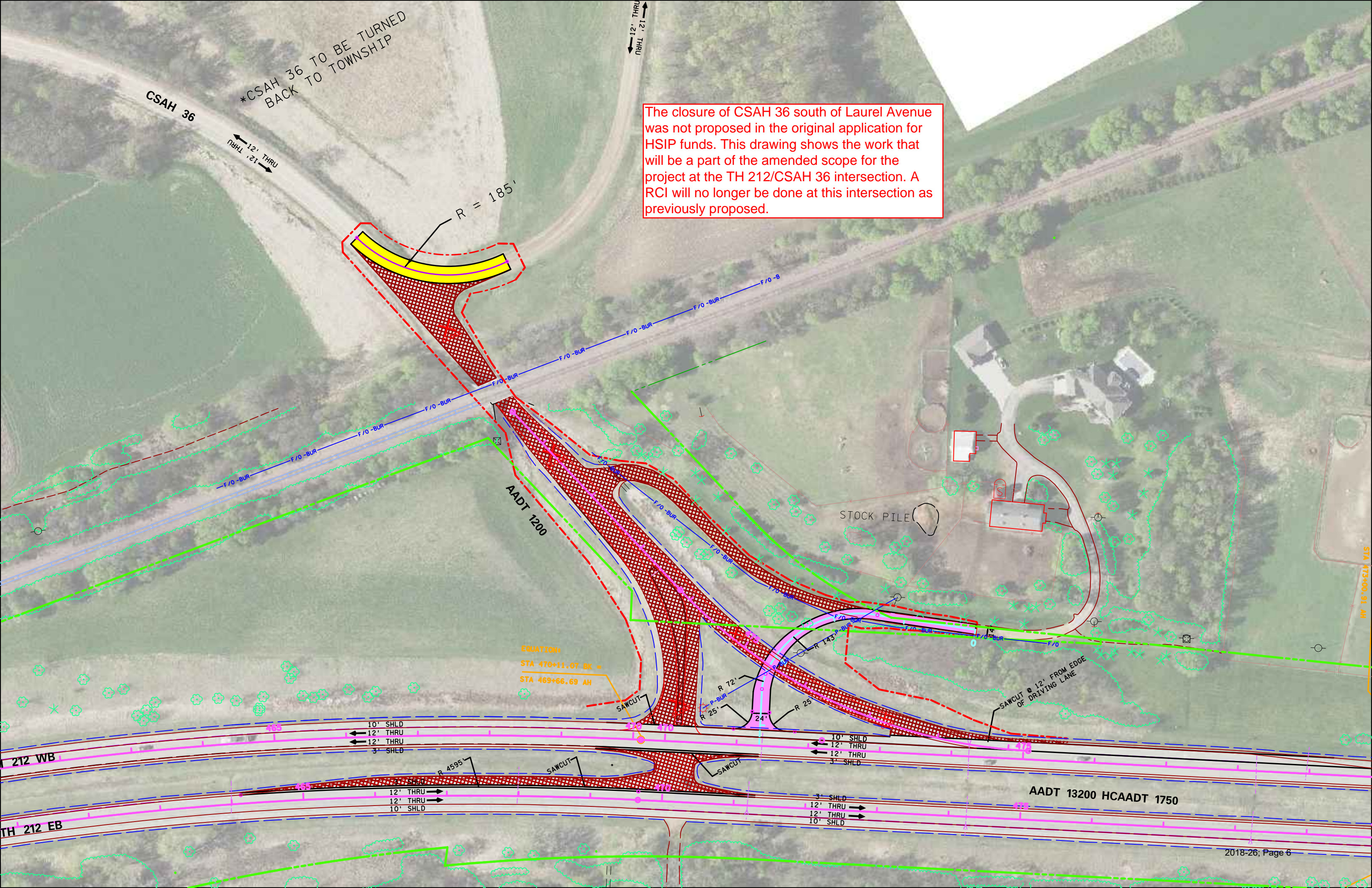




This RCI at the intersection of TH 212/ CSAH 36 was originally proposed but will now no longer be completed due to the decision to close access to CSAH 36 south of Laurel Avenue.

