

# TRANSPORTATION ADVISORY BOARD

## MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | May 5, 2021  
9:00 AM  
Webex

### AGENDA

#### I. CALL TO ORDER

#### II. APPROVAL OF AGENDA

(Agenda is approved without vote unless amended.)

#### III. APPROVAL OF MINUTES

April 7, 2021 meeting of the TAB Technical Advisory Committee

#### IV. TAB REPORT

#### V. COMMITTEE REPORTS

1. Executive Committee (Jon Solberg, Chair)
2. TAC Action Items
  - a. **2021-18:** Four Streamlined 2021-2024 TIP Amendments (Joe Barbeau, MTS)
3. Planning Committee (Emily Jorgensen, Chair)

No action items.
4. Funding & Programming Committee (Michael Thompson, Chair)

No action items.

#### VI. INFORMATION ITEMS

1. Pedestrian Safety Action Plan Update (Heidi Schallberg, MTS)
2. Regional Truck Corridors Update Process (Steve Elmer, MTS)
3. Regional Solicitation: Funding Categories and Ranges (Steve Peterson, MTS)
4. TAC Subgroups and Bylaws (Cole Hiniker, MTS)

#### VII. AGENCY REPORTS

#### VIII. OTHER BUSINESS

#### IX. ADJOURNMENT

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

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*Transportation Advisory Board  
of the Metropolitan Council*

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**Minutes of a Meeting of the  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, April 7, 2021  
9:00 A.M.**

**Members Present:** Brian Isaacson, Joe MacPherson, Lyndon Robjent, Erin Laberee, Chad Ellos, Lisa Freese, Emily Jorgensen, Andrew Witter, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Molly McCartney, Innocent Eyoh, Bridget Rief, Matt Fyten, Praveena Pidaparathi, Karl Keel, Michael Thompson, Ken Ashfeld, Charlie Howley, Paul Oehme, Jim Kosluchar, Jenifer Hager, Bill Dermody

**1. Call to Order**

The meeting was called to order by Vice Chair Isaacson at 9:02 a.m. As TAC Chair Solberg was unable to attend the meeting, Mr. Isaacson served as Chair. Due to the COVID-19 pandemic, the meeting was held via video conference.

**2. Approval of Agenda**

The Committee approved the agenda with no changes. Therefore, no vote was needed.

**3. Approval of Minutes**

The minutes of the March 3, 2021 meeting were presented to the Committee for consideration. A motion to approve the March minutes was made by Ms. Freese and seconded by Mr. Keel. Motion carried.

(Meeting minutes for the March 4, 2020, minutes will be presented for approval at a future committee meeting.)

**4. TAB Report**

TAB Coordinator Ms. Koutsoukos provided a summary of the March 17, 2021 meeting. Ms. Koutsoukos reported that the TAB will be forming a Regional Solicitation Unique Projects workgroup.

**5. Committee Reports**

**1. Executive Committee (Brian Isaacson, Acting Chair)**

Chair Isaacson reported that the Executive Committee met prior to the meeting. The Committee reviewed and discussed agenda items. Executive Committee members also discussed the metro area's roadway functional classification update process and continued discussion on potential revisions to the TAC bylaws.

**2. TAC Action Items**

- a) **2021-16: 2021-2024 Streamlined TIP Amendment for MVTA: Burnsville Bus Garage Expansion**

Mr. Barbeau of MTS Planning presented this item, which was an MVTA-initiated request to amend the 2021-2024 Transportation Improvement Program (TIP) to add a project to expand the Burnsville Bus Garage. MVTA was awarded funding from the 2020 Regional Solicitation. 2020 Regional Solicitation projects are scheduled to be included in the 2022-2025 TIP, which will be adopted in the fall of 2021. An amendment to the 2021-2024 TIP is therefore required in order for the project to begin on schedule. There is no change in the cost or scope of the project.

A motion to recommend adoption of the amendment to the 2021-2024 TIP was made by Ms. Koutsoukos and seconded by Mr. Keel. Motion carried.

**b) 2021-17: 2021-2024 Streamlined TIP Amendment for Metro Transit: Farebox Replacement**

Mr. Barbeau presented this item, explaining that it was similar to the previous action item in that it is a request to adjust the 2021-2024 TIP in order for the project to begin on schedule. This request, initiated by Metro Transit, is for the replacement of fareboxes. This replacement was funded by the 2020 Regional Solicitation. The proposed amendment does not change the cost or scope of the original application.

A motion to recommend adoption of the 2021-2024 TIP amendment was made by Mr. Harrington and seconded by Mr. Ellis. Motion carried.

**3. Planning Committee (Emily Jorgensen, Chair)**

**a) 2021-12: Federal Performance Measure Adoption**

No items for discussion.

