

# Minutes

TAB Technical Advisory Committee



Meeting Date: May 4, 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
- Craig Jenson, Scott Co
- Lyssa Leitner, 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
- Nathan Koster, Minneapolis
- Jim Voll, Minneapolis
- Paul Kurtz, Saint Paul
- Bill Dermody, Saint Paul

- Steve Peterson, Council MTS
- Michael Larson, Council CD
- Elaine Koutsoukos, TAB
- Deepa de Alwis, 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 at 9:02 a.m.

## Approval of Agenda

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

## Approval of Minutes

Solberg reported that the March 2020 meeting minutes have been prepared after they were delayed due to the pandemic.

It was moved by Isaacson and seconded by MacPherson to approve the minutes of the April 6, 2022, regular meeting of the TAB Technical Advisory Committee. **Motion carried** unanimously.

It was moved by Ellos and seconded by Isaacson to approve the minutes of the March 4, 2020, regular meeting of the TAB Technical Advisory Committee. **Motion carried** unanimously.

## Public Comment on Committee Business

None.

## TAB Report

Koutsoukos reported on the April 20, 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 and discussed the agenda for today's meeting, Transportation Policy Plan (TPP) Technical Working Group membership and purpose, and improving efficiency in scope change requests involving small funding amounts.

1. [2022-20: Streamlined 2022-2025 TIP Amendment: Four New Projects](#) (Joe Barbeau, MTS)

Barbeau said that there are amendment requests, which have been grouped into three actions. The four new-project amendment actions are:

- The City of Saint Paul was awarded \$1.4 million from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program for a study of Rondo area street improvements. Because this is federal funding the project must be included in the TIP.
- The Minnesota Valley Transit Authority (MVTA) was awarded Section 5339 discretionary funds, which it intends to use on its Burnsville Bus Garage Renovation/Expansion Phase III. This will include a north apron expansion, maintenance area mechanical features, add-on options for state of good repair, additional expansion, and implementation of energy-efficiency improvements.
- MnDOT is contributing federal Surface Transportation Block Grant (STBG) Program funding to Minnesota Department of Natural Resources' Gateway State Trail Realignment at I-35E between Arlington Avenue and Maryland Avenue in Saint Paul. The addition of federal funds necessitates placement in the TIP.
- MnDOT is facilitating the purchase of a bus for the Shakopee Mdewakanton Sioux Community.

It was moved by Leitner and seconded by Oehme to recommend that that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to add four new projects. **Motion carried** unanimously.

2. [2022-21: Streamlined 2022-2025 TIP Amendment: Three Project Cost Changes](#) (Joe Barbeau, MTS)

Barbeau introduced the following three amendment actions:

- MnDOT is increasing the cost of three Section 5310 (Enhanced Mobility for Seniors and Persons with Disabilities) bus purchases due to industrywide inflation. It is also removing one bus purchase because the recipient agency has declined the bus.
- MnDOT is increasing the total project cost of its rehabilitation of five I-494 bridges in Eagan and Bloomington. This includes a new project line to show \$17.7 million from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), leading to a light reduction in National Highway Performance Program (NHPP) and local funds. This is a 2023 project being changed to match the draft 2023-2026 TIP in case of project obligation prior to federal approval of that final TIP.
- MnDOT is increasing the cost and length of its US 52 concrete surfacing project from Hampton Township to Rosemount. This is a 2023 project being changed to match the draft 2023-2026 TIP in case of project obligation prior to federal approval of that final TIP.

It was moved by MacPherson and seconded by Ellis to recommend that that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to increase the cost of three projects. **Motion carried** unanimously.

3. [2022-22: Streamlined 2022-2025 TIP Amendment: Three Termini Changes](#) (Joe Barbeau, MTS)

Barbeau introduced the three amendment actions, each of which is a 2023 project being changed to match the draft 2023-2026 TIP in case of project obligation prior to federal approval of that TIP.



