

TRANSPORTATION ADVISORY BOARD

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

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, March 22, 2018
1:30 P.M. – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the February 22, 2018 Meeting*
- 4) TAB Report
- 5) Scope Change: St. Paul Expo Schools Safe Routes to School – Action Item 2018-25*
- 6) Scope Change: MnDOT TH 212 Reduced Conflict Intersection Project – Action Item 2018-26*
- 7) TIP Amendment: Safety Performance Measures – Action Item 2018-27*
- 8) MnDOT State Aid Project Update – Information Item*
- 9) TPP: Priorities for Mobility Funds – Information Item*
- 10) Other Business
- 11) Adjournment

*Attachments

Full Packet

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.

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805
Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
February 22, 2018

MEMBERS PRESENT: Paul Oehme (Chair, Chanhassen), Lynne Bly (MnDOT Metro District), Colleen Brown (MnDOT State Aid), Robert Ellis (Eden Prairie), Innocent Eyoh (MPCA), Jenifer Hager (Minneapolis), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Jen Lehmann (MVTA), Joe Lux (Ramsey County), Joe MacPherson (Anoka County), Gina Mitteco (MnDOT Bike & Ped), Ryan Peterson (Burnsville), Steve Peterson (Metropolitan Council), Jason Pieper (Hennepin County), Michael Thompson (Plymouth), Anne Weber (St. Paul), and Joe Barbeau (staff)

OTHERS PRESENT: David Burns (Metropolitan Council) and Forrest Hardy (City of Minneapolis)

1. Call to Order

The meeting was called to order just after 1:30 p.m.

2. Adoption of Agenda

MOTION: Koutsoukos moved to adopt the agenda. Seconded by Lux. The motion was approved unanimously.

3. Approval of the Minutes from the January 18, 2018, Meeting

MOTION: Thompson moved to approve the minutes. Seconded by Brown. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on February 21, 2018, TAB meeting. TAB Chair Jim Hovland introduced new TAB Members. Ted Schoenecker has been appointed by Ramsey County to the TAC and will serve as the Vice-Chair. Nine action items were approved: a streamlined UPWP amendment; three streamlined TIP amendments; two scope changes and accompanying TIP amendments; and a program year extension. TAB also recommended the Airlake Airport 2035 Long Term Comprehensive Plan to the Council.

5. Scope Change: City of Minneapolis North Loop Pedestrian Project – Action Item 2018-22

Barbeau said that the City of Minneapolis was awarded just over \$1 million for its North Loop Pedestrian Improvements Project in the 2014 Regional Solicitation. The project was awarded to install curb extensions and/or achieve ADA compliance at 23 intersections. While few specific improvements at specific intersections were named, one such instance was a pedestrian median at the intersection of 2nd Street North and 7th Avenue North. The City wishes to eliminate seven of the 23 intersections, along with that pedestrian median. The seven intersections are being completed in another local project that is also scheduled for 2019. The City also wishes to add a signal replacement, sidewalk work and accessible pedestrian signal push buttons to the project scope. This project scored 788 points out of 1,000 and was the second ranked project out of four applications, all of which were funded, in the Pedestrian Facilities category. The City provided two funding options, one for which all federal funding is retained and one for which 80 percent of the cost of removed elements is removed. Staff added an option for which only 54 percent of that amount was removed, based on the original funding ratio.

Mitteco asked whether the pedestrian median is replacing bump-outs, thereby still reducing the crossing distance. Forrest Hardy, City of Minneapolis confirm this to be the case.

Ryan Peterson asked how the signal replacement fits into the project. Brown replied that it is not federally eligible. Barbeau said that the full federal amount could still be retained due to the other elements being added. Steve Peterson said that TAB members like to see project elements being done elsewhere and TAB-funded projects being extended.

MOTION: Hager moved to recommend approval of the scope change request, with no federal funding removed, but federal funds not being included for the signal replacement. Seconded by Ellis. The motion was approved unanimously.

Steve Peterson said that TAB members suggested that applications be less specific so fewer will have to go through the scope change process.