**4. Funding and Programming Committee (Michael Thompson, Chair)**

**a) 2021-15: Project Selection – 2020 Regional Solicitation Arterial Bus Rapid Transit Line**

TAC Funding and Programming Chair Mr. Thompson introduced this item, explaining that the purpose of this action is to recommend awarding the \$25 million funded by the 2020 Regional Solicitation to the METRO F Line ABRT. This line will serve the Central Avenue Corridor, largely replacing Route 10 from downtown Minneapolis to Northtown Mall via Central and University avenues. Charles Carlson of Metro Transit provided an overview of the process that was used to determine which line was the highest priority for funding, along with other lines that are high priority. Following the F Line, the next two highest priority lines include:

- The METRO G Line, which will serve the Rice/Robert corridor, running from West St. Paul to Little Canada via Robert Street and Rice Street and replacing portions of routes 62 and 68.
- The METRO H Line, which will serve the Como/Maryland corridor from downtown Minneapolis to Sun Ray Transit Center in St. Paul via Como Avenue and Maryland Avenue, replacing and extending Route 3.

A motion to recommend approval of the funding to the METRO F Line was made by Mr. Harrington and seconded by Mr. Kosluchar. Motion carried.

**6. Information Items**

## **1. Regional Bicycle Barriers and RBTN Update Process**

Steve Elmer of MTS Planning provided an overview of the Regional Bicycle Barriers Study and Regional Bicycle Transportation Network (RBTN) update processes. Mr. Elmer reviewed the history of the RBTN and Regional Bicycle Barriers and Crossings Areas and how they are integrated into the Regional Solicitation process. Regional Bicycle Barrier Crossing Areas are prioritized based on their network connectivity, contributions to social and economic equity, the bicycle trip demand in the area, and the existing safety conditions. They depict the segments where future improvements are most needed based on the factors.

Mr. Elmer continued by explaining the agency review process for regional bicycle barriers and how applications for changes to the areas will be handled. There will be a period to submit applications for changes, which will be reviewed by staff and discussed with the Bicycle-Pedestrian Peer Discussion Group. That group will make a recommendation for TAC/TAB consideration. The changes will be submitted for public comment prior to the 2022 Regional Solicitation.

## **2. Regional Electric Vehicle Study Update**

Tony Fischer of MTS Planning introduced this item and Katelyn Bocklund of the Great Plains Institute, the lead consultant on this study. Ms. Bocklund provided background information on the benefits of electric vehicles (EV) and how a conversion to electric vehicles would affect greenhouse gases, a primary contributor to climate change. She explained the methods for charging electric vehicles and how they differ from traditional automobiles.

Ms. Bocklund continued by outlining the state of the electric vehicle market as of today, noting that there are currently limited EV charging sites in much of greater Minnesota. While annual EV sales are up and are anticipated to continue to increase, by 2040 only 7% of all vehicle sales in Minnesota are predicted to be EVs. A number of initiatives could be considered to help improve EV adoption rate, including public policy initiatives such as rebates and better charging infrastructure.

Ms. Bocklund ended the presentation by providing an overview of the goals of the Met Council EV Study. This study will identify strategies to accelerate EV adoption in the metro area, guide future investments and policies to increase EV adoption, and be used in future updates to the Transportation Policy Plan and other Council documents.

## **7. Agency Reports**

Mr. Peterson provided an update on behalf of MnDOT, noting that the region will receive approximately \$20 million in funds for transportation due to COVID relief funding. Mr. Peterson also provided an update on Council activities, noting that Cole Hiniker of MTS Planning will be leading a group of TAB members and Council Committee members that will discuss the Unique Projects category of the Regional Solicitation.

Mr. Eyoh of MPCA noted the level 2 EV charging grants are anticipated to be released soon and he will update the TAC in the coming months when additional information is available.

## **8. Other Business and Adjournment**

The meeting adjourned at 10:35 a.m.

**Prepared by:**

Dave Burns

## **ACTION TRANSMITTAL No. 2021-18**

**DATE:** April 28, 2021

**TO:** Technical Advisory Committee

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

**SUBJECT:** Four 2021-2024 Streamlined TIP Amendments for MnDOT

**REQUESTED ACTION:** MnDOT requests four amendments to the 2021-2024 TIP to:

1. add a bridge to, and expand the scope of, its MN 55 bridge rehabilitation project (SP # 1909-99);
2. add a bridge to, and expand the scope of, its MN 55 bridge re-decking project (SP # 2724-124);
3. add the removal of a free right-turn to its I-694 / Silver Lake Road ramp signal replacement project (SP # 6285-160); and
4. add a traffic management system project on MN 610 (SP # 2771-177).

**RECOMMENDED MOTION:** That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of four amendments to the 2021-2024 TIP to:

1. add a bridge to, and expand the scope of, MnDOT's MN 55 bridge rehabilitation project (SP # 1909-99);
2. add a bridge to, and expand the scope of, MnDOT's MN 55 bridge re-decking project (SP # 2724-124);
3. add the removal of a free right turn to MnDOT's I-694 / Silver Lake Road ramp signal replacement project (SP # 6285-160); and
4. add a traffic management system project on MN 610 (SP # 2771-177).

**BACKGROUND AND PURPOSE OF ACTION:** The Minnesota Department of Transportation (MnDOT) has requested the following amendments to the 2021-2024 TIP:

1. For its MN 55 bridge rehabilitation, MnDOT requests to add an additional bridge along with construction of a restricted crossing intersection (RCI) and a turn-lane extension. This would result in a cost increase. The project is currently funded with National Highway Performance Program (NHPP) and runs along MN 55 from Bloomington Road in Minneapolis to near Argenta Trail in Inver Grove Heights. The amendment would add Highway Safety Improvement Program (HSIP) funds and expand the project by 2.4 miles to the junction of US 52.
2. For its MN 55 bridge re-decking, MnDOT would like to add an additional bridge along with concrete pavement rehabilitation (CPR) and Americans with Disabilities Act (ADA) upgrades. This would result in a cost increase. The project, located at 7th Street and 8th Street over Franklin Avenue in Minneapolis, was funded with NHPP funds.
3. For its I-694 / Silver Lake Road (New Brighton) ramp signal replacement, MnDOT requests to add removal of a free right turn. This would result in a cost increase. This is funded with state and local funds and would include additional HSIP funds.

