

493rd Transportation Technical Committee
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, January 10, 2019 – 10:00 a.m.
Metro COG Conference Room

AGENDA

1. Call to Order and Introductions
2. Approve the Agenda Action Item
3. Consider Minutes of the December 13, 2018 TTC Meeting Action Item
4. Public Input Opportunity Public Input
5. Performance Measure 1 (PM1) – 2019 Safety Targets Action Item
6. Section 5339 Transit Grant Application Action Item
7. MATBUS Transit Authority Consultant Selection Action Item
8. Metropolitan Transportation Plan Policies, Goals, Objectives Informational Item
9. Agency Updates Discussion Item
 - a. City of Fargo
 - b. City of Moorhead
 - c. City of West Fargo
 - d. City of Dilworth
 - e. City of Horace
 - f. Cass County
 - g. Clay County
 - h. Other Member Jurisdictions
9. Additional Business Information Item
10. Adjourn

REMINDER: The next TTC meeting will be held **Thursday, February 14, 2019** in the Metro COG Conference Room at 10:00 a.m.

Red Action Items require roll call votes.

NOTE: Full Agenda packets can be found on the Metro COG Web Site at <http://www.fmmetrocog.org> – Committees

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**492nd Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, December 13, 2018 – 10:00 am
Metro COG Conference Room**

Members Present:

Jonathan	Atkins	City of Moorhead Traffic Engineering
Jason	Benson	Cass County Highway Engineering
Julie	Bommelmann	City of Fargo, MATBUS
James	Dahlman	City of Horace (alternate for Russ Sahr)
Hali	Durand	Clay County Planning
Shane	Finck	Clay County Engineering (alternate for Dave Overbo)
Cindy	Gray	Metro COG
Jeremy	Gorden	City of Fargo Transportation Engineering
Michael	Johnson	NDDOT – Local Government Division
Kim	Lipetsky	Fargo Cass Public Health
Aaron	Nelson	Fargo City Planning
Mary	Safgren	MnDOT – District 4
Jordan	Smith	City of Fargo MATBUS
Tim	Solberg	City of West Fargo Planning
Stan	Thurlow	City of Dilworth Planning
Barrett	Voigt	Cass County Planning

Members Absent:

Chris	Brungardt	West Fargo Public Works
Robin	Huston	City of Moorhead Planning/Zoning
David	Overbo	Clay County Engineering
Russ	Sahr	City of Horace Planning
Brit	Stevens	NDSU – Transportation Manager
Lori	Van Beek	City of Moorhead, MATBUS
Mark	Wolter	Freight Representative, Midnite Express

Others Present:

Adam	Altenburg	Metro COG
Mike	Bittner	KLJ
Luke	Champa	Metro COG
Dan	Farnsworth	Metro COG
Ryan	Frolek	Moore Engineering
Matthew	Huettl	HDR
Matt	Kinsella	Apex Engineering Group
Wade	Kline	KLJ
Andrew	Krog	Bolton & Menk
Jeff	Lansink	Houston Engineering
Brent	Muscha	Apex Engineering Group
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Anna	Pierce	Metro COG

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 10:00 am, on December 13, 2018 by Chair Gray. A quorum was present.

2. Approve the 492nd TTC Meeting Agenda

Chair Gray asked if there were any questions or changes to the 492nd TTC Meeting Agenda.

Motion: Approve the 492nd TTC Meeting Agenda.

Mr. Atkins moved, seconded by Mr. Benson.

MOTION, PASSED. 16-0.

Motion carried unanimously.

3. APPROVE November 8, 2018 TTC MEETING MINUTES

Chair Gray asked if there were any questions or changes to the November 8, 2018 TTC Meeting Minutes.

Motion: Approve the November 8, 2018 TTC Minutes.

Ms. Durand moved, seconded by Mr. Thurlow.

MOTION, PASSED. 16-0.

Motion carried unanimously.

4. Public Comment Opportunity

No public comments were made or received.

No MOTION

5. 2019-2022 Transportation Improvement Program (TIP) Amendment #1

Mr. Champa presented Amendment #1 to the 2019-2022 Transportation Improvement Program (TIP).

Ms. Safgren said that the amended MnDOT STIP will be discussed at the next ATP meeting.

A public hearing was opened. No comments were received. The Public Hearing was closed.

Motion: Recommend Policy Board approval of proposed Amendment #1 to the 2019-2022 Transportation Improvement Program.

Ms. Bommelman moved, seconded by Mr. Smith.