The amendment actions are:

1. MnDOT is increasing the cost and length of its traffic management system project on US 169 in Shakopee. The proposed cost increase is \$75,000 and the length is due to increase by 1.59 miles. Additional funding is state and local.
2. MnDOT is decreasing the length of its I-35W landscaping project in Minneapolis due to removing one site. No cost change is proposed.
3. MnDOT is adding a second work location to its I-394 ramp intersection modification project. This includes a \$169,000 cost increase, for which the federal portion is not Regional Solicitation funding.

de Alwis asked why the I-35W landscaping project is not seeing a cost decrease if a site is being removed. Solberg replied that due to inflation, less can be done with the same amount of money.

It was moved by Koster and seconded by Koutsoukos to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to change the termini of three MnDOT projects. **Motion carried** unanimously.

### ***Planning Committee (Emily Jorgensen, Chair)***

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

No items.

### ***Funding & Programming (Michael Thompson, Chair)***

1. [2022-19: Scope Change Request for City of Saint Paul Bruce Vento Elementary School Safe Routes to School Project](#)

Thompson introduced the item. The requested scope change involves removing a small connection to the Gateway State Trail that is included in the City of Saint Paul's Bruce Vento Elementary School project. The applicant intends to complete this element as part of a local project. The cost of this element is about \$23,000. Given this small amount and the fact that the entire project will still be completed, committees have traditionally not removed federal funds.

It was moved by Oehme and seconded by MacPherson to recommend that the Transportation Advisory Board approve the City of Saint Paul's scope change request to remove the connection from the Gateway State Trail to Arkwright Street on its Bruce Vento Elementary School Safe Routes to School project. **Motion carried** unanimously.

### **Information**

1. [On Board Transit Survey \(Ashley Asmus, MTS\)](#)

Ashley Asmus, MTS, updated the committee on the 2022 Transit On-Board Pilot Survey.

Leitner asked whether the Minneapolis and Saint Paul school districts were using Metro Transit for most of their transportation needs. Asmus replied that they were, particularly Saint Paul because of its bus driver shortage.

Chair Solberg asked what this information will be used for, to which Asmus replied that it will feed a regional transportation model and will be used by transit agencies to evaluate and plan transit service.

Isaacson asked how reduced service impacts the survey and how the survey relates to land use. Asmus replied that the lines surveyed in the pilot were less impacted by the pandemic and the most impacted lines will be surveyed later in hopes that some will rebound or stabilize. To the question of land use, Asmus said that some analysis has been done in the past, though this data is not ideal for land use analysis. Metro Transit's strategic initiatives accessibility measures will serve this question better.

2. [Overview of 2050 Regional Development Guide and Transportation Policy Plan Development](#)



(Dan Marckel and Michael Larson, Community Development; Jed Hanson, MTS)

Dan Marckel, Community Development, Introduced the topic, followed by Michael Larson, Community Development, and Jed Hanson, MTS.

Solberg asked where the local agency process comes in for the Regional Development Guide, to which Larson said that a regional planning advisory group has been formed in partnership with Metro Cities and that a general survey is planned. Solberg asked whether the ten exploratory issues will be maintained. Larson replied that these are valuable in generating discussion but are not ideal as a structure for the final product. Marckel added that that these were developed over a year ago and the process includes transitioning from those into a plan.

3. Infrastructure Investment and Jobs Act (IIJA) Funding and Regional Solicitation Overview  
(Molly McCartney, MnDOT; Steve Peterson, MTS)

Molly McCartney, MnDOT, introduced the topic. MnDOT is still addressing how funding will be distributed. Peterson said that the Safe Streets and Roads for All program, funded at \$1 billion per year for the next five years will release a notice of funding opportunity this month for applications due this August or September and awarded late 2022 or early 2023. The Council will be working on a Regional Solicitation Action Plan, for which staff will try to be compliant with the program's requirements.

Kosluchar asked whether there are ideas on how to integrate local plans into the Regional Solicitation Action Plan and what part will be relied upon by local agencies that either participate or work on their own efforts. Peterson said that a scan of the region's plans is included along with what public involvement has been done in past efforts and how to fill any gaps.

**Agency Reports**

Solberg said that MnDOT has yet to hire a Transportation Commissioner.

**Other Business**

None.

**Adjournment**

The meeting adjourned.

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