4. MnDOT would like to add a traffic management system project on MN 610 from US169 (Brooklyn Park) to East River Road (Coon Rapids). This project will be funded with Surface Transportation Block Grant Program funds.

None of these projects are using any funding from the Regional Solicitation.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee review and results in saving a month of process time. All four of these projects meet those conditions.

**STAFF ANALYSIS:** The TIP amendments meet fiscal constraint because the funds are sufficient to fully fund the projects. The amendments are consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for these amendments is provided through the TAB's and Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the projects are exempt from air quality conformity analysis.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE SCHEDULED / COMPLETED</b>
Technical Advisory Committee	Review & Recommend	5/5/2021
Transportation Advisory Board	Review & Adopt	5/19/2021
Metropolitan Council Transportation Committee	Review & Recommend	5/24/2021
Metropolitan Council	Adopt	5/26/2021

Please amend the 2021-2024 Transportation Improvement Program (TIP) to amend this project in program year 2022. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

SEQ #	State Fiscal Year	ATP / Dist	Route System	Project Number (S.P. #)	Agency	Description
1889	2022	M	MN55	1909-99	MnDOT	MN55, from E End Bridge over Bloomington Rd in Mpls to 0.1 Mi E of Argenta Trail in Inver Grove Heights – Rehab Bridges 19819 and 19827, concrete pavement rehab, bituminous mill and overlay, curb and gutter, guardrail, ADA, drainage MN55 & MN62, from E End Bridge over Bloomington Rd in Mpls to Jct US52 in Inver Grove Heights – Rehab Bridges 4190, 19819 and 19827, concrete pavement rehab, bituminous mill and overlay, ADA, drainage and I35 at MN 55 lighting (associate to 1909-99S) and MN55, at Louis Lane in Eagan-Construct restricted crossing intersection at Louis Lane and extend turn lane at S Jct MN 149 (Associate to 1909-99)

Miles	Prog	Type of work	Prop funds	Total \$	FHWA \$	State \$
<del>6.2</del>	RC	Reconstruction	NHPP and	26,996,000	21,596,800	5,399,200
<u>8.6</u>			<u>HSIP</u>	<u>28,995,000</u>	<u>23,319,400</u>	<u>5,675,600</u>

**PROJECT BACKGROUND:**

- Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to reflect a scope change and total project cost increase.

- How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other **X**

The total project cost increased from \$26,996,000 to \$28,995,000. This funding increase will be balanced in the 22-25 STIP, therefore fiscal constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination
- Exempt from regional level analysis **X**
- N/A (not in a nonattainment or maintenance area)

\*Exempt Project Category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.



Please amend the 2021-2024 Transportation Improvement Program (TIP) to amend this project in program year 2022. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

SEQ #	State Fiscal Year	ATP / Dist	Route System	Project Number (S.P. #)	Agency	Description
1900	2022	M	MN55	2724-124	MnDOT	MN55, <u>from E of 13th Ave to N of 32nd St in Mpls</u> , AT 7TH ST, AT 8th St and over Franklin Ave in Mpls - Redeck of Bridges 27849, 27875, <u>27874</u> and 27177, <u>CPR</u> , replace sign structures, <u>ADA</u> , lighting, drainage repair

Miles	Prog	Type of work	Prop funds	Total \$	FHWA	State \$	Other \$
<del>0.13</del> <u>1.88</u>	BI	Bridge Improvement	NHPP	<del>8,526,000</del> <u>16,877,000</u>	<del>6,820,800</del> <u>13,433,600</u>	<del>1,705,200</del> <u>3,358,400</u>	<u>85,000</u>

**PROJECT BACKGROUND:**

- Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to reflect a scope change and total project cost increase.

- How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other **X**

The total project cost increased from \$8,526,000 to \$16,877,000. This funding increase will be balanced in the 22-25 STIP, therefore fiscal constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination
- Exempt from regional level analysis **X**
- N/A (not in a nonattainment or maintenance area)

\*Exempt Project Category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.

Please amend the 2021-2024 Transportation Improvement Program (TIP) to amend this project in program year 2022. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

SEQ #	State Fiscal Year	ATP / Dist	Route System	Project Number (S.P. #)	Agency	Description
1922	2022	M	I694	6285-160	MnDOT	I694 and Silver Lake Rd N and S ramps in New Brighton – Signal replacement (Associate to 6285-160S) and I694 and Silver Lake Rd S Ramp in New Brighton – Remove free right (Associate to 6285-160)

Miles	Prog	Type of work	Prop funds	Total \$	FHWA \$	State \$	Other \$
.24	SC	Safety Capacity	HSIP	<del>672,000</del> 846,000	<del>116,100</del>	<del>357,000</del> 365,900	<del>315,000</del> 364,000

**PROJECT BACKGROUND:**

- Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to reflect a scope change and add federal funds to the total project cost increase.

