

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

Notes of a Meeting of the
TAC-PLANNING COMMITTEE
May 12, 2016

MEMBERS PRESENT: Holly Anderson, Bob Byers, Jack Byers, Paul Czech, Bill Dermody, Innocent Eyoh, Mark Filipi, Jack Forslund, Lisa Freese, Ann Terwedo, Katie White, Rachel Wiken

OTHERS PRESENT: Brad Utecht, Steve Wilson, Cole Hiniker, Jonathan Ehrlich, Doug Abere (Bolton & Menk, Inc), Angie Stenson (Scott County)

1. Call to Order

The Meeting was called to order by Lisa Freese

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 as submitted

4. Action Transmittal

2016-34: UPWP Amendment for TSPE work

Katie White presented the item to the committee.

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.

Katie will be returning to present to the Committee in July to present the full 2017 UPWP.

The Committee had no questions. Bob Byers moved, Ann Terwedo seconded. Item passed unanimously.

5. Info Items

Performance Measures – Brad Utecht

Brad returned to the group to present the changes the performance measures after two meetings with the Ad Hoc work group. He walked the committee through the handout, where changes were highlighted in red.

The Ad Hoc group had added several new measures, including MnPASS reliability, transit farebox recovery, cost of transportation (of income), and transit supportive of comp plans.

The Ad Hoc committee also added comments to several other measures, including adding in transit as a mode to many other road/highway measures, especially in the safety and security goal area. Bill Dermody pointed out for average commute time, drive time is usually just driving, not parking and walking, whereas transit time is door to door, making these two numbers hard to compare. Brad Utecht replied the data used was from the ACS and self-reported, so we are unable to correct for that.

The committee has concerns about the new factor Solar Power Generated at Transit Facilities. There was discussion about what constitutes a transit facility and why only solar was considered for alternate energy tracking. Other suggestions were hybrid fuel or electric powered vehicles. In general, the committee felt some of the new measures needed more discussion and detail.

The committee also asked if there would be chance to reevaluate these measures at some point in the future. Brad responded that they would be used in the next TPP and evaluated after. Lisa Freese suggested we start goal setting for the measures before the next TPP process begins as to avoid being overwhelmed in the process, like the last cycle of writing the TPP and the performance measure definitions.

Principal Arterial Intersection Conversion Study – Steve Peterson, Doug Abere, Paul Czech

Steve Peterson presented to the group about nine months ago on the scope of this study. He and Doug Abere, the project manager for the study, jointly presented on the background and objectives for the study, mainly improving mobility and safety at PA intersections. The study will be used to guide investments by identifying regional priorities for grade separation with limited funding. The study was identified in the work program of the 2040 TPP.

Phase I of the project has been completed. Phase I identified at grade crossing on PAs, as well screening out many which were not good candidates for grade separation at this time. Phase I also included outreach meetings and refining the data and criteria used to select corridors and intersections. Phase I screening reduced 374 initial intersections to 104 intersections to be considered in detail in Phase II.

Phase II is beginning. The Technical Steering Committee (TSC) are establishing weights for criteria, including Mobility and Reliability (higher volumes of traffic and less variable travel times), Safety (fewer severe crashes), Corridor Context (accommodate grade separation, serves regional routes, other modes).

Phase II will include examining detailed turning volume data for each intersection, computing scores based on weights discussed above, and running volume / capacity scenarios. The final product for the study is hoped to be done by late 2016 / early 2017.

Activity Based Model - Comprehensive Planning Forecasting Coordination – Jonathan Ehrlich

The second part in a three part series on the new activity based model.

Jonathan started with the technology requirements for running the new model -
Hardware: 16 GB RAM, ~50 GB per scenario storage space, 8-16 core processors.
Software: Cube 6.1.1 or 6.4 or higher, ArcGIS 10.0 or higher, Python 2.6 or higher, Visual Studio 2010 or Visual Studio Redistributable

He then talked about model validation and the local data needed – socio economic and traffic volumes. He also discussed the new TAZ, which was developed in 2009 for 2010 TBI.

Several committee members expressed concern between coordination between city and county and the regional model, and how to coordinate timing in the comp plan process.

6. Meeting Adjourned 2:52 PM