CSAH 36
*CSAH 36 TO BE TURNED
BACK TO TOWNSHIP

The closure of CSAH 36 south of Laurel Avenue was not proposed in the original application for HSIP funds. This drawing shows the work that will be a part of the amended scope for the project at the TH 212/CSAH 36 intersection. A RCI will no longer be done at this intersection as previously proposed.



EQUATION:
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ACTION TRANSMITTAL No. 2018-27

DATE: March 23, 2018

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
David Burns, Senior Planner (651-602-1887)

SUBJECT: 2018-2021 TIP Amendment: Safety Performance Measure Language

REQUESTED ACTION: The Metropolitan Council requests an amendment to the 2018-2021 Transportation Improvement Program (TIP) to incorporate safety performance measure language.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to the Transportation Advisory Board approval of an amendment to the 2018-2021 Transportation Improvement Program (TIP) to incorporate safety performance measure language inclusive of a statement that the long-term goal is zero deaths and that the targets represent a reduction relative to existing safety data.

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is needed to add text related to performance measures.

Title 23, Section 450.326(d) of the CFR states: *The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.*

The initial incorporation of performance measures into the TIP includes performance measure (PM) 1 – Safety with a deadline of May 27, 2018. While it is not necessarily required to incorporate language on this performance measure into the current (2018-2021) TIP, the ability to amend projects into or within the TIP could be jeopardized if this language is not included. Similar language will be included in the 2019-2022 TIP current in development.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP. Further, federal law requires performance-based planning related to for safety, pavement, bridge, reliability, freight, Congestion Management/Air Quality (CMAQ), and transit asset and safety. The schedule for inclusion of these measures is staggered, with the first measure, safety, is to be incorporated into the TIP by May 27, 2018.

STAFF ANALYSIS: This is a text change and does not impact any individual project in the TIP. This change enables the TIP to be compliant with federal regulations and to remain flexible if an amendment is needed to an individual project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

COMMITTEE COMMENTS AND ACTION: At its March 22, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the TIP amendment request inclusive of language that the safety targets are incremental toward the ultimate goal of zero deaths. Some members believed that the listing of specific numbers of fatalities and serious injuries warrants acknowledgment that the ultimate desired goal is zero traffic fatalities and serious injuries. The group also wanted to show that the Council's targets represent a reduction relative to existing conditions, implying that investment decisions that being made in the TIP will result in safety improvements. The attached language highlights changes incorporated in response to this discussion and motion.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	3/22/2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concur	
Metropolitan Council	Concur	

PERFORMANCE MEASURES AND TARGETS

Background

Pursuant to Title 23, Section 450.326(d) of the Code of Federal Regulations, the Metropolitan Council is required to incorporate a performance-based planning approach when developing the TIP. This includes an analysis of the anticipated effect the TIP may have towards achieving the performance targets adopted for the metropolitan area. Specifically, the regulation states:

The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

This approach was first established in 2012 with the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which established performance-based planning and identified the federal performance measures for safety, pavement, bridge, reliability, freight, CMAQ, and transit asset management and safety. The requirements continue through the federal Fixing America's Surface Transportation (FAST) Act, signed into law in 2015. The following are the three broad performance measure categories and the dates by which they must be included in the TIP:

- Safety Performance Measure (PM1): May 27, 2018
- Pavement and Bridge Performance Measure (PM2): May 20, 2019
- System Performance Measures and CMAQ (PM3): May 20, 2019

Council Activities and Progress

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

The region has implemented a number of proactive and reactive strategies to improve the safety for users of all modes within the metro area. These include a commitment to aggressively reduce the number of crashes involving fatalities and serious injuries annually, with the ultimate aspirational goal of achieving zero fatal and serious injury crashes. Pursuant to federal requirements, the Council must annually adopt safety performance targets that are reasonable and achievable. The Council thus adopted targets that reflect a 3% and 5% annual reduction from the base-year data for fatalities and serious injury crashes, respectively. The Council will continue to annually target a reduction in fatal and serious injury crashes and prioritize the safety of the travelling public over all other goals.