- How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other **X**

The total project cost increased from \$672,000 to \$846,000. This projects funding increase will be balanced in the 22-25 STIP, therefore fiscal constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination
- Exempt from regional level analysis **X**
- N/A (not in a nonattainment or maintenance area)

\*Exempt Project Category E-2. Intersection signalization projects at individual intersections per Section 93.126 of the Conformity Rules.

Please amend the 2021-2024 Transportation Improvement Program (TIP) to include this project in program year 2022. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

SEQ #	State Fiscal Year	ATP / Dist	Route System	Project Number (S.P. #)	Agency	Description
-	2022	M	MN 610	2771-117	MnDOT	MN610, from US169 in Brooklyn Park to E River Road in Coon Rapids – Traffic management system

Miles	Prog	Type of work	Prop funds	Total \$	FHWA	State \$
5.5	TM	Traffic Management	STBG	925,000	740,000	185,000

**PROJECT BACKGROUND:**

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to add a new federally funded project into state fiscal year 2022 of the 2021-2024 TIP.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other **X**

The total project cost is \$925,000. This projects funding will be balanced in the 22-25 STIP, therefore fiscal constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination
- Exempt from regional level analysis **X**
- N/A (not in a nonattainment or maintenance area)

\*Exempt Project Category S-7. Traffic control devices and operating assistance other than signalization projects per Section 93.126 of the Conformity Rules.

# REGIONAL PEDESTRIAN SAFETY ACTION PLAN



## Technical Advisory Committee

May 5, 2021

# Project Overview

- Goal: End pedestrian deaths and serious injuries on roads in the region
- Approach: Safe systems framework and data-driven, looking at both crash history and systemic risk factors
- Outcomes:
  - Risk assessment maps for the region
  - Data-driven prioritization metric for Regional Solicitation funding
  - Additional policy and program recommendations
  - Countermeasure guidance for key crash patterns in the region
  - *All recommendations will be grounded in Safe Systems, acknowledging the needs of all road users*

# Draft Goal and Principles for Regional Pedestrian Safety Action Plan

## Overall goal

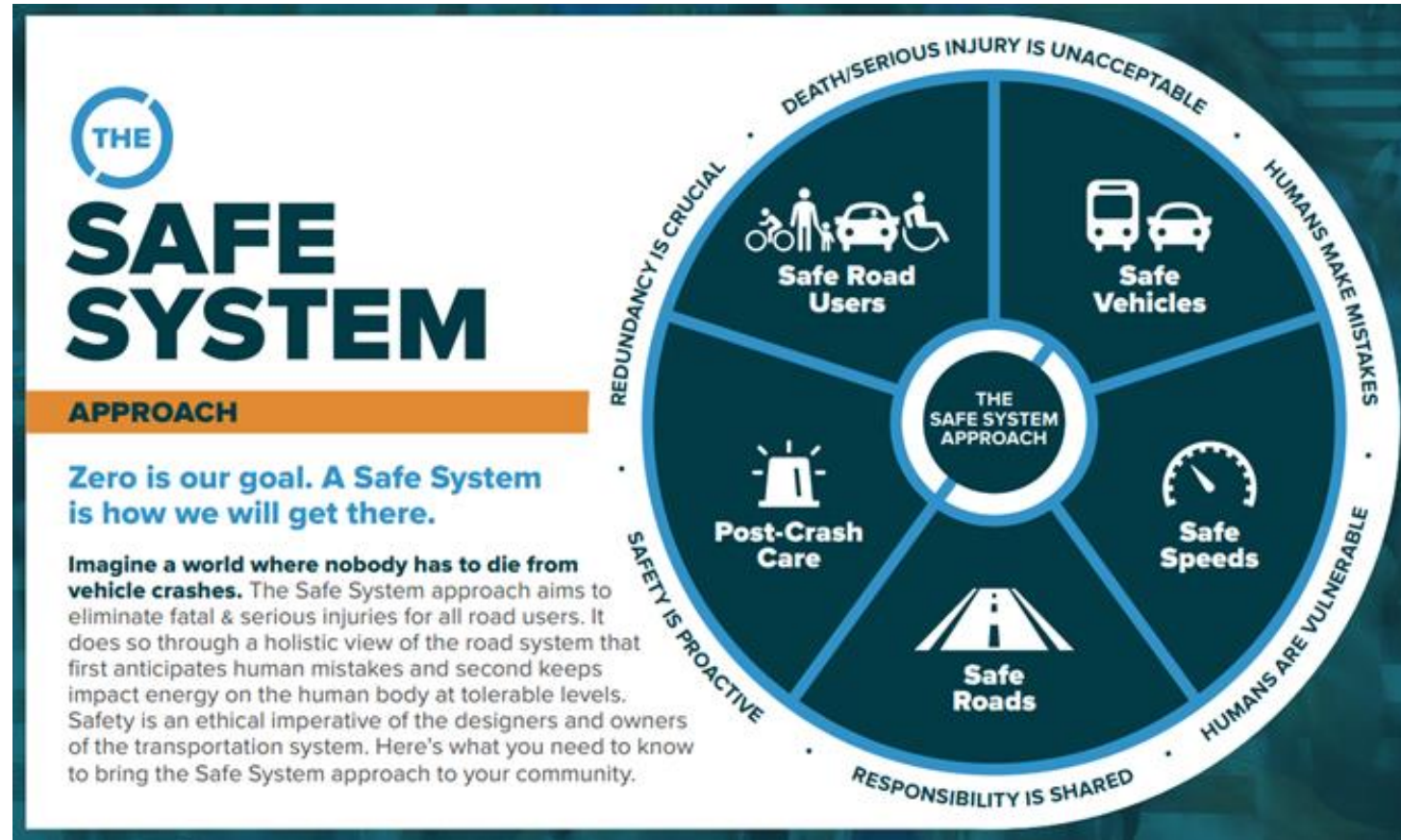
- To reduce and ultimately eliminate pedestrian deaths and serious injuries from traffic crashes in the region

## Principles to guide this work

- Use a safe system approach
- Ensure equity is incorporated into the work
- Make roadway and environment changes that encourage and support walking with safe and convenient crossings

A safe system framework helps us proactively identify high risk areas and plan for roadway solutions that meet the needs of ALL road users.

- People make mistakes
- Human bodies are vulnerable
- Deaths or serious injuries are not acceptable
- Redundant safety measures create layers of safety
- Responsibility is shared
- **Infrastructure is key**





# Project Timeline

- Kick-Off – Fall 2020
- State of Practice Review – Fall 2020
- Retrospective Crash Analysis – Winter 2020
- Systemic Crash Analysis and Network Screen - Spring 2021
- Develop Regional Solicitation Pedestrian Safety Criteria – Spring 2021
- Work with TAC/TAB and other stakeholders to refine Regional Solicitation criteria – Summer 2021
- Develop Policy and Programmatic Recommendations - Fall 2021
- Develop Countermeasure Recommendations – Fall 2021
- Draft Report – Winter 2022





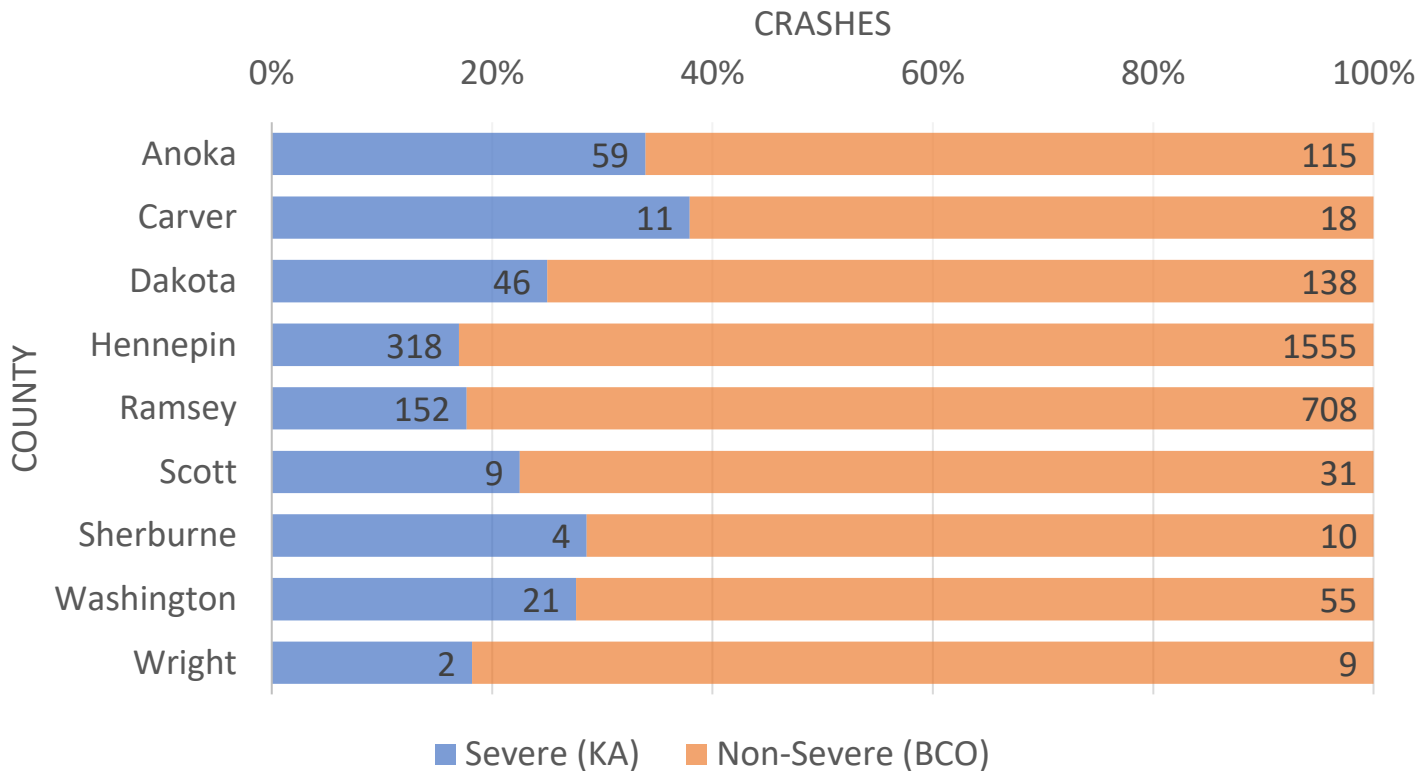