6. Scope Change: Scott County CSAH 21 / TH 13 Reconstruction – Action Item 2018-23

Barbeau said that Scott County was awarded \$4,929,040 in Surface Transportation Block Grant funds for the 2020 fiscal year in the Roadway Reconstruction/Modernization category of the 2016 Regional Solicitation to reconstruct the CSAH 21/TH 13 intersection; reconstruct the CSAH 21 intersection with Main Avenue to right-in/right-out; replace and add traffic signals at the CSAH 21 intersections with TH 13 and Arcadia Avenue; adjust the TH 13 intersection with Pleasant Street to 3/4 access; and construct turn lanes, trail/sidewalks, pedestrian amenities, and transit amenities. Following public review, the County would like to change the western limits from Arcadia Avenue to West Avenue to include pavement rehabilitation work and construction of a 3/4 access intersection at Duluth Avenue; change the southern limits on TH 13 from Pleasant Avenue to Franklin Trail; change the CSAH 21 signals at Arcadia and TH 13 to roundabouts; and change the right-in/right-out at Main to a 3/4 intersection for northbound traffic on Main. This project scored 568 points out of 1,100 and had a 56-point scoring gap over the highest un-funded project in the Roadway Reconstruction/Modernization category (Minneapolis's 37th Avenue Reconstruction, which scored 512). No scorers reported a significant score reduction and the project would score at least 542 points. Given the minor changes to the periphery of the project area, no alternate federal funding amounts are shown. Jenson said that turnover of elected officials led to the need for a new public participation process, which led to the proposal.

MOTION: Thompson moved to recommend approval of the scope change request. Seconded by MacPherson. The motion was approved unanimously.

Mitteco asked whether there were concerns about pedestrian crossings at the roundabouts, to which Jenson replied there were not. Lehmann added that the intersection at Main will have pedestrian signals and serve as the primary pedestrian crossing.

Mitteco asked how much speed will be reduced. Jenson said he was unsure but that it is a 30 mile-per-hour zone.

Oehme said that the original application included mill and overlay further north. Jenson said that the northern project limit has not changed.

7. Draft Congestion Management Program Plan Scope of Work – Information Item

David Burns, Metropolitan Council, presented on the Congestion Management Program Plan., which must be completed by March of 2019. Following consultant selection, likely in May, the process will take eight to nine months. Steve Peterson said that the RFP will not be prescriptive in its impact on the Regional Solicitation. He added that TAB is interested in seeing more east-metro representatives. There may also be interest in having representation from Chisago County or Wisconsin.

8. 2019-2022 TIP Development Schedule – Information Item

Barbeau shared the 2019-2022 TIP development schedule, which is essentially the same as the 2018-2021 TIP development schedule.

9. Other Business

Oehme said that the scope change work group has met once and will have one or two more meetings.

Koutsoukos said that one more TAB orientation meeting will be held on March 15.

Brown said that letters were sent to sponsors of 2019 projects to gauge interest in moving to 2020, as 2019 is currently overprogrammed. Members can contact her if they are interested.

10. Adjournment

MOTION: Ellis moved to adjourn the meeting. Seconded by Lux. The motion was approved unanimously, and the meeting was adjourned.

ACTION TRANSMITTAL No. 2018-25

DATE: March 8, 2018

TO: TAC Funding and 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.

POSSIBLE ACTIONS: The Committee can recommend approval or denial of the request and recommend a federal award amount.

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 project 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. A proportionate reduction of the \$498,400 originally awarded would bring the federal amount to \$418,656.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	
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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peb ntawm 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,