MOTION, PASSED. 16-0.

Motion carried unanimously.

6. Transportation Alternatives (TA) Grant Prioritization

Mr. Farnsworth presented the Transportation Alternatives Grant project prioritization for 2019. Metro COG received ten (10) applications from North Dakota jurisdictions, and three (3) letters of intent from Minnesota jurisdictions.

Mr. Gorden asked that the Deer Creek project be considered as first priority for the City of Fargo, and Bison Village be second, regardless of how they fall in the overall prioritization for the metro area. Mr. Nelson noted that the Bicycle & Pedestrian Committee scored these technically, and did not consider any political considerations, as the Policy Board can cover that. Discussion included past struggles with the scoring criteria, and there was general agreement that the policies, goals and objectives of the 2019 Metropolitan Transportation Plan can help with developing a new scoring matrix. NDDOT does usually follow Metro COG's prioritization, but MnDOT follows a different process.

Mr. Gorden asked that applications for the City of Fargo projects "River Drive Shared Use Path" and "Shared Use Path Signing project for Red River Trail and the Milwaukee Trail" to be pulled and not prioritized, as he doesn't want them to be funded ahead of the Deer Creek and Bison Village projects, and Mr. Solberg asked that City of West Fargo's "River's Bend Bridge and Path" project be pulled as well, to reduce the likelihood of those projects getting chosen over higher-ranking projects on the list.

Mr. Atkins made comments on the scoring matrix relative to the Moorhead TAP application. He would like to see this addressed for next year with more lead-time before the actual scoring happens, to ensure that the technical staff are comfortable with the scoring process before they start considering it relative to specific applications.

Motion: Recommend Policy Board approval of the TA project prioritization as vetted through the Metropolitan Bicycle and Pedestrian Committee.
Mr. Atkins moved, seconded by Mr. Solberg.
MOTION, PASSED. 15-1 (Mr. Gorden absent)
Motion carried unanimously.

****Mr. Gorden left the meeting at 10:40am**

7. 2020-2023 NDDOT Urban Solicitation of Projects

Mr. Maddox presented the 2020-2023 Urban Solicitation of Projects. Background was provided on each of the proposed projects relative to inclusion in the LRTP, designation as short, mid or long range project, projected traffic volumes, etc.

Ms. Gray noted that Mr. Gorden has asked that 19th Ave N project, currently considered a Regional Highway System grant project, be submitted to NDDOT even though solicitations for regional highway projects were not explicitly made, since the proposed 19th Avenue North project as part of a phased improvement. Other portions of the project, as recommended by the corridor study, have been implemented over the past few years, and this is a continuation of those improvements.

Mr. Maddox said that there has been no preliminary attempt at prioritization, leaving it up to the TTC. Mr. Benson stated that he would have significant concerns about the 52nd Avenue and Sheyenne Street projects being under

construction at the same time, due to the disruption of traffic. The two projects combined would severely hinder access to Horace. Other TTC members agreed, and general discussion took place about the projects relative to their current status of readiness and presence in the LRTP.

The TTC arrived at the following prioritization: 1. 52nd Ave S – 63rd Street to Sheyenne Street (to complete the portion studied in the 52nd Ave S Corridor Study); 2. Transit Capital – Bus Replacement Purchase; 3. Sheyenne Street – 40th Ave to 52nd Ave; and, 4. 17th Ave S – 5th Street to 17th Street.

Mr. Johnson asked for verification that the TTC makes no prioritization for the Regional Highway System and Urban Grant Program requests, as there is only one project applied for in each program. TTC members agreed with this.

Motion: Recommend Policy Board approval of the prioritized list of projects – with emphasis on separation of the timing of construction of the 52nd Ave and Sheyenne Street projects, in each respective funding programs, and subsequent submittal to the NDDOT.

Mr. Solberg moved, seconded by Mr. Benson.

MOTION, PASSED. 15-0.

Motion carried unanimously.

8. West Fargo 9th Street Corridor Study RFP

Mr. Altenburg presented the West Fargo 9th Street Corridor Study Request for Proposal (RFP).

Mr. Nelson asked if there will be any coordination with the City of Fargo. Mr. Solberg said there had been preliminary discussions with the City of Fargo. He also said he had not fully reviewed the RFP, but understands the need to move the RFP forward. Mr. Benson asked that Cass County's comments be considered as well. Mr. Solberg asked if this would possibly fall under the upcoming Northwest Metro Transportation Plan.