# Key Findings so far

- Based on crash history



# Geographic Distribution Pedestrian Crash Severity is Higher in Suburban Counties

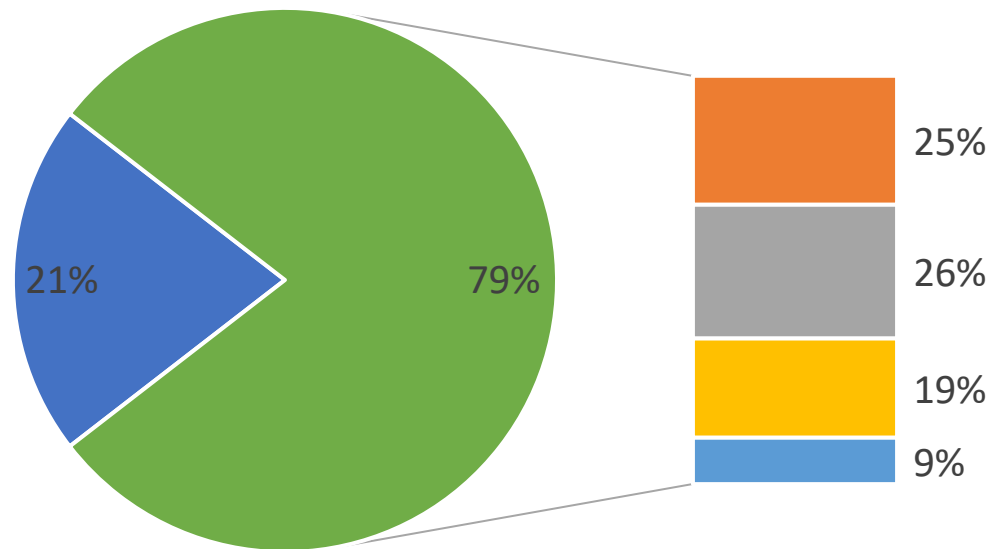
SEVERE CRASH PROPORTION BY COUNTY



- Hennepin and Ramsey have the highest numbers of both all severities and severe crashes
- Crash severity in other counties is generally higher

# 80% of Severe Pedestrian Intersection Crashes and 50% of Mid-Block Crashes Occur Near Transit Stops

Severe (KA) Intersection Crash Distribution by Transit Stop Count



■ None/Unknown ■ 1-2 ■ 3-4 ■ 5-8 ■ 9+

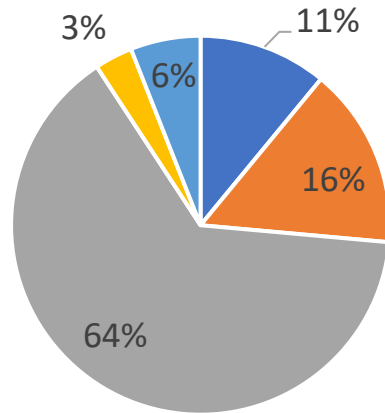
Transit stops are a good proxy for high pedestrian exposure. There is no evidence that transit *causes* the crashes.

Intersections with transit nearby (within 500') comprise fewer than 25% of all intersections.



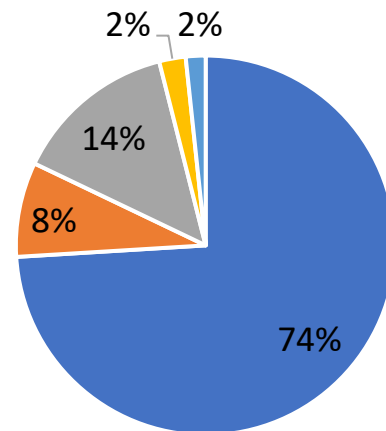
# Severe Pedestrian Crashes Disproportionately Occur on Minor Arterial Roadways

Severe (KA) Crash Distribution by Max Functional Classification (Intersection)



- Local & Other/Unknown
- Major Collector
- Minor Arterial
- Principal Arterial - Interstate/Freeway/Expressway
- Principal Arterial - Other

