

## TRANSPORTATION ADVISORY BOARD

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

NOTICE OF A MEETING  
of the  
PLANNING COMMITTEE  
**Thursday, May 12th, 2016**  
**1:00 PM – 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 March 2016 Meeting
  - 4) Action Items
    - i) 2016-34: UPWP Amendment for TSPE work
  - 5) Info Items
    - i) Performance Measures Update – Brad Utecht
    - ii) Principal Arterial System Intersection Conversation Study – Peterson, Czech, Abere (powerpoint)
    - iii) Discussion of Activity Based Regional Model and 2018 Comprehensive Plan Update Traffic Forecasts, Part 2 – Filipi / Ehrlich
  - 6) Other Business
  - 7) Adjournment
- Full Meeting Packet

TRANSPORTATION ADVISORY BOARD  
Metropolitan Council  
390 N. Robert St., St. Paul, Minnesota 55101-1805

Notes of a Meeting of the  
**TAC-PLANNING COMMITTEE**  
March 10, 2016

**MEMBERS PRESENT:** Kevin Roggenbuck, Holly Anderson, Jean Keely, Paul Czech, Katie White, Ann Terwedo, Amanda Smith, Lisa Freese, Bill Dermody, Elaine Koutsoukos, Michael Larson, Jack Forsland, Bob Byers, Rachel Wiken

**OTHERS PRESENT:** Steve Peterson, Brad Utecht, Mark Filipi, Jonathan Ehrlich, Steve Wilson

**1. Call to Order**

The Meeting was called to order by Lisa Freese at 2pm.

**2. Adoption of the Agenda**

The agenda was adopted

**3. Approval of the Minutes**

Notes of the meeting of the March 2016 meeting were approved with a spelling correction to Jean Keely's name.

**4. Action Transmittal**

**2016-26: Adoption of Functional Class Map for Regional Solicitation**

A map of the seven county area functional class was reviewed along with a table of changes to the system since the last Regional Solicitation map was approved. All changes had already been through TAC planning and TAC. The summary table did not include any new changes

Error on map was noted, the date was incorrect. Date was changed to March 2016.

Committee moved to pass the recommendation as written, passed unanimously

**2016-30 Functional Class Change #1340 – Major Collector CR 60 in Scott County**

Chair Freese summarized this change for the committee. Scott County wants to change the functional class from Local to Major Collector on CR 60 between Hwy 169 and the Minnesota River. The roadway is being improved for truck traffic, including improvements to sightlines and grade. Part of the change would include downgrading CSAH 1 from Major Collector to local as traffic is moved over to CR 60.

Committee moved to pass the recommendation as written, passed unanimously.

**2016-27: ITS infrastructure**

Katie White presented the item. Each MPO is being asked to support the resolution for allegiance to ITS infrastructure. The language presented was written by MnDOT. The

State is trying to encourage collaboration between ITS systems, so that communication is happening between organizations.

The purpose of the resolution is not to require compliance but to encourage allegiance to the same goals. Language changed from “identify and govern” to “identify and guide” to show this is not a binding resolution.

Freese asked for more information, specifically clarification on range and scope. Jim McCarthy at FHWA will present more at TAC.

## **5 . Info Items**

### **Performance Measures – Brad Utecht**

Brad gave a brief update on performance measures. Last time he presented, he only had a partial list. This time he returned with the list organized by TPP goals.

The team has spoken with the policy makers and set up an ad hoc working group of policy makers to review. After the ad hoc group meets, he will return to this committee with changes / comments.

Actual target setting will happen during next TPP or later. More outreach is needed for that, not just a staff led exercise.

### **Discussion of Activity Based Regional Model and 2018 Comprehensive Plan Update Traffic Forecasts -Jonathan Ehrlich**

As requested by the committee, Jonathan Ehrlich gave an overview of the new activity based model (ABM). This is the first in a three part series discussing the new model and impact on local governments.

Highlights:

The new ABM uses a more refined TAZ system.

It also more closely captures how humans move and travel. Not just work to home, but also other activities during the day. It factors in other decision making besides just trip rates and population for a TAZ.

An analytical advantage is that specific populations can be isolated and reviewed.

Especially helpful for environmental justice work.

It is more sensitive to time of day and pricing for congestion.

In the next session, Jonathan will talk about the comp planning process.

Lisa suggested inviting other staff involved in modeling to the meeting next time.

## **6. Other business**

## **7. Meeting Adjourned 3:21 PM**

**ACTION TRANSMITTAL No. 2016-34**

**DATE:** May 5, 2016

**TO:** Technical Advisory Committee -- Planning

**PREPARED BY:** Katie White, Senior Planner (651-602-1716)

**SUBJECT:** 2016 Unified Planning Work Program Administrative Amendment

**REQUESTED ACTION:** MTS requests an administrative amendment to the 2016 Unified Planning Work Program (UPWP) to add the Transportation System Performance Evaluation to the list of projects.

**RECOMMENDED MOTION:** That TAC Planning recommend to TAC adoption of an amendment to the 2016 UPWP to add the Transportation System Performance Evaluation.

**BACKGROUND AND PURPOSE OF ACTION:** Every year the Unified Planning Work Program (UPWP) is recommended through the TAC and TAB committee structure before adoption by the Metropolitan Council and approval from MnDOT and the Federal Highway Administration. This document establishes activities that MTS will use federal planning funds for in the coming calendar year, including the titles of studies that will be undertaken. Activities in the UPWP can be unique consultant projects or ongoing work of the Council and MTS.

Task B-2 of the UPWP references activities, "to develop, maintain, and disseminate information on the performance of the Twin Cities transportation system to inform policy decisions and funding allocations and to comply with state law." This references the Transportation System Performance Evaluation, a document that is required by state law to be complete before the next update to the Transportation Policy Plan. However in the section labeled "Products" at the end of section B-2 the TSPE is not listed. This administrative amendment would include the TSPE in the list of Products at the end of section B-2.

MnDOT and FHWA are requesting an administrative amendment to the 2016 UPWP to document the Council's approval to undertake this study prior to engaging a consultant. There is no budget impact as a result of this change.

**RELATIONSHIP TO REGIONAL POLICY:** The Transportation System Performance Evaluation is required by state law and is used to develop the Transportation Policy Plan.

**STAFF ANALYSIS:** Federal law requires the adoption of a Unified Planning Work Program. MnDOT's office of Transportation System Management and the local office of the Federal Highway Administration oversees the administration of federal transportation planning dollars, and has requested this action.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
Technical Advisory Committee - Planning	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

## Highest Priority Performance Measures for the TPP

The following list of measures are the highest priority performance measures as identified by modal working groups. These groups consist of staff from the Met Council, MnDOT, cities, counties, advocacy groups, and private sector organizations. The measures are grouped by the goals of the Transportation Policy Plan (TPP). Measures highlighted in red were identified by the Policymaker Ad Hoc Working Group which is composed of members from the Metropolitan Council Transportation Committee, the Transportation Advisory Board (TAB), and the Counties Transit Improvement Board (CTIB).

### A. Transportation System Stewardship

#### Roadway Pavement Condition

- Description: Measures pavement condition on the Principal and A-Minor Arterial roadway system. Federal legislation requires measuring pavement condition on the Principal Arterial roadway system.
- Current Value (2013): On Interstates, 60.9% in good condition, 1.5% in poor condition; On non-Interstate Principal Arterials, 59.5% in good condition, 2.2% in poor condition
  - Data Source: MnDOT

#### Bridge Condition

- Description: Measures the percent of deck area on good or poor condition bridges. This measure covers bridges on the Principal and A-Minor Arterial system. The measure is weighted by size of bridge (deck area) instead of by number of bridges. Federal legislation requires measuring bridge condition on the Principal Arterial system.
- Current Value (2014): For Principal Arterial bridges, 53.2% in good condition, 2.5% in poor condition; For non-Principal Arterial bridges, 61.5% in good condition, 2.5% in poor condition
  - Data Source: MnDOT

#### MnPASS Reliability

- Description: Measures the percent of time a MnPASS lane is operating at 45 mph or greater
- Current value: Has not been calculated
  - Data Source: MnDOT

#### State of Good Repair - Transit

- Description: This is a required federal measure for transit
- Current Value: Has not been calculated
  - Data Source: Transit Providers