Mr. Atkins brought up hesitation to approve this RFP, as the scoping is not yet finalized. Mr. Solberg noted the City of West Fargo's preference to the study as well due to general workload. Ms. Gray restated the need to push projects forward in order to continue complete our work program on schedule and use the CPG funds during the time frame when they're intended to be used, or we will be in a similar situation to the past, where funds have not been used in a timely manner. She also said that she believes the Metro COG staff has scoped and administered multiple corridor studies and has confidence in the staff to prepared a solid RFP, and that the study itself would not start until March due to the RFP process, which includes interviews, contract and scoping negotiations. Ms. Gray also reiterated that it is not the intent of staff to drop projects onto the TTC with limited amounts of review time. Her preference would have been to complete these RFPs in October, and have the consultant selection process complete by December, and be ready to start the project immediately in 2019, but due to the recent volume of projects moving through the RFP process, the timing for these has been compressed. She stated that Metro COG staff already

has a meeting scheduled with West Fargo and Fargo staff to refine the scopes of work. Mr. Johnson echoed this sentiment, and described the urgency in Metro COG's need to spend down before losing de-obligated 2014 funds.

Motion: Recommend Policy Board approval of the West Fargo 9th Street Corridor Study RFP, with the understanding that the scope may be refined before Policy Board review, pending final review and approval by the NDDOT.
Mr. Solberg moved, seconded by Mr. Nelson.
MOTION, PASSED. 14-1 (Mr. Johnson abstained from the vote)
Motion carried.

9. Northwest Metro Transportation Plan RFP

Mr. Altenburg presented the Northwest Metro Transportation Plan Request for Proposal (RFP).

Mr. Solberg commented on the makeup of the SRC, noting that Reile's Acres and the Reed Township are not yet associate members. Ms. Gray suggested they be designated as stakeholders, and not SRC members.

Mr. Nelson asked how the study review area boundaries were created. Ms. Gray said that she was not here during the budget scoping, so did not know what discussions took place at that time, but believes that the diversion project, NDSU, and the Airport Authority may have influence on the future of the area, and thought that was a reason why the entire area was included. Mr. Nelson suggested that the Airport Authority be considered as a stakeholder.

Motion: Recommend Policy Board approval of the Northwest Metro Transportation Plan RFP, with the understanding that the scope may be refined before Policy Board review, pending final review and approval by the NDDOT.
Mr. Nelson moved, seconded by Mr. Solberg.
MOTION, PASSED. 13-1-1. (Mr. Johnson abstained from the vote, Ms. Safgren was absent)
Motion carried.

*Ms. Lipetzky left the meeting at 11:31am

10. MATBUS Transit Facility Analysis & Development Strategy Final Report

Mr. Kline (KLJ) presented the MATBUS Transit Facility Analysis & Development Strategy final report.

Motion: Recommend Policy Board approval of the MATBUS Transit Facility Study final report.
Ms. Bommelman moved, seconded by Mr. Nelson.
MOTION, PASSED. 14-0.
Motion carried unanimously.

*Mr. Thurlow left the meeting at 11:58am

11. **Fargo/West Fargo Parking and Access Requirement Study Final Report.**
Mr. Maddox presented the Fargo/West Fargo Parking and Access Requirement Study final report.

Motion: Recommend Policy Board approval of the Fargo/West Fargo Parking and Access Management Study final report.

Mr. Solberg moved, seconded by Mr. Atkins.

MOTION, PASSED. 13-0.

Motion carried unanimously.

12. **Agency Updates**
No agency updates.

13. **Additional Business**
No additional business discussed.

14. **Adjourn**
The 492nd Regular Meeting of the TTC was adjourned on December 13, at 12:05 p.m.

THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD JANUARY 10, 2018, 10:00 A.M. AT THE FM METRO COG CONFERENCE ROOM, ONE NORTH 2ND STREET, CASE PLAZA SUITE 232, FARGO, ND.

Respectfully Submitted,

Savanna Leach
Executive Assistant

To: Transportation Technical Committee
From: Anna Pierce
Date: January 4, 2019
Re: Performance Measure 1 (PM1) – 2019 Safety Targets

As a part of the Fixing America's Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, State DOTs and MPOs are required to establish quantifiable targets for performance measures. There are three performance measures.

Performance Measure 1 (PM1) is meant to establish performance targets related to safety. This falls under §490 Subpart B. As such, each state must annually establish and report performance targets for the Highway Safety Improvement Program (HSIP) for the following five (5) safety performance measures:

1. Number of Fatalities
2. Rate of Fatalities
3. Number of Serious Injuries
4. Rate of Serious Injuries
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

As an MPO, Metro COG is required by FHWA to either

1. Agree to program projects in each state's portion of the Metropolitan Planning Area (MPA) to support the performance targets established by the respective state and/or
2. Establish MPO specific safety performance targets for all or some of the above five measures.

These are reviewed and revised annually. 2019 is the second year we are reviewing and adopting PM1 targets for the MPA.

In 2018, TTC recommended to Policy Board to adopt MnDOT and NDDOT's Safety Performance Measures for each portion of the MPA. Based on the crash data available to us, Metro COG again requests that TTC recommend adoption of MnDOT and NDDOT's Safety Performance Measures for each portion of the MPA.

Attached is the Technical Report on FHWA National Performance Management Measure 1 – Highway Safety Improvement Program Performance Measures (Subpart B) for your review. If no major changes are noted, Metro COG recommends the TTC move the final memorandum and resolution to the Policy Board for approval.

Once approved by the Policy Board, the resolutions will be signed and distributed to the applicable jurisdictions and programming will occur in accordance.

Requested Action: Metro COG requests a favorable recommendation to Policy Board to adopt MnDOT's Safety Performance Measures by signing the enclosed MnDOT resolution.

Metro COG requests a favorable recommendation to Policy Board to adopt NDDOT's Safety Performance Measures by signing the enclosed NDDOT resolution.

TECHNICAL MEMORANDUM

Date: January 4, 2019

Re: Technical Report on FHWA National Performance Management Measure 1 – Highway Safety Improvement Program Performance Measures (Subpart B)

Overview

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was passed. This law continues the Highway Safety Improvement Program (HSIP) with minor revisions. These revisions include the establishment of quantifiable targets for each safety performance measure identified in §490 Subpart B to assess roadway safety.

Thus, Federal Highway Administration (FHWA) requires the following five (5) safety performance measures to be established and measured for the HSIP in each state:

1. Number of Fatalities
2. Rate of Fatalities
3. Number of Serious Injuries
4. Rate of Serious Injuries
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Each safety performance measure is based on a 5-year rolling average. The numbers are calculated by adding up the most recent 5 consecutive calendar years ending in the year for which the targets are established, divide by 5, and round to the tenth or hundredth decimal place depending on the performance measure.

The Number of Fatalities, the Rate of Fatalities, and the Number of Non-motorized Fatalities are determined based on Fatality Analysis Reporting System (FARS) data and FARS Annual Report File (ARF) if Final FARS is not available. As of January 2, 2019, FARS is only available for up to 2017. The Number of Serious Injuries, Rate of Serious Injuries, and the Number of Non-motorized Serious Injuries are determined based on state specific collected data. Using the KABCO injury classification or the MMUCC classification.

In North Dakota, data is received from NDDOT's Safety Division. In Minnesota, Minnesota Crash Mapping Analysis Tool (MnCMAT) collects crash data across the state and allows users to download area specific data. As of January 2, 2019, Minnesota's data is available for 2006 through 2015, but 2016 and 2017 data was provided to Metro COG directly from MnDOT.

National Highway Traffic Safety Administration (NHTSA) classifies a Non-motorist as, 'Any person who is not an occupant of a motor vehicle in transport and includes the following:

- Pedestrian
- Pedalcyclists (Bicyclists)
- Occupants of a parked motor vehicle
- Joggers
- Skateboard Riders
- People riding on animals
- Persons riding on animal-drawn conveyances (horse-drawn carriage)'

<https://www.fars.nhtsa.dot.gov/Help/Terms.aspx>

Purpose

The following information has been compiled to determine if Fargo-Moorhead Metropolitan Council of Governments should in accordance with §490.209(c)(4) either follow

§490.209(c)(4)(i) and agree 'to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure'

OR

§490.209(c)(4)(ii) commit 'to a quantifiable target for that performance measure for' (our) MPO.

The decision needs to be made by and submitted to the respective State DOTs by February 27, 2019 (180 days after NDDOT and MnDOT established their targets).

By choosing to follow §490.209(c)(4)(i), Metro COG would program the Minnesota portion of the MPO based on MnDOT's established safety performance measures and the North Dakota portion of the MPO would be programmed based on NDDOT safety performance measures. The following table illustrates the established safety performance measures per state.

2019 Established Safety Performance Measures Statewide		
	MnDOT Target	NDDOT Target
Number of Fatalities	372.2	127.3
Rate of Fatalities (per 100M VMT)	0.622	1.271
Number of Serious Injuries	1,711	486.2
Rate of Serious Injuries (per 100M VMT)	2.854	4.848
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	267.5	34.6

Please note that these are the statewide target numbers and in order to compare the Fargo-Moorhead MPA numbers with each state's goals, Metro COG has extrapolated the numbers based on a yearly percentage change for each state to compare the goals equally.

If Metro COG chooses to follow §490.209(c)(4)(ii), Metro COG would be able to program the entire Metropolitan Planning Area (MPA) under our established safety performance measures, which would supersede the State DOT safety performance measures. In order to do so, Metro COG would have to report the VMT estimate and methodology used to establish targets for fatality rate and serious injury rate targets. This has to occur for all roadways within the metropolitan planning boundary (MPA) regardless of ownership or functional class. Currently, local road VMT data is not collected by Metro COG for all roadways within the MPA network. Thus, a formula, methodology, and new program would need to be established for annual VMT calculations to occur by the beginning of each calendar year.

With either option, Metro COG must set, measure, and report annually the established safety targets to the respective State DOT 'in a manner that is documented and mutually agreed upon by both parties', according to §490.213(b). For MnDOT this means signing a resolution that states the measures Metro COG will measure under

§490.209(c)(4)(i) and which performance targets Metro COG will measure under §490.209(c)(4)(ii). NDDOT has not established a resolution. Metro COG has proposed using a similar resolution to MnDOT's resolution for NDDOT's resolution.

For performance targets that Metro COG establishes under §490.209(c)(4)(ii), Metro COG is required to report the baseline safety performance, VMT estimate and methodology (if a quantifiable rate target was established), and progress toward the achievement of the targets. The safety performance and progress shall also be reported based on the following data sources, as mentioned previously:

- The most recent available Final FARS data for:
 - **Number of Fatalities***
 - **Rate of Fatalities***
 - **Number of Non-motorized Fatalities***

*FARS ARF may be used if Final FARS is not available
- State reported data for:
 - **Number of Serious Injuries**
 - **Rate of Serious Injuries**
 - **Number of Non-motorized Serious Injuries**
- MPO VMT estimate for:
 - **Rate of Fatalities**
 - **Rate of Serious Injuries**

Over the following pages Metro COG has established the rolling 5-year average for each safety performance measure from 2011-2015 and 2012-2016, when data was available. Areas for which data was unavailable are noted and highlighted to show missing information.

North Dakota Portion of MPA - Existing Measurements

MPA – North Dakota							
	2011	2012	2013	2014	2015	2016	2017*
Number of Fatalities	7	5	1	5	5	5	6
Rate of Fatalities (per 100M VMT)	0.374	0.267	0.051	0.251	0.218	0.210	0.249
Number of Serious Injuries	24	38	35	45	45	45	29
Rate of Serious Injuries (per 100M VMT)	1.281	2.027	1.786	2.259	1.959	1.894	1.202
Number of Non-motorized Fatalities	2	0	0	0	0		
Number of Non-motorized Serious Injuries	2	3	2	4	4		
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	4	3	2	4	4	5	7

*From FARS ARF, if Final FARS is not available

1. Number of Fatalities (rolling 5-year average) =
4.4 (2013-2017)
 4.2 (2012-2016) – used for setting 2018 targets
 4.6 (2011-2015)
 • Increase of **4.762%** over the prior 5-year rolling average
2. Rate of Fatalities (rolling 5-year average) =
0.196 (2013-2017)
 0.199 (2012-2016) – used for setting 2018 targets
 0.232 (2011-2015)
 • Decrease of **-1.799%** over the prior 5-year rolling average
3. Number of Serious Injuries (rolling 5-year average) =
39.8 (2013-2017)
 41.6 (2012-2016) – used for setting 2018 targets
 37.4 (2011-2015)
 • Decrease of **-4.327%** over the prior 5-year rolling average
4. Rate of Serious Injuries (rolling 5-year average) =
1.820 (2013-2017)
 1.985 (2012-2016) – used for setting 2018 targets
 1.305 (2011-2015)
 • Decrease of **-9.38%** over the prior 5-year rolling average
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries (rolling 5-year average) =
4.4 (2013-2017)
 3.6 (2012-2016) – used for setting 2018 targets
 3.4 (2011-2015)
 • Increase of **22.222%** over the prior 5-year rolling average