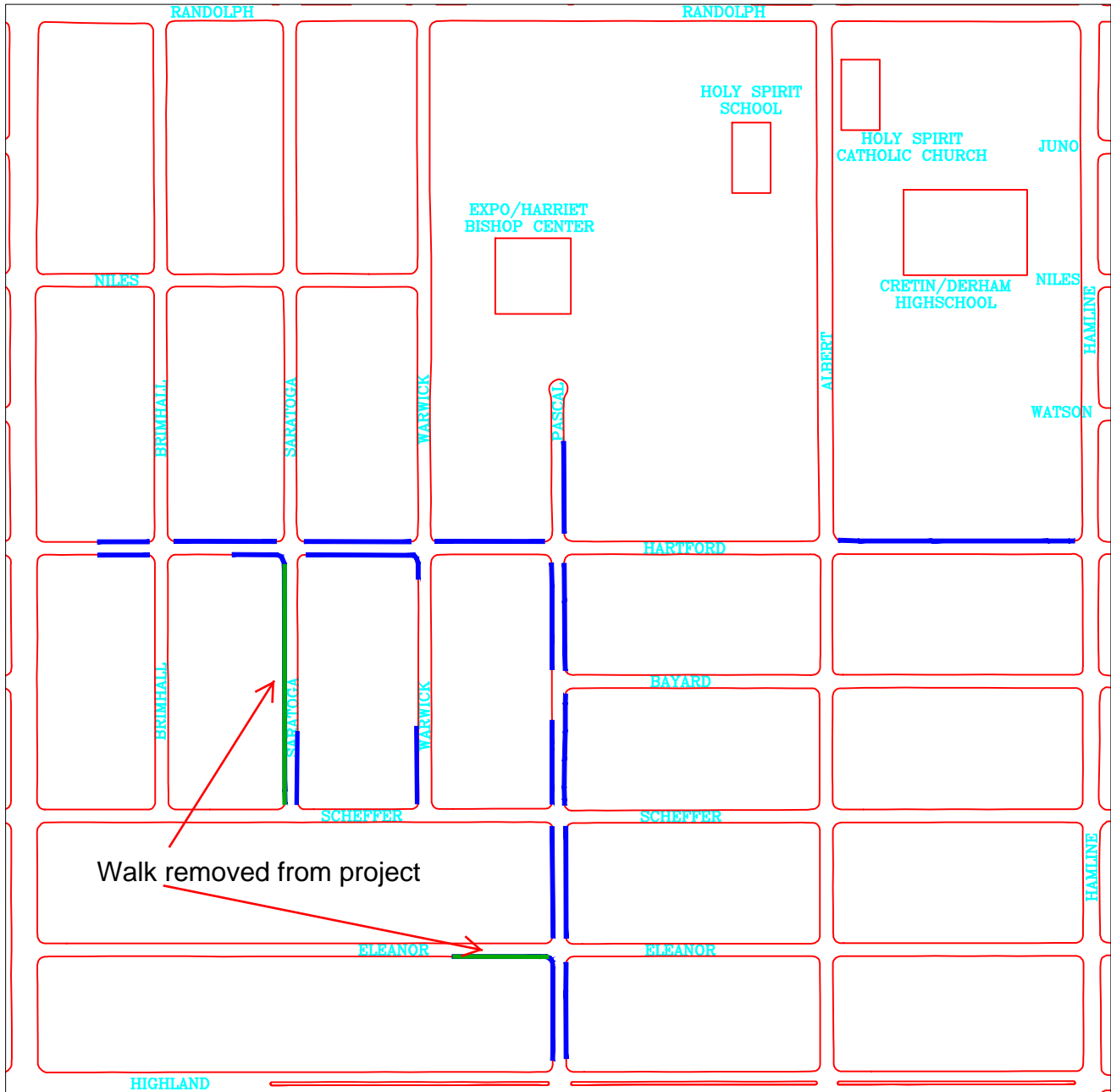
Elizabeth Stiffler, PE
City of Saint Paul Project Manager

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

Z:\streets\projects\current\Expo SRTS 2018\Project Map\SRTS 2018 Project Map.dwg Nov 08, 2017 - 6:45am

	DESIGNED	AO
	DRAWN	AO
	APPROVED	EAS

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

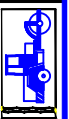
SRTS 2018

PROJECT: T-1368

STATE AID 164-591-002

PROJECT NUMBER:

DATE: 11/8/2017



ACTION TRANSMITTAL No. 2018-26

DATE: March 16, 2018

TO: TAC Funding and 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 eliminate the reduced conflict intersection at CSAH 36.

POSSIBLE ACTIONS: The Committee can recommend approval or denial of the request and recommend a federal award amount.

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). 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.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	
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.

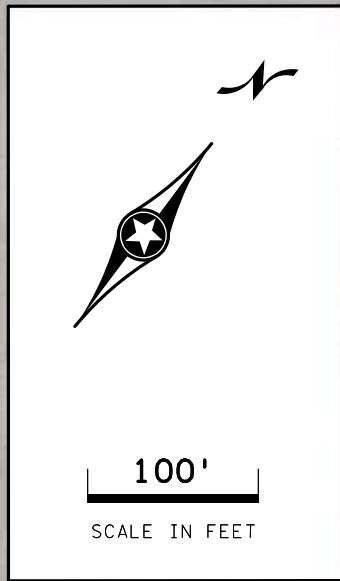
Included with this letter you will find drawings of the TH 212/CSAH 41 RCI that we are still planning on constructing (Exhibit A), the TH 212/CSAH 36 RCI that we originally planned to construct (Exhibit B), and the closure of CSAH 36 that we are now planning to do (Exhibit C).

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.

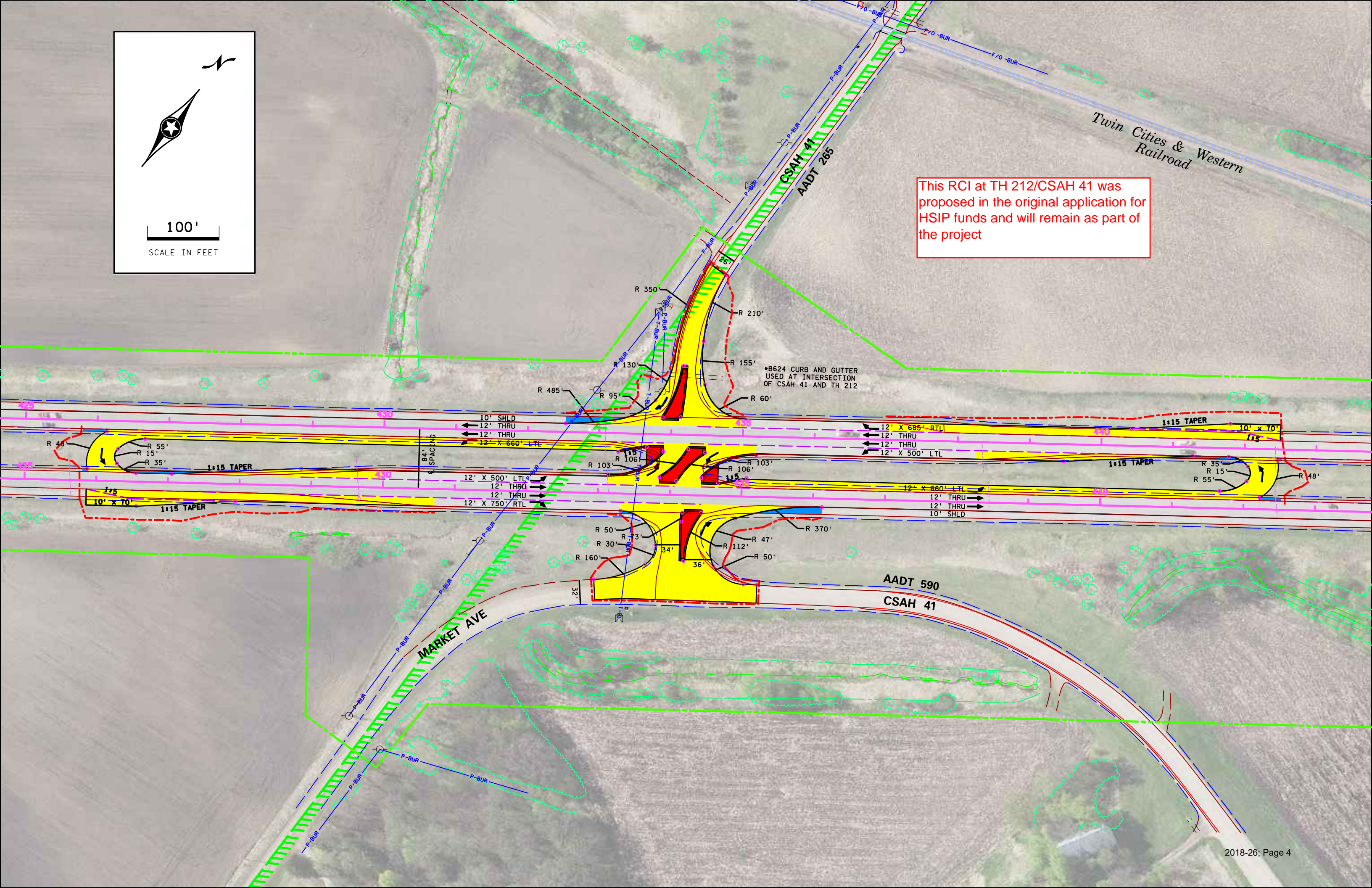
Sincerely,

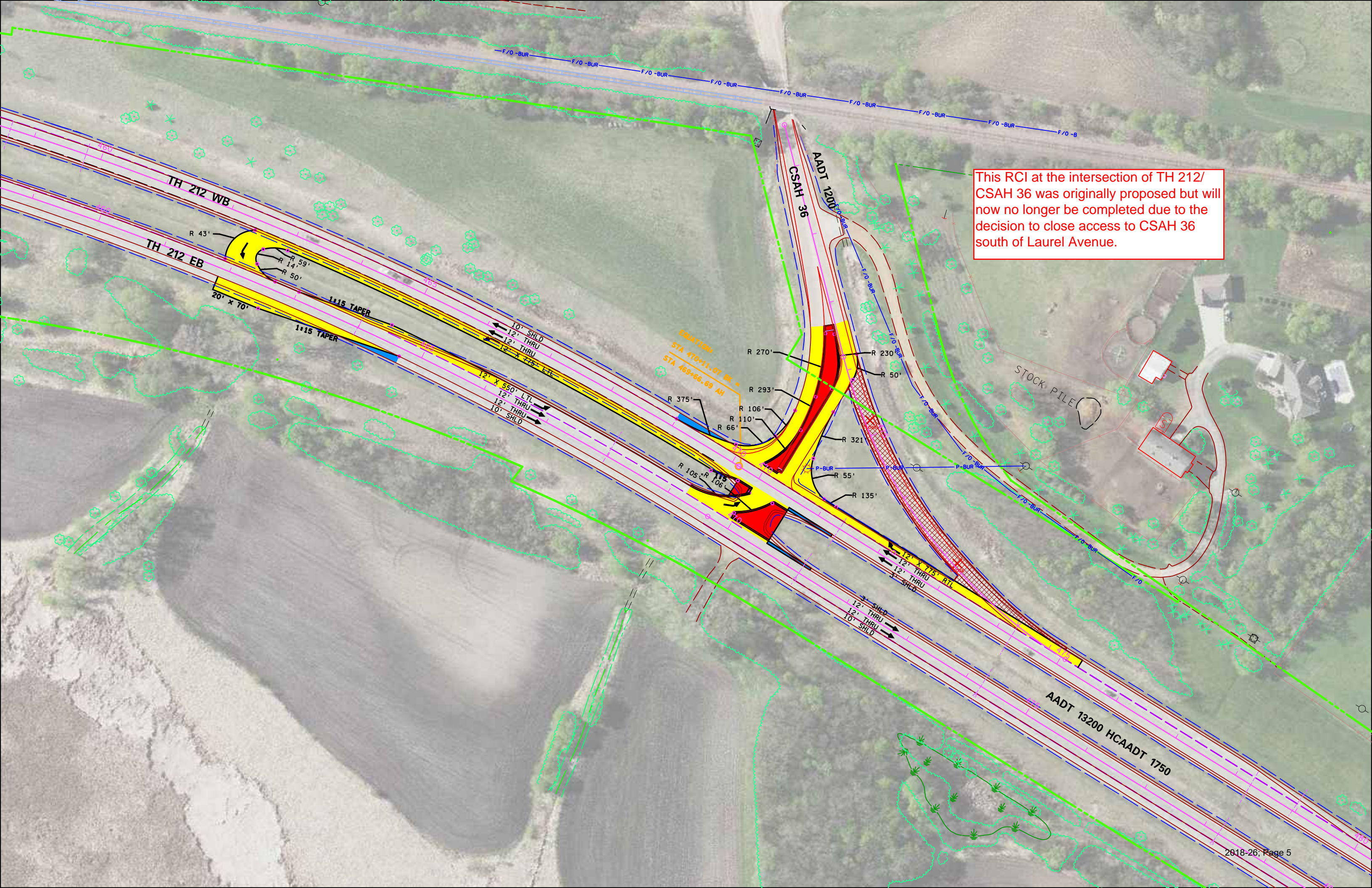


Sulmaan Khan
South Area Support Engineer
Metro District Program Delivery



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

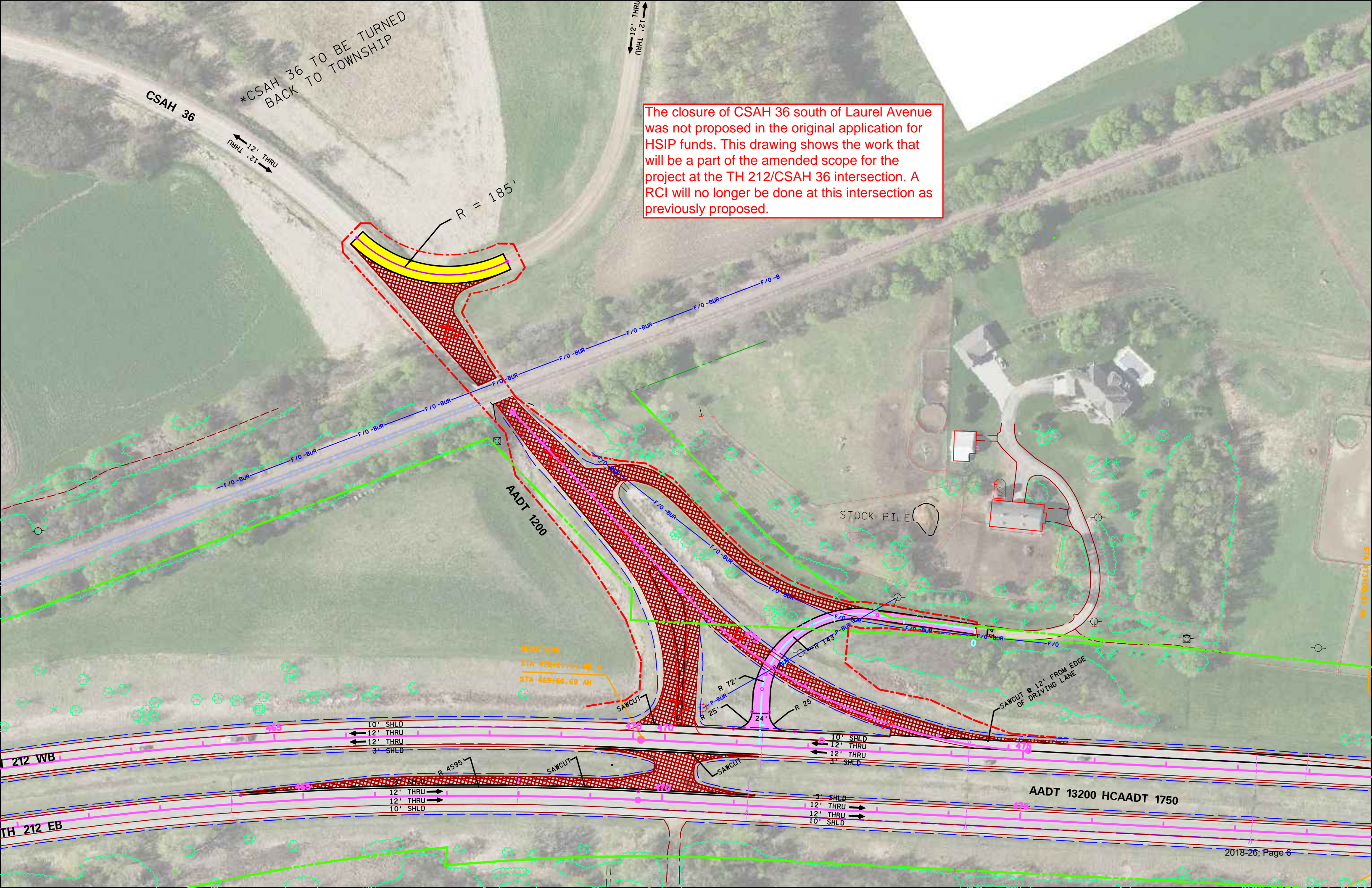




This RCI at the intersection of TH 212/ CSAH 36 was originally proposed but will now no longer be completed due to the decision to close access to CSAH 36 south of Laurel Avenue.

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 13, 2018

TO: TAC Funding and 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 TAC Funding and Programming Committee recommend to the Technical Advisory Committee approval of an amendment to the 2018-2021 Transportation Improvement Program (TIP) to incorporate safety performance measure language.

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.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
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 Council officially adopted the regional Safety Performance measures on January 24th, 2018, and submitted them to MnDOT. The following 2018 safety targets were adopted for the metro area:

- Number of traffic fatalities: 89
- Fatality rate (fatal crashes per 100 million vehicle miles travelled): 0.31 per 100M VM
- Serious injury crashes: 642
- Serious injury rate (number of serious injury crashes per 100 million vehicle miles travelled): 2.35 per 100 million VMT
- Non-motorized fatalities and serious injuries: 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.

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.

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.

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.