#### Runway Pavement Condition

- Description: Measures the pavement condition for all airport runways in the region. The methodology is similar to the highway pavement measure.
- Current Value (2014): Value Range: 41-60 (Average), 61-80 (Good), 81-100 (Great). St. Paul Downtown Airport – Average, Flying Cloud Airport – Good, Anoka Blaine Airport – Good
  - Data Source: MnDOT, Metropolitan Airports Commission

### Transit Farebox Recovery

- Description: Measures the percent of transit operating expenses covered by fare revenue
- Current Value (2011): 27.9%
  - Data Source: Transit Providers

## B. Safety and Security

### Number of Fatalities and Fatality Rate

- Description: Measures the number of traffic fatalities for all modes of transportation and fatality rate for automobile **and transit related** fatalities. Fatality rate is calculated by dividing the number of traffic fatalities by vehicle miles travelled. This is a required federal measure. Both measures are reported as five year rolling averages **and as single year values**.
- Current Value (2008-2012): 115 traffic fatalities per year; 0.42 traffic fatalities per 100 million VMT
  - Data Source: MnDOT, **Transit Providers**

### Number of Serious Injuries and Serious Injury Rate

- Description: Measures the number of serious traffic injuries for all modes and serious injury rate for automobile **and transit related** fatalities. Serious injury rate is calculated by dividing the number of traffic fatalities by vehicle miles travelled. This is a required federal measure. Both measures are reported as five year rolling averages **and as single year values**.
- Current Value (2008-2012): 491 serious injuries per year; 1.79 serious injuries per 100 million VMT
  - Data Source: MnDOT, **Transit Providers**

### Bicycle/Pedestrian Crashes

- Description: Measures all reported crashes involving a bicyclist or pedestrian
- Current Value: Has not been calculated
  - Data Source: MnDOT

## C. Access to Destinations

### Mode Share/Mode Participation Rate

- Description: Mode share measures the percent of all trips taken via bicycling, walking, or transit. Mode participation rate measures the percent of all people who use transit, bike, or walk on a typical day. These measures were presented as one to the modal groups. Most groups preferred using both measures.
- Current Value (2010):
  - Mode Share: Bike (1.6%), Pedestrian (6.1%), Transit (2.5%)
  - Mode Participation Rate: Bike (2.9%), Pedestrian (12.2%), Transit (5.4%)
- Data Source: Travel Behavior Inventory (TBI)

### Job Accessibility

- Description: Measures the number of jobs accessible to the average worker via driving, walking, transit, **or MnPASS**. The time threshold has not been determined and may be different for different modes. The examples below show the number of jobs accessible in 30 minutes.

- Current Value:
  - 2014: In 30 minutes, 6,063 jobs are accessible to the average worker via walking (0.4% of total jobs)
  - 2014: In 30 minutes, 17,651 jobs are accessible to the average worker via transit (1% of total jobs)
  - 2010: In 30 minutes, 1.51 million jobs are accessible to the average worker via car (96% of total jobs)
  - Job accessibility by MnPASS has not been calculated yet
- Data Source: University of Minnesota's Accessibility Observatory

#### Reliability Index

- Description: Measures the amount of travel time that should be planned for a trip to be late only once a month (1/20 days). A value of 2.00 means that 40 minutes should be planned for a 20-minute trip in light traffic. This will be measured for both automobiles and trucks.
- Current Value (2014): 2.72 for automobiles; Truck reliability index has not been calculated
  - Data Source: Texas Transportation Institute

#### Annual Hours of Delay

- Description: Measures the average amount of travel delay for peak period auto commuters
- Current Value (2014): 47 hours of delay per peak period auto commuter per year
  - Data Source: Texas Transportation Institute, Metropolitan Council

#### Average Commute Time

- Description: Measures the average commute time for motorists and transit users
- Current Value (2014): 25.3 minutes for motorists
  - Data Source: American Community Survey

#### MnPASS Usage

- Description: Measures the number of people who use a MnPASS lane. This measure includes MnPASS toll payers, carpoolers, and bus riders in the MnPASS lane.
- Current Value: Has not been calculated
  - Data Source: MnDOT, Metropolitan Council

#### Transit Ridership

- Description: Measures the annual number of transit trips
- Current Value (2014): 97.7 million annual trips on transit
  - Data Source: Transit Providers

#### Regional Bicycle Transportation Network (RBTN) Implementation

- Description: Measures the number of miles and/or percentage of the RBTN that have been completed. The RBTN was established in the 2040 TPP and sets the region's priorities for bicycle planning and investment.
- Current Value: Has not been calculated
  - Data Source: Metropolitan Council



Average Aircraft Delay at MSP

- Description: Measures the average aircraft delay at MSP compared to scheduled departure times
- Current Value (2014): 4.5 minutes
  - Data Source: Metropolitan Airports Commission

Transit On-Time Performance

- Description: Measures the percent of transit trips that are within five minutes of scheduled departure times
- Current Value: Has not been calculated
  - Data Source: Transit Providers

## D. Competitive Economy

Cost per Passenger at MSP Airport

- Description: Measures the cost per passenger that airlines pay to Metropolitan Airports Commission to use the MSP airport
- Current Value (2014): \$6.81 per passenger
  - Data Source: Metropolitan Airports Commission

Key Truck Corridors that are 10-ton

- Description: Measures the percent of regional key truck corridors that are built to support 10-ton weight for freight vehicles. Key truck corridors will be identified as part of the Regional Truck Highway Corridor Study being led by the Met Council.
- Current Value: Has not been calculated
  - MnDOT, Counties

Truck Travel Time Index

- Description: Measures the ratio between average travel time and uncongested truck travel time
- Current Value: Has not been calculated

Population with Access to High-Frequency Transit Service

- Description: Measures the percent of people who live within half-a-mile of high frequency transit service
- Current Value (2010): 12% of residents (328,000 people) live within half-a-mile of high frequency transit service
  - Data Source: Metro Transit, Metropolitan Council

Cost of Transportation

- Description: Measures the cost of transportation as a percent of income for a typical household
- Current Value: 19% of household income
  - Data Source: Center for Neighborhood Technology

## E. Healthy Environment

Greenhouse Gas and Criteria Pollutant Emissions

- Description: Measures the amount of carbon monoxide, oxides of nitrogen, sulfur dioxide, volatile organic compounds, PM2.5 and CO2 emissions

- Forecasted Value (2040 Average daily emissions): Carbon monoxide-102 tons; oxides of nitrogen-8.2 tons; sulfur dioxide-0.2 tons; volatile organic compounds-2.6 tons; PM 2.5-0.3 tons; Greenhouse gas (CO2 Equivalent)-22,245.9 tons
  - Data Source: Met Council's Regional Transportation Model

#### Bicycle/Pedestrian Miles Traveled

- Description: Measures the miles traveled by bicycle or walking
- Current Value (2010): 725,000 bicycle miles travelled per day; pedestrian miles travelled have not yet been calculated
  - Data Source: Travel Behavior Inventory (TBI)

#### Solar Power Generated at Transit Facilities

- Description: Measures the energy generated from solar power arrays at transit facilities
- Current Value: Has not been calculated
  - Data Source: Transit Providers

#### Recycling Options at Transit Stops/Stations

- Description: Measures the percent of transit stops/stations that have recycling available
- Current Value: Has not been calculated
  - Data Source: Transit Providers

### F. Leveraging Transportation Investments to Guide Land Use

#### Acres of riverfront/rail-accessible industrial land

- Description: Measures the change in acres of riverfront or rail-accessible industrial land. The methodology on how to calculate this measure has not been finalized.
- Current Value: Has not been calculated
  - Data Source: Metropolitan Council

#### Job and Population Growth near High Frequency Transit Service

- Description: Measures the percent of forecasted job and population growth within half-a-mile of high frequency transit
- Current Value (2010-2040): 49% of regional forecasted job growth near high-frequency transit; 14% of regional forecasted population growth near high-frequency transit
  - Data Source: Metro Transit, Metropolitan Council

#### Transit Supportive Comprehensive Plans

- Description: Measures the number of communities with comprehensive plans that have transit oriented development or transit-supportive land use policies. Met Council staff will consult with Metro Cities so see if they are open to having this measure.
- Current Value: Has not been calculated