The Council officially adopted the regional Safety Performance measures on January 24th, 2018, and submitted them to MnDOT. The following table shows the existing conditions for the metro area and the adopted targets for 2018:

Measure	Existing Condition	2018 Target
Total Traffic Fatalities	98 (2015)	89
Fatality Rate (per 100 million VMT)	0.35	0.31
Serious Injury Crashes	749 (2016)	642
Serious Injury Crash Rate (per 100 million VMT)	2.67	2.35
Non-motorized fatalities/serious injury crashes	131	112

The Council continues to work closely with MnDOT to develop state targets for the PM2, PM3, and CMAQ measures, and will submit the regional targets to MnDOT prior to the November 15th, 2018 deadline. In the future, TIPs will include adopted regional targets for all three of the performance measure categories.

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

Efforts like [Towards Zero Deaths](#) and [Vision Zero](#) promote the long-term goal of eliminating fatalities and serious injuries on the transportation network. The Council supports these goals and will consistently work toward reducing fatalities and serious injuries toward that end. This long-term goal, however, will be achieved incrementally and these performance targets set an achievable increment in the near term.

Anticipated Effect of the Safety Performance Measures

Due to the fact that the metro area’s fatal and serious injury crash rates are significantly lower than those of the state as a whole, the Council developed and adopted 2018 targets specific to the metro area. These targets were developed using the same methodology that MnDOT employed to establish the statewide targets but adapted to account for safety performance in the metro area. While transportation safety figures are more positive in the metro area than in Greater Minnesota, the region is committed to further improving transportation safety. This is reflected in the importance of safety-related scoring criteria included in the Regional Solicitation and in MnDOT’s project selection, and in the projects that are ultimately programmed into the TIP.

The 2018-2021 TIP is anticipated to have a positive effect towards meeting the region’s established safety performance targets. The TIP reflects \$33.6 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to local match funding (at least 10%). These projects address both existing high-incident locations (reactive projects) and the design of newer projects (proactive projects) that pre-emptively address safety in their design. Further, safety is a key scoring criterion for the roadway expansion, roadway reconstruction / modernization, roadway system management, multiuse trails and bicycle facilities, pedestrian facilities, and safe routes to school funding categories in the biennial Regional Solicitation. In addition to federal funding sources, the region has used a number of other revenue sources to

improve transportation safety in the metro area. Examples include a number of county- and city-funded safety projects as well as MnDOT's CMSP funding set-aside each year.

While the 2018 safety targets reflect an improvement over historical performance, they should nonetheless be attainable. Some individual years might have a spike in fatal and serious injury crashes, but the overall long-term trend has been a significant decrease in serious-injury and fatal crashes. Serious-injury crash numbers are somewhat prone to human error, as the emergency vehicle operator has to manually enter information on the crash. This may potentially lead to unexpected results but is less likely to be a problem in the metro area than in rural areas of Minnesota.

MPO Investment Priorities

The Council has adopted a number of objectives and strategies intended to improve transportation safety and meet the 2018 safety targets. As outlined in the Transportation Policy Plan, these include the following objectives:

- Reduce fatal and serious injury 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.

Specific strategies the Council and its partners will use and implement to meet these objectives are as follows:

- Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, and operation.
- Regional transportation partners should 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 monitor and routinely analyze safety and security data by mode, severity, and location to identify priorities and progress.
- Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting education and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.
- 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.
- 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.
- Airport sponsors and air service providers will provide facilities that are safe, secure and technologically current.

While it is too early to assess whether the strategies are having the intended effect, the Council and its partners will closely monitor safety performance and re-prioritize should it be necessary.

Conclusion

The Council supports the efforts to move towards a performance-based planning approach, and will continue to work closely with regional, state, and federal partners to proactively establish

and monitor both the required federal and the regionally adopted performance measures over time. Moving forward, the Council will continue to devote substantial resources to this effort and work closely with stakeholders to assess the federal targets and the regional performance measures and adjust to changes in the performance of the system by shifting regional investment priorities.

Safety Performance Measures – Incorporation into the TIP

TAC

April 4, 2018



Background

- MAP-21 (2012) established a performance and outcome based program for states and MPOs
- Title 23, Section 450.326(d) requires MPOs to incorporate a performance-based planning approach when developing the Transportation Improvement Program
- Description of anticipated effect of the TIP towards achieving performance targets
- How investment priorities are linked to the performance targets

Background

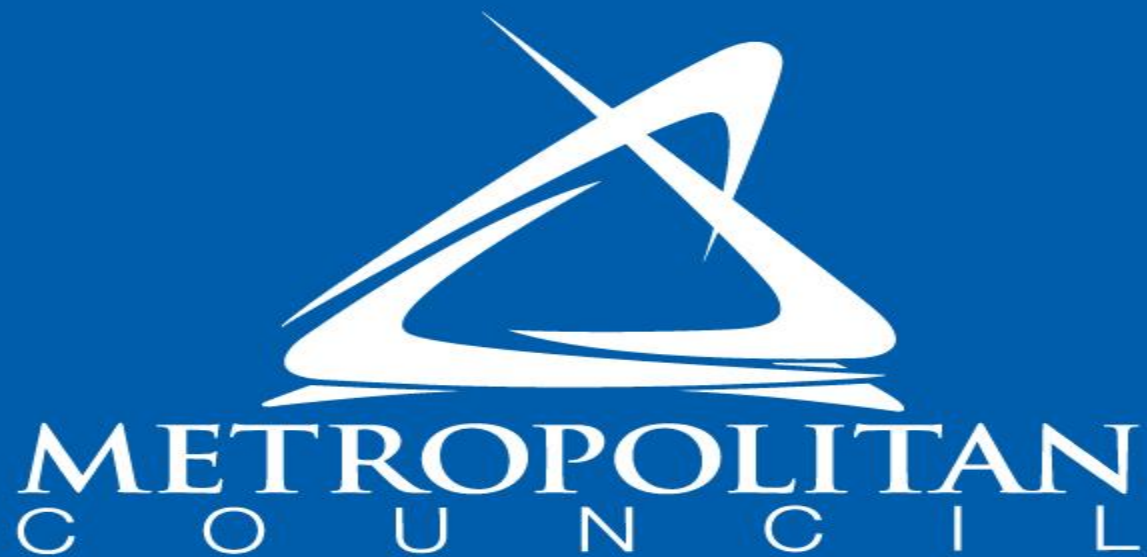
- In order to achieve the performance goals, MAP-21 requires state DOTs and MPOs to establish performance measures and specific short-range targets
- Three “families” of performance measures:
 - Safety Performance Measures/HSIP (PM1)
 - Pavement/Bridge Performance Measures (PM2)
 - System Performance Measures and CMAQ (PM3)
- Any updates/amendments after May 27th, 2018 are required to include a discussion of the Safety Performance Measures (PM1)
- Date for PM2/PM3 inclusion is May 20th, 2019

Safety Performance Measures (PM1)

- 5 federally-required performance measures
 1. Number of traffic fatalities
 2. Rate of fatalities (per 100 million vehicle miles travelled)
 3. Number of traffic crashes involving serious injuries
 4. Rate of serious injury crashes (per 100 million vehicle miles travelled)
 5. Number of non-motorized fatalities and serious injuries

Metro Area Current Conditions and Adopted 2018 Targets

Measure	Existing Condition	2018 Target
Total Traffic Fatalities	98	89
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Serious Injury Crashes	749	642
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TRANSPORTATION POLICY PLAN

TPP Update: New MnDOT Mobility Investments

TAC

April 4, 2018

Overview

- New general fund revenue, \$9M-\$25M/year, allocated to spot mobility and MnDOT support on locally-led mobility projects on MnDOT's system
- \$50M/year 2024-2026 due to shift of funds from pavement preservation
- Projects to be identified and included in TPP
- Coordinate selection with Corridors of Commerce awards, expected end of April

New Major MnDOT Mobility Investments Available

	2021	2022	2023	2024	2025	2026
General Fund Rev.		\$9	\$25	\$14	\$15	\$16
Projects		Spot Mobility and MnDOT Support on Locally-Led Projects				
\$50M/Year	\$39	\$0	\$0	\$50	\$50	\$50
Projects	COC?	Allocated		MnPASS?		

Proposed Priorities

- 2021 - Leverage Corridors of Commerce awards to expand or enhance a selected project, or construct first phase of a future MnPASS lane
- 2024-2026 - Continue existing \$50M/year to extend MnPASS program past current expiration in 2023
- Tier 2 MnPASS are highest priority unfunded MnPASS lanes (MnPASS 3 Study)

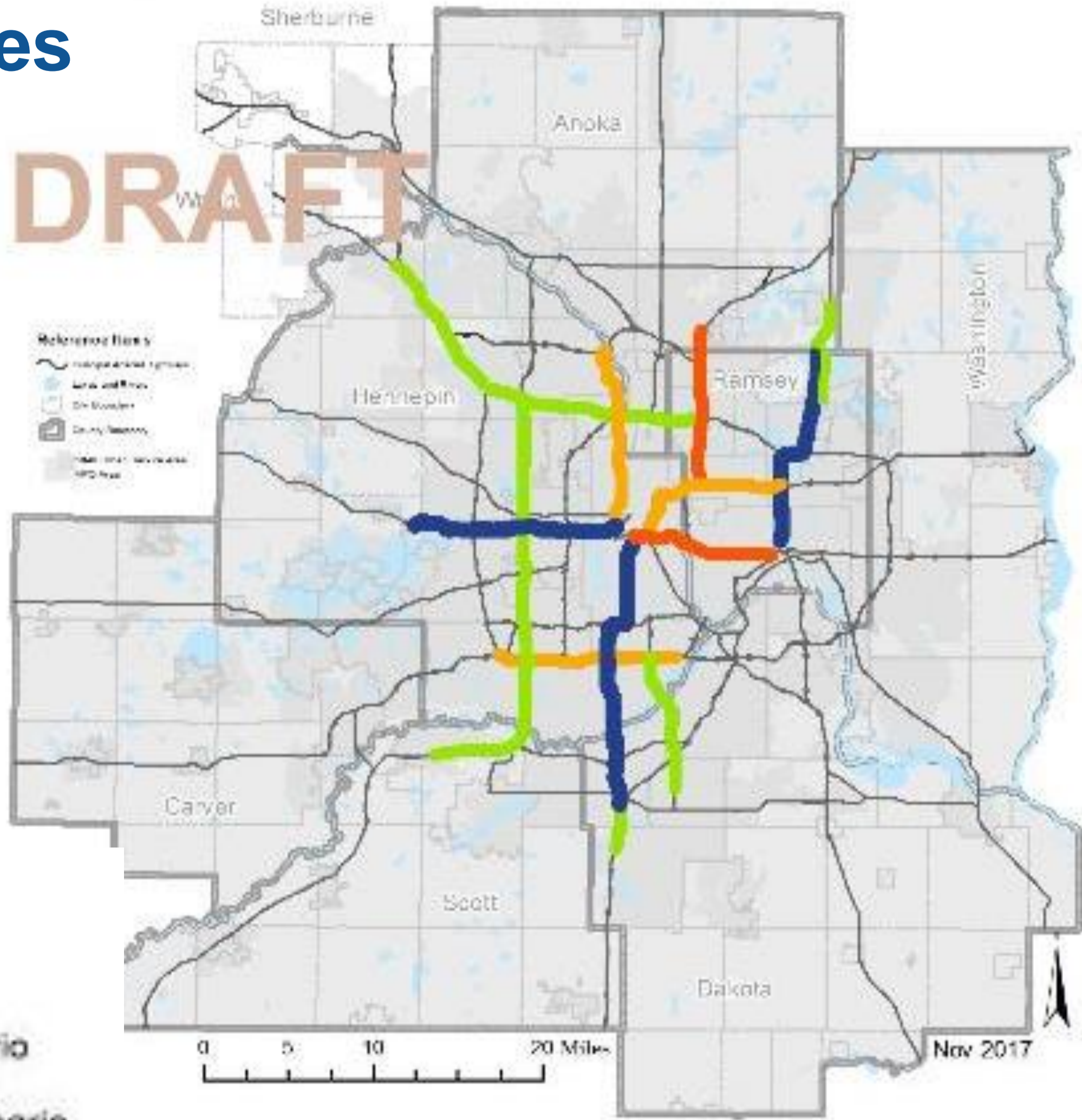
Tier 2 MnPASS Lanes (Orange)

-I-35W Gap

-Highway 36 (EB)

-I-494

-Highway 252/I-94



Which Tier 2 MnPASS Corridor(s)?

- Consider Corridors of Commerce awards
- Leverage planned preservation projects
- Avoid major construction projects on parallel routes
- Geographic balance of MnPASS investments
- Can project leverage other local transportation funds?
- Can you make improvements to more than one corridor?
- Is there a needed phasing of one corridor before another one?
- Other considerations or project types such as interchanges?

Discussion?

Questions

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