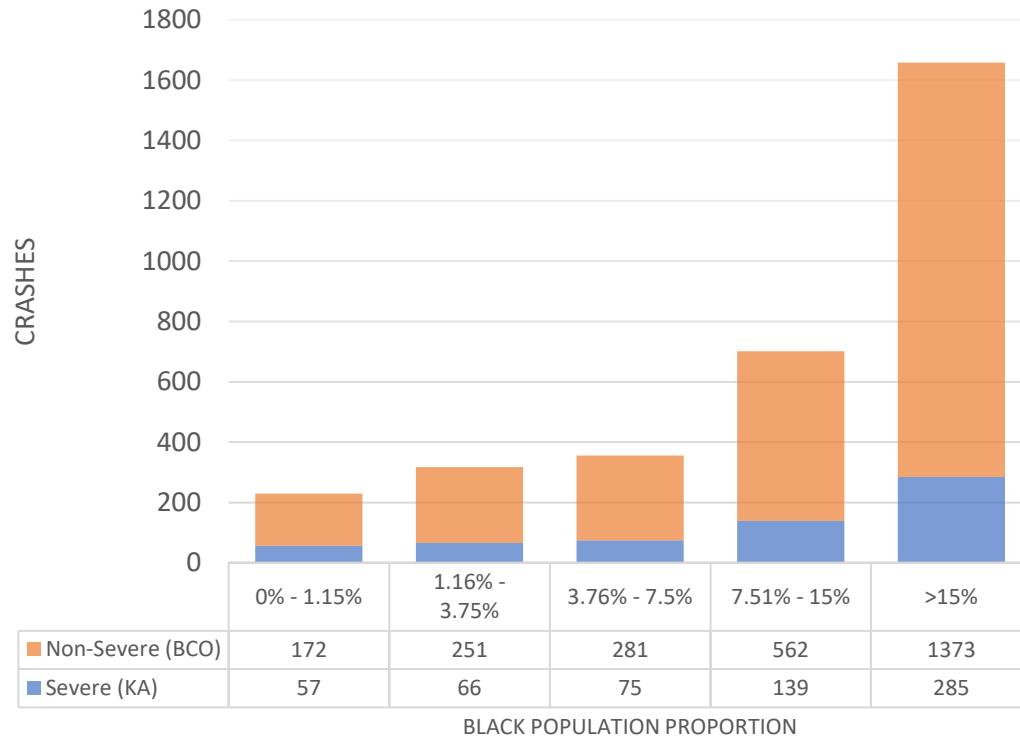
Centerline Miles Distribution by Functional Classification (7 County)



- 64% of severe pedestrian crashes happen on Minor Arterials, which represent only 14% of the roadway network
- 11% of severe pedestrian crashes happen on Local/Residential Roads (74% of the network)
- Functional class is a good proxy for roadway attributes linked to risk (e.g., vehicle speeds, volume, number of lanes)
  - We're looking at these other variables in Task 5

# Black and Native Communities Disproportionately Harmed by Pedestrian Crashes

Crash Severity Distribution by Black Population Proportion



- 14% of pedestrian deaths were Black people (vs. 9.6% of population)
- 2.3% of pedestrian deaths were Native people (vs. 0.48% of population)
- Tracts with higher shares of Black or Native residents have more pedestrian crashes
- Tracts with higher shares of white residents have fewer pedestrian crashes
- May be linked to exposure, but **closely mirrors historic patterns of disinvestment and racially biased lending practices**

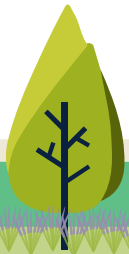
# Systemic Analysis

- Identify underlying systemic risk factors associated with crashes
- Screen the roadway network, and produce maps to help:
  - Allow communities to better understand local safety issues
  - Prioritize regional solicitation funding
  - Support other safety recommendations and initiatives (e.g., countermeasure selection)
- Develop funding prioritization criteria based on network screen



# Next Steps

- Draft Systemic Analysis – Spring 2021
- Draft/Final Regional Solicitation Criteria – Spring/Summer 2021
- Policy, Programmatic, and Countermeasure Recommendations – Fall 2021



# Staff Contact

- Heidi Schallberg
- [Heidi.Schallberg@metc.state.mn.us](mailto:Heidi.Schallberg@metc.state.mn.us)



**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**INFORMATION ITEM**

**DATE:** April 28, 2021  
**TO:** TAC Funding and Programming Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
 Steve Peterson, Manager of Highway Planning and TAC/TAB  
 Process (651-602-1819)  
 Elaine Koutsoukos, TAB Coordinator (651-602-1717)  
**SUBJECT:** 2022 Regional Solicitation: Funding Categories and Funding Ranges

Feedback collected during and following the 2020 Regional Solicitation points to several potential improvements to the process. For committee discussion, the below table shows the funding categories and federal maximum and minimum amounts established for the 2020 Regional Solicitation.

**Table 1: Application Categories and Federal Maximum and Minimum Awards**

Modal Application Categories	Minimum Federal Award	Maximum Federal Award
<b>Roadways Including Multimodal Elements</b>		
• Traffic Management Technologies (Roadway System Management)	\$250,000	\$3,500,000
• Spot Mobility and Safety	\$1,000,000	\$3,500,000
• Strategic Capacity (Roadway Expansion)	\$1,000,000	\$10,000,000
• Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000
• Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
<b>Transit and TDM Projects</b>		
• Arterial Bus Rapid Transit Project	N/A	\$25,000,000
• Transit Expansion	\$500,000	\$7,000,000
• Transit Modernization	\$500,000	\$7,000,000
• Travel Demand Management (TDM)	\$100,000	\$500,000
<b>Bicycle and Pedestrian Facilities</b>		
• Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
• Pedestrian Facilities	\$250,000	\$1,000,000
• Safe Routes to School (Infrastructure Projects)	\$250,000	\$1,000,000

**Federal Minimum and Maximum Awards**

The maximum federal funding amounts exist primarily to enable the spread of funds to a larger number of projects. The minimum federal amounts exist primarily to prevent the inefficient use of federal funding as small projects can be overburdened by federal requirements and the extra costs associated therein. The setting of maximum and minimum awards can also impact the

number and geographic spread of funded projects. Increased maximum and minimum awards could reduce the number of funded projects.

#### Minimum Federal Awards

Some minimum federal award amounts changed marginally from 2018 to 2020, including increasing the minimum amount in Transit Modernization from \$100,000 to \$500,000.

Recent discussion at TAC has suggested that the funding of 56 smaller projects is not as impactful or efficient as funding a smaller number of larger projects. Increasing the minimum award is one way to address this concern. This would be most impactful in the three bicycle and pedestrian categories, which saw six projects under \$500,000 funded in 2020. These small projects expanded the geographic spread of the program, as they are located in Columbia Heights, Mahtomedi, Grant Township (Washington Co.), Inver Grove Heights, Oakdale, and Burnsville.

One potential opportunity area would be to increase Multiuse Trails and Bicycle Facilities minimum award from \$250,000 to \$500,000.

There was also one small project funded in Transit Modernization, in Chaska.

In roadways, increasing the Traffic Management Technologies minimum award from \$250,000 to \$1,000,000 may be considered by the committees (there were no applications submitted in this category below \$1,000,000 in 2020). This potential change would make Traffic Management Technologies and Spot Mobility and Safety the same in terms of minimum and maximum awards.

Funding & Programming Discussion: Members are open to the idea of increasing the minimum federal funding amount for Traffic Management Technologies from \$250,000 to \$1 million, particularly given that applications tend to be at least \$1 million. Members were also open to the idea of raising the minimum for the Multiuse Trails and Bicycle Facilities to \$500,000 even though one project from the category was funded for lower than that in 2020. Members did not favor increasing the minimum amount for Safe Routes to School since these tend to be smaller projects and a way to include cities in the funding process as applicants.

#### Maximum Federal Awards

Among previously established funding categories, only two maximum federal award amounts were changed from 2018 to 2020. The Traffic Management Technologies maximum award was reduced from \$7M to \$3.5M and the Strategic Capacity maximum award was increased from \$7M to \$10M. The rationale for the latter is that project costs are increasing. It can be difficult to generate local funds, along with several other competitive sources, needed for the match in order to deliver these regional projects (mostly new interchanges). With project costs exceeding \$30M for a new interchange, the increase to \$10M was intended to pay for about one-third of the total project cost. Of the 17 applications submitted in the Strategic Capacity category in 2020, 11 were for amounts higher than the previous \$7M maximum, including seven at the full \$10M. All seven funded projects requested<sup>1</sup> more than that, including six at the full \$10M.

Funding & Programming Discussion: While some members discussed the impact that the \$10 million federal maximum for Strategic Capacity had on the categorical balance in 2020, the preferred solution appeared to be increasing the maximum in Roadway Reconstruction/

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<sup>1</sup> Two projects were awarded \$7M; partial funding to enable additional geographic balance.

Modernization to \$10 million as opposed to bringing the Strategic Capacity maximum back to \$7 million.

### **Potential Changes to Categories**

Most of the application categories listed in Table 1 have been established for several Regional Solicitation cycles, though the Arterial Bus Rapid Transit and Spot Mobility and Safety categories were new in 2020. Additionally, the 2020 Regional Solicitation brought in a Unique Projects category, to be awarded in 2022.

#### Bicycle and Pedestrian Bridges and Underpasses

Following the 2020 Regional Solicitation, concern was expressed that that bicycle and pedestrian grade separations (bridges or underpasses) are eligible in at least four different categories; the three bicycle/pedestrian categories, along with Transit Modernization. This leads to confusion about which category(ies) these projects should be part of each funding cycle. In the case of Transit Modernization, a proposed project needs to have a viable transit-related use to be eligible. In 2020, two overpass projects were applied for connecting Red Line stations on either side of Cedar Avenue. Such a project could be used generally by non-motorized users along with Red Line riders likely to need to cross the street either prior to the morning ride or following the evening ride. Note that neither project was funded.

How many were funded? In the 2020 Regional Solicitation, trail grade separation projects dominated neither scoring nor the number of applications submitted, as summarized by category:

- Multiuse Trails and Bicycle Facilities: 15 projects included grade separations. They ranked 5, 9, 10, 12, 16, 19, 21, 21, 23, 26, 27, 29, 32, 33, 35, and 36.
- Pedestrian Facilities: one bridge application, ranked 6 out of 8. One project funded.
- Safe Routes to School: one bridge application, ranked 3 out of 6. One project funded
- Transit Modernization: two bridge applications, ranked 3 and 5 out of 9. No projects funded. Both projects were skipped for funding due to \$7 million BRT maximum being reached.

#### *Possible Solutions*

- No change.
  - TAB is funding some, but not all of the submitted projects, so no change is needed.
- Tell applicants to apply for these projects in the Multiuse Trail category only, given that the higher maximum award of \$5.5M is more conducive to this more expensive project type.
- Create a new funding category for bicycle and pedestrian grade separations. This could separate these projects from other projects. Consideration would need to be given to whether this would replace another category and, eventually, how much funding to provide to grade separation projects versus other projects. In establishment of a potential funding category, consideration would have to be given to defining a “grade separation” project. Some applications are for expensive bridges while others include a small grade separation along a lengthy corridor project.

Funding & Programming Discussion: Members did not express interest in changes to any categories.