

# Agenda

## TAB Technical Advisory Committee



**Meeting date:** March 6, 2024

**Time:** 9:00 AM

**Location:** Virtual

### Public participation:

If you have comments, we encourage members of the public to email us at [public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us).

You may pre-register to speak at a virtual public meeting of the TAB Technical Advisory Committee by emailing us at [public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us).

### Call to Order

- Approval of the Agenda (Agenda is approved without vote unless amended)
- Approval of February 3, 2024, TAB Technical Advisory Committee Minutes – roll call

### Public Comment on Committee Business

### TAB Report

### Committee Reports and Business

#### *Executive Committee (Jeni Hager, Chair)*

1. 2024-13: Streamlined TIP Amendment Request – MnDOT Robert Street Project Cost Increase and Jurisdictional Transfer (Robbie King, MTS Planning) – roll call
2. 2024-14: Streamlined TIP Amendment Request – Three new Projects (Robbie King, MTS Planning) – roll call

#### *Planning Committee (Gina Mitteco, Chair)*

Planning Committee did not meet.

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

Funding & Programming Committee did not meet.

### Information

- Transportation GHG Emissions Impact Mitigation Working Group Report (MnDOT Chris Berrens and Jon Solberg)
- 2050 TPP Policies and Actions (Cole Hiniker and Bethany Brandt-Sargent, MTS)

### Other Business

### Adjournment

### Council Contact:

Joe Barbeau, Planning Analyst  
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# Minutes

TAB Technical Advisory Committee



**Meeting Date:** February 7, 2024

**Time:** 9:00 AM

**Location:** Virtual

## Members Present:

- Jenifer Hager, Chair, Minneapolis
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Erin Laberee, Dakota Co
- Brian Isaacson, Ramsey Co
- Chad Ellos, Hennepin Co
- Craig Jenson, Scott Co
- Lyssa Leitner, Washington Co
- Andrew Witter, 7W

- Karl Keel, Bloomington
- Charlie Howley, Chanhassen
- Carter Schulze, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Dan Ruiz, Brooklyn Park
- Chris Hartzell, Woodbury
- Michael Thompson, Plymouth
- Kathleen Mayell, Minneapolis
- Nick Peterson, Saint Paul
- Bill Dermody, Saint Paul
- Aaron Tag, MnDOT

- Steve Peterson, Council MTS
- Michael Larson, Council CD
- Elaine Koutsoukos, TAB
- Innocent Eyoh, MPCA
- Bridget Rief, MAC
- Matt Fyten, STA
- Adam Harrington, Metro Transit
- Shelly Meyer, Freight
- Colleen Eddy, DEED
- Vacant, MN DNR
- Kyle Sobota, Bicycle
- Mackenzie Turner Bargaen, Pedestrian
- Josh Pearson, FHWA (ex-officio)
- = present

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## Call to Order

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

## Approval of Agenda

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

## Approval of Minutes

It was moved by Eyoh and seconded by Nick Peterson to approve the minutes of the January 3, 2024, regular meeting of the TAB Technical Advisory. **Motion carried.**

Chair Hager welcomed new member Chris Hartzell to TAC.

## Public Comment on Committee Business

None.

## TAB Report

Koutsoukos reported on the January 17, 2024, Transportation Advisory Board meeting.

## Business – Committee Reports

### *Executive Committee (Jenifer Hager, Chair)*

Chair Hager reported that the TAC Executive Committee met prior to the meeting. She said that the first meeting of the Active Transportation funding committee will meet on February 14.

1. [2024-12: Streamlined 2024-2027 TIP Amendment Request – Four Project Adjustments](#)

Barbeau said that three actions are included with the request. The proposed changes are: 1) a MnDOT and Carver County request of an amendment to their CSAH 10 and MN 41 intersection projects. The CSAH 10 project was funded through the Regional Solicitation and an informal scope change was approved to change this intersection from a signalized intersection to a roundabout. This causes the MnDOT-funded MN 41 project, which crosses the same intersection, to need to be changed to accommodate the roundabout. All additional funding is local. 2) a MnDOT requests of a cost increase to its pier repair project on US 952A. 3) a MnDOT request of a cost decrease to its I-694 drainage project. The reason for this decrease is that field investigation results showed that a less elaborate improvement was sufficient.

Motion by Leitner and seconded by Ellis to recommended adoption of an amendment to 2024-2027 TIP as follows:

- Increase the cost and change the intersection treatment from a signalized intersection to a roundabout at for Carver County and MnDOT's CSAH 10 and CSAH 41 intersection projects;
- Decrease the cost of MnDOT's I-694 drainage project and;
- Increase the cost of MnDOT's pier repair project on US 952A.

**Motion carried.**

***Planning Committee/TPP Technical Working Group (Gina Mitteco, Chair)***

Mitteco said that at its January meeting, the TAC Planning Committee reviewed the 2040 MSP Long Term Comprehensive Plan. The Committee discussed environmental reviews and air quality impacts and recommended approval of the plan. The February TAC Planning Committee meeting has been cancelled. The TPP Technical Working Group has been reviewing chapters and discussed comments received on the Highway and Finance chapters in January.

1. [2024-07: Review of Minneapolis-St Paul International Airport \(MSP\) 2040 Long Term Comprehensive Plan \(LTCP\)](#)

Joe Widing, MTS, provided [presentation](#) on the topic.

Issacson asked about MAC's role in identifying needs and facilitating various modes to get travelers to MSP. Widing said that off-site airport parking is likely to be removed and that MAC is working to accommodate the demand. Rief added that the two parking ramps closest to the terminal will reach their ends-of-life in the 2030s and that MSP will be addressing this along with enhancing all modes of transportation. This includes maintaining existing transit routes and increasing time-availability of those routes. Widing said that the Council sent a comment to MAC about the Riverview Corridor, which is currently identified as a tram but a shift to another form of transit could lead to the need for different accommodations.

Motion by Dermody and seconded by Leitner to find that the final Draft MSP International Airport 2040 LTCP has a multi-city impact as well as confirms to the Council systems and is consistent with Council policies. **Motion carried.**

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

Thompson said the Committee met in January and had a few action items.

1. [2024-08: Program Year Extension Request: Oakdale's Greