

Minutes

TAB Technical Advisory Committee



Meeting Date: April 6, 2022

Time: 9:00 AM

Location: Virtual

Members Present:

- Jon Solberg, Chair, MnDOT
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Erin Laberee, Dakota Co
- Brian Isaacson, Vice Chair, Ramsey Co
- Chad Ellos, Hennepin Co
- Lisa Freese, Scott Co
- Emily Jorgensen, Washington Co
- Andrew Witter, 7W

- Karl Keel, Bloomington
- Charlie Howley, Chanhassen
- Robert Ellis, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Ken Ashfeld, Maple Grove
- Marcus Culver, Roseville
- Michael Thompson, Plymouth
- Jenifer Hager, Minneapolis
- Jim Voll, Minneapolis
- Paul Kurtz, St. Paul
- Bill Dermody, St. Paul

- Steve Peterson, Council MTS
- Michael Larson, Council CD
- Elaine Koutsoukos, TAB
- Innocent Eyoh, MPCA
- Bridget Rief, MAC
- Matt Fyten, STA
- Adam Harrington, Metro Transit
- Praveena Pidaparathi, MnDOT
- Vacant, DEED
- Vacant, MN DNR
- Danny McCullough, Bicycle
- Vacant, Pedestrian
- Andrew Emanuele (ex-officio)

= present

Call to Order

A quorum being present, Committee Chair Solberg called the regular meeting of the TAB Technical Advisory Committee to order just after 9:00 a.m.

Approval of Agenda

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

Approval of Minutes

It was moved by Isaacson and seconded by Freese to approve the minutes of the February 2, 2022, regular meeting of the TAB Technical Advisory Committee. **Motion carried** unanimously.

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the March 17, 2022, TAB meeting.

Business – Committee Reports

Executive Committee (Jon Solberg, Chair)

Chair Solberg reported that the TAC Executive Committee met prior to the TAC meeting. Scott Mareck will be the vice-chair of the Planning Committee and Paul Oehme will play that role for the

Funding & Programming Committee. The TAC Executive Committee approved the official establishment of the bicycle/pedestrian and transit working groups and discussed a 2050 TPP working group likely to kick off in mid-May. Members should consider who should represent their respective agencies on that group. The TAC Executive Committee recommended that TAC, Planning, and Funding & Programming continue to meet remotely until August and re-evaluate for possible change to hybrid or in-person meetings starting in September.

1. [2022-14: Streamlined 2022-2025 TIP Amendment: Minneapolis HSIP Cost Increases](#) (Joe Barbeau, MTS)

Joe Barbeau, MTS, said that this amendment request is to increase the total cost for three City of Minneapolis HSIP projects. The proposed increases are the result of steel, concrete, and signal costs that exceed the city's expectations at the time of application. No change to the scope of any of these projects is proposed.

It was moved by Keel and seconded by Hager to recommend that that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to increase the total cost of three City of Minneapolis Highway Safety Improvement Program (HSIP) projects. **Motion carried** unanimously.

2. [2022-16: Streamlined 2022-2025 TIP Amendment: MnDOT US 169 Cable Median Barrier](#) (Joe Barbeau, MTS)

Barbeau said that this amendment request is to increase the total cost of the US 169 cable median barrier project between Brooklyn Park and Champlin. The request includes a minor correction to the project length; 5.55 miles to 5.4 miles. This project is funded through the HSIP Solicitation that is administered by MnDOT. MnDOT is proposing adding non-Solicitation HSIP funds to the project.

It was moved by Isaacson and seconded by Freese to recommend that that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to increase the total and federal cost and correct the length of MnDOT's US 169 cable median barrier installation. **Motion carried** unanimously.

3. [2022-17: Streamlined 2022-2025 TIP Amendment: Carver County MN 5 Preliminary Engineering](#) (Joe Barbeau, MTS)

Barbeau said that the amendment request is to add a new project line to include federally funded preliminary engineering along Trunk Highway (TH) 5 in Carver County. The project was recently funded through the Infrastructure Investment and Jobs Act (IIJA) as part of Congressionally Directed Spending.

It was moved by Eyoh and seconded by Oehme to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to add a 2022 project allocating recently awarded federal funding to the TH 5 corridor in Carver County. **Motion carried** unanimously.

4. [2022-18: Streamlined TIP Amendment: Kellogg Bridge Reconstruction Cost Increase](#) (Joe Barbeau, MTS)

Barbeau said that this amendment request is to add local funding to the Kellogg Bridge reconstruction project, adjacent to the RiverCentre and Xcel Energy Center. The project was funded through the Regional Solicitation, but all additional funding will be local. The project was originally programmed for 2021 and was given an extension to 2022.

It was moved by Dermody and seconded by Isaacson to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to increase the cost of the City of St. Paul's Kellogg Bridge replacement. **Motion carried** unanimously.



Planning Committee (Emily Jorgensen, Chair)

1. [2022-12: Transportation Addendum to the Metropolitan Council Public Engagement Plan](#)

Jorgensen introduced Sara Maaske, Metropolitan Council Communications, who reported on the Transportation Addendum to the Metropolitan Council Public Engagement Plan. In March 2021, the Federal Highway and Transit Administrations jointly released the [Transportation Management Area Planning Certification Review](#) results for the Council. The review found that the Council satisfies most of the federal requirements related to public participation, though FHWA and FTA identified three recommendations: update the Transportation Public Participation Plan (TPPP) to include tribal governments and tribal consultation strategies; identify an update cycle for the TPPP; and evaluate the Council's transportation public participation efforts using effectiveness measures and include the measures and findings in the updated the document.

It was moved by Kosluchar and seconded by Jorgensen to recommend that the Transportation Advisory Board release the draft Transportation Addendum to the Metropolitan Council Public Engagement Plan for public comment. **Motion carried** unanimously.

Funding & Programming (Paul Oehme, Acting Chair)

1. [2022-13: TIP Amendment: Southwest LRT \(Green Line Extension\)](#)

Oehme introduced the item. The request is to add \$62.5 million of funding to the 2022 project line of the SouthWest LRT (Green Line Extension), including \$50 million federal from other projects and unspent funding from previous years. The federal funding comes from \$28,695,004 in FTA Section 5307 funds being removed from planned 2022 projects and reallocated to the project, along with \$21,304,996 of Section 5307 funding from unspent fiscal year 2020 and 2021 Section 5307 funds.

Barbeau added that the projects being removed from the TIP will still be completed. Further, TRF-TCMT-22R, Lake St./Marshall Ave BRT is no longer proposed to be removed from the TIP, which does not impact the remaining projects included in the request. Following publication of the Funding & Programming Committee action transmittal, it was brought to the attention of staff that the match, listed as \$10 million, should be \$12.5 million to reach the 20% match requirement. The motion should reflect a \$62.5 million total with \$50 million in federal funds.

Joan Hollick, Metro Transit, said that project delays will result in additional project costs of \$450 million to \$550 million. Isaacson asked whether this amendment is part of that \$450 million to \$550 million. Hollick replied in the affirmative.

Dermody asked whether separate votes will be needed on more cost increases, to which Hollick replied that this action is specific to Section 5307 funding, as opposed to a downstream commitment.

Howley asked what preventative maintenance is being removed. Ed Petrie, Metro Transit, replied that preventative maintenance refers to bus oil changes, tire rotations, breaks and other similar actions. He added that those activities will still occur, and either be funded with local or federal dollars.

Robjent asked why the local funds are not going to be used for the SWLRT project, as opposed to shifting funds. Petrie replied that state funding cannot be used for that project.

Isaacson said that this is a unique request, and the topic of fiscal constraint should be communicated thoughtfully.

MacPherson asked what the next steps are to address the funding gap, to which Hollick replied that Council Chair Zelle is exploring funding options. Solberg asked whether there is a timeline for addressing this. Hollick replied that total project cost and opening date should be known later this year. Robjent asked whether remaining overruns can only be funded with federal and county money. Hollick replied that those are the funding streams that are available, though Council Chair Zelle is exploring other options.



Isaacson suggested that Metro Transit communicate to TAB why transit projects are different from highway projects in terms of fiscal constraint.

Keel asked how Metro Transit is showing commitment to completing the projects being removed from the TIP. Petrie said that there will be a budget amendment at a Metropolitan Council meeting. Keel asked whether that should be a condition of recommendation. Barbeau said that for scope changes, a commitment is not usually shown in the motion for a project element to be completed elsewhere. Thompson pointed out that this is more money than is usually at stake and suggested that memorializing this commitment maybe be needed.

Peterson asked what the timing is for the budget amendment. Petrie said that this will occur in the Second quarter budget amendment, in June 2022. Peterson suggested that reporting back to TAC on this action could be a compromise. Keel expressed comfort with this approach.

Robjant asked whether this opens the door to defederalizing other projects, to which Solberg said that there will be questions on FTA versus FHWA related to this. Barbeau added that this is not the same issue in that the previous defederalization discussion was related to projects funded through the Regional Solicitation. Isaacson added that these are Metro Transit's funds, as opposed to the region's funds.

It was moved by Ellos and seconded by Isaacson to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to increase the cost of the Southwest LRT (Green Line Extension) 2022 project by \$62.5 million (\$50 million federal). MacPherson said that staff should be prepared to address next steps at TAB. **Motion carried** unanimously.

2. [2022-15: TIP Amendment: I-94 Auxiliary Lane in Oakdale and Woodbury](#)

Barbeau said that this amendment is needed to update project costs and scope to reflect new added freight funds and scope to the existing I-94 concrete project in Washington County. Because the new funds are from a different funding program, the entire cost and most of the scope update occur in a new project line. This is a regionally significant project and will be released for public comment prior to approval.

Hager asked whether there is a safety aspect to the lane addition, to which Solberg said that the project does include safety elements, including reducing weaving.

It was moved by Robjant and seconded by Jorgensen to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to add a project line funding a new auxiliary lane from I-494/I-694/I-94 in Oakdale to Washington County Highway 19 in Woodbury and to add a guardrail and noisewall to MnDOT's associated I-94 maintenance project located between Oakdale and the St. Croix River for the purpose of release for public comment. **Motion carried** unanimously.

Information

1. [2023-2026 TIP Development Schedule](#) (Joe Barbeau, MTS)

Barbeau said that the 2023-2026 TIP development schedule mirrors the schedule for the 2022-2025 TIP, which moved the public comment period one month earlier compared to previous TIPs.

2. [Travel Demand Management Project Update](#) (Theresa Cain, Metro Transit)

Theresa Cain, Metro Transit, provided an update on travel demand management (TDM) projects.

Isaacson asked whether the Council's TDM work relates to telecommuting. Cain replied that telecommuting is promoted to employers and Metro Transit can help employers in this area. Cole Hiniker, MTS, added that the Council wants to expand upon its TDM activity. Solberg asked how companies learn about this program, to which Cain replied that TMOs provide their own information and that Metro Transit triages inquiries. McCullough asked whether there are updates on use of streetlight data to track people biking or walking that may help estimate counts. Cain replied that this is not in Metro Transit's purview, though there is partnership with biking groups

that collect that kind of data. Hiniker added that the Metropolitan Council tracks some of this data and is exploring tracking more. Isaacson asked whether there is a connection between TDM and the public engagement plan or equity. Cain replied that this is being taken into consideration, citing expansion of the Metro Pass program to smaller employers. Hiniker said that the Metropolitan Council solicited for focused equity engagement contracts and one of the first efforts will be on the TDM study.

Agency Reports

Solberg said that MnDOT is still searching for its next commissioner, a role being temporarily performed by Nancy Daubenberger. A hiring decision should be made by the end of the month. He added that construction season has started.

Eyoh said that MPCA is still taking input on its Climate Action Framework. He added that his alternate member, Mehjabeen Rahman, is leaving MPCA.

Peterson said that Regional Solicitation applications are due on April 14, which is the same date that federal RAISE grants are due. Three others are due in May.

Other Business

None.

Adjournment

The meeting adjourned.

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