Minnesota Portion of MPA - Existing Measurements

MPA – Minnesota							
	2011	2012	2013	2014	2015	2016	2017
Number of Fatalities	1	2	5	3	1	1	2
Rate of Fatalities (per 100M VMT)	0.122	0.243	0.608	0.308	0.094	0.091	0.176
Number of Serious Injuries	10	9	11	14	12	11	5
Rate of Serious Injuries (per 100M VMT)	1.216	1.095	1.338	1.439	1.123	0.999	0.441
Number of Non-motorized Fatalities	0	0	0	0	0	0	0
Number of Non-motorized Serious Injuries	1	0	1	0	1	0	1
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	1	0	1	0	1	0	1

*From FARS ARF, if Final FARS is not available

6. Number of Fatalities (rolling 5-year average) =
2.4 (2013-2017)
 2.4 (2012-2016) – used for setting 2018 targets
 2.4 (2011-2015)
 • **No change**
7. Rate of Fatalities (rolling 5-year average) =
0.255 (2013-2017)
 0.269 (2012-2016) – used for setting 2018 targets
 0.275 (2011-2015)
 • Decrease of **-4.973%** over the prior 5-year rolling average
8. Number of Serious Injuries (rolling 5-year average) =
10.6 (2013-2017)
 11.4 (2012-2016) – used for setting 2018 targets
 11.2 (2011-2015)
 • Decrease of **-7.02%** over the prior 5-year rolling average
9. Rate of Serious Injuries (rolling 5-year average) =
1.068 (2013-2017)
 1.199 (2012-2016) – used for setting 2018 targets
 1.242 (2011-2015)
 • Decrease of **-10.906%** over the prior 5-year rolling average
10. Number of Non-motorized Fatalities and Non-motorized Serious Injuries (rolling 5-year average) =
0.6 (2013-2017)
 0.4 (2012-2016) – used for setting 2018 targets
 0.6 (2011-2015)
 • Increase of **50%** over the prior 5-year rolling average

*Only one serious injury in 2017, so percentage change appears dramatic when a death or serious injury occurs.

State Targets v. Existing Measurements

2019 Established Safety Performance Measures Statewide				
	MnDOT Target	Clay County MPA	NDDOT Target	Cass County MPA
Number of Fatalities	372.2	2.4	127.3	4.4
Rate of Fatalities (per 100M VMT)	0.622	0.255	1.271	0.196
Number of Serious Injuries	1,711	10.6	486.2	39.8
Rate of Serious Injuries (per 100M VMT)	2.854	1.068	4.848	1.820
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	267.5	0.6	34.6	4.4

In the above table, the state DOT targets are illustrated and adjacent are the county rolling 5-year averages for 2013-2017.

Since the total number of Fatalities, Serious Injuries, and Non-motorized Fatalities and Non-motorized Serious Injuries are hard numbers, they are difficult to compare. The most comparable data sets are the Rate of Fatalities and Rate of Serious Injuries. Based on this information, the Minnesota portion of the MPA (the portion of Clay County within the MPA) shows that the 2013-2017 5-year rolling average is well below the state targets. **Based on this information, the North Dakota portion of the MPA (the portion of Cass County within the MPA) shows that the 2013-2017 5-year rolling average is well below the state targets.**

Contact:

Further information regarding FHWA's Performance Management Measure 1 – Highway Safety Improvement Program Performance Measures (Subpart B) can be acquired by contacting Anna Pierce (Metro COG) at 701.532.5102 or pierce@fmmetrocog.org.

Additional FHWA Performance Management Measure 1 resources include:

FHWA

<https://safety.fhwa.dot.gov/hsip/spm/>

MnDOT

Bobbi Retzlaff, AICP
Planning Program Coordinator
651.366.3793
bobbi.retzlaff@state.mn.us

NDDOT

Michael Johnson, P.E.
Local Government
701.328.2118
mijohnson@nd.gov

Appendix A: Methodology

The methodology for each table is as follows:

- **Number of Fatalities** – Data was collected from FARS and verified by cross-referencing with each State DOT's crash data. Minnesota fatal crashes are classified by Severity using a KABCO rating of 'K' (Killed). North Dakota fatal crashes are classified by a Crash Severity Description of 'Fatal'.
- **Rate of Fatalities** – The Number of Fatalities number for each state in each year was used to calculate the Rate of Fatalities. The MPO VMT was collected using the Metro Profile for each associated year within each state. The VMT for each state's portion of the MPA was extrapolated using the following formula, as accurate VMT for the MPO, since data is collected only every 5 years.

North Dakota Portion of MPA VMT Calculations

$$([\text{West Fargo VMT}] + [\text{Fargo VMT}]) / 100,000,000 = \text{West Fargo / Fargo VMT/100M}$$

$$([\text{ND portion of MPA Total Miles of Roadway}] / [\text{West Fargo and Fargo Total Miles of Roadway}]) \times ([\text{West Fargo VMT}] + [\text{Fargo VMT}]) = \text{ND portion of MPA VMT/100M}$$

$$[\text{West Fargo / Fargo VMT/100M}] / [\text{Number of Fatalities in Fargo/West Fargo}] = \text{Rate of Fatalities per 100M VMT in West Fargo and Fargo}$$

$$[\text{ND portion of MPA VMT/100M}] / [\text{Number of Fatalities in ND portion of MPA}] = \text{Rate of Fatalities per 100M VMT in ND portion of MPA}$$

Minnesota Portion of MPA VMT Calculations

$$([\text{Moorhead VMT}] + [\text{Dilworth VMT}]) / 100,000,000 = \text{Moorhead / Dilworth VMT/100M}$$

$$([\text{MN portion of MPA Total Miles of Roadway}] / [\text{Moorhead and Dilworth Total Miles of Roadway}]) \times ([\text{Moorhead VMT}] + [\text{Dilworth VMT}]) = \text{MN portion of MPA VMT/100M}$$

$$[\text{Moorhead / Dilworth VMT/100M}] / [\text{Number of Fatalities in Moorhead / Dilworth}] = \text{Rate of Fatalities per 100M VMT in Moorhead and Dilworth}$$

$$[\text{MN portion of MPA VMT/100M}] / [\text{Number of Fatalities in MN portion of MPA}] = \text{Rate of Fatalities per 100M VMT in MN portion of MPA}$$

- **Number of Serious Injuries** – Data was collected from each State DOT's crash data. Minnesota serious injury crashes are classified by Severity using a KABCO rating of 'A' (Incapacitating Injury). North Dakota serious injury crashes are classified by a Crash Severity Description of 'Incapacitating Injury'.
- **Rate of Serious Injuries** – The Number of Serious Injuries for each state in each year was used to calculate the Rate of Serious Injuries. The same MPO VMT was collected using the Metro Profile for each associated year within each state. The VMT was extrapolated using the same formula as noted under Rate of Fatalities methodology.
- **Number of Non-motorized Fatalities** – The number of fatalities data was collected from FARS and verified by cross-referencing with each State DOT's crash data. NDDOT classifies each crash by First Harmful Event. Using this method Metro COG was able to identify which crashes involved a pedestrian or pedalcycle. Further, NDDOT classifies Unit Configuration Description, which provided Metro COG with knowledge of what collided with the pedestrian, pedalcycle or parked motor vehicle. MNCMAT classifies each crash by ACC TYP (Accident type by 1st harmful event). Using this method Metro COG was able to identify which crashes were collisions with a parked motor vehicle, pedalcycle (bicycle), or pedestrian. Minnesota also identifies the number of vehicles and the type of vehicles involved, which allowed Metro COG to cross-reference the information to confirm that a pedestrian, skater, or bicycle was involved in the crash. As previously noted, these are identified as non-motorized vehicle crashes according to NHTSA.
- **Number of Non-motorized Serious Injuries** – The number of serious injuries data was collected from each State DOT's crash data. NDDOT classifies each crash by First Harmful Event. Using this method Metro COG was able to identify which crashes involved a pedestrian or pedalcycle. MNCMAT classifies each crash by ACC TYP (Accident type by 1st harmful event). Using this method Metro COG was able to identify which crashes were collisions with a parked motor vehicle, pedalcycle (bicycle), or pedestrian. Minnesota also identifies the number of vehicles and the type of vehicles involved, which allowed Metro COG to cross-reference the information to confirm that a pedestrian, skater, or bicycle was involved in the crash. As previously noted, these are identified as non-motorized vehicle crashes according to NHTSA.
- **Number of Non-motorized Fatalities & Non-motorized Serious Injuries** – Metro COG added the Number of Non-motorized Fatalities and the Number of Non-motorized Serious Injuries up for each state in each year.

It is important to note that due to the nature of the performance measures, some data applies to multiple performance measures. An example is when a pedestrian is killed by a motorized vehicle. This crash is calculated into the total number of fatalities, the total number of non-motorized fatalities, and the rate of fatalities.

Appendix B: Crash Data

Appendix B contains the spreadsheets with individual crash data for North Dakota and Minnesota that were used and summarized in the Existing Measurement Tables on pages 5 and 6.

Due to sensitive information found within this spreadsheet, it has not been included in the report. A redacted version can be requested by contacting Anna Pierce at pierce@fmmetrocog.org or 701.532.5102.

RESOLUTION 2019-001
OF THE FARGO-MOORHEAD
METROPOLITAN COUNCIL OF GOVERNMENTS

Adopting HSIP Performance Targets

Whereas, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) as detailed in 23 CFR 490, Subpart B, National Performance Measures for the Highway Safety Improvement Program;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for each of the HSIP performance measures; and

Whereas, MPOs establish HSIP targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT HSIP target or commit to a quantifiable HSIP target for the metropolitan planning area; and

Now, therefore, be it resolved, that the Fargo-Moorhead Metropolitan Council of Governments agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's calendar year 2019 HSIP targets for the following performance measures:

- Number of fatalities: 372.2;
- Rate of fatalities: 0.622 per 100 million vehicle miles traveled;
- Number of serious injuries: 1,711;
- Rate of serious injuries: 2.854 per 100 million vehicle miles traveled; and,
- Number of non-motorized fatalities and non-motorized serious injuries: 267.5.

Fargo-Moorhead Metropolitan Council of Governments

Jenny Mongeau, Metro COG Policy Board Chair

Cindy Gray, Metro COG Executive Director

Date: _____

RESOLUTION 2019-002
OF THE FARGO-MOORHEAD
METROPOLITAN COUNCIL OF GOVERNMENTS

Adopting HSIP Performance Targets

Whereas, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) as detailed in 23 CFR 490, Subpart B, National Performance Measures for the Highway Safety Improvement Program;

Whereas, the North Dakota Department of Transportation (NDDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for each of the HSIP performance measures; and

Whereas, MPOs establish HSIP targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT HSIP target or commit to a quantifiable HSIP target for the metropolitan planning area; and

Now, therefore, be it resolved, that the Fargo-Moorhead Metropolitan Council of Governments agrees to plan and program projects so that the projects contribute to the accomplishment of NDDOT's calendar year 2018 HSIP targets for the following performance measures:

- Number of fatalities: 127.3;
- Rate of fatalities: 1.271 per 100 million vehicle miles traveled;
- Number of serious injuries: 486.2;
- Rate of serious injuries: 4.848 per 100 million vehicle miles traveled; and,
- Number of non-motorized fatalities and non-motorized serious injuries: 34.6.

Fargo-Moorhead Metropolitan Council of Governments

Jenny Mongeau, Metro COG Policy Board Chair

Cindy Gray, Metro COG Executive Director

Date: _____

To: Transportation Technical Committee
From: Dan Farnsworth
Date: January 4, 2019
Re: **Section 5339 Transit Grant Application**

The North Dakota Department of Transportation (NDDOT) recently solicited applications for the annual Section 5339 transit grant. This grant is designed to provide funding for transit projects that involve replacement of buses, improvements to bus facilities, and more.

At this point Metro COG has not received any Section 5339 applications from local agencies. However, Metro COG expects to receive an application from the City of Fargo / MATBUS for the replacement of transit vehicles. Metro COG hopes to receive this application in time for the January TTC meeting for recommendation to the Policy Board.

Requested Action:

Pending receipt of a Section 5339 transit grant application, recommend Policy Board approval of said application.



To: TTC Committee
From: Michael Maddox, AICP
Date: January 4, 2019
Re: **MATBUS Transit Authority Study – Consultant Selection**

A MATBUS Transit Authority Study Request for Proposal (RFP) was originally released on the North Dakota Department of Transportation (NDDOT) website on October 23, 2018. After that original release, Metro COG did not receive the requisite number of proposals and decided to re-release the RFP. The second release of the RFP occurred on December 7, 2018, with proposals due on January 3, 2019.

Metro COG received two proposals and will be interviewing those firms on January 8, 2019, after which a scope of work will be developed. In order to move this project forward expeditiously, Metro COG is adding this item to the January TTC Agenda before consultant interviews will take place. We expect to have a recommendation for the TTC by the January 10th meeting date.

Metro COG will provide the TTC a draft scope of work on its website, under MATBUS Transit Authority Study, as soon as it is developed.

Requested Action: Recommendation of approval of the selected consulting firm, and the subsequent contract with the selected firm to complete the MATBUS Transit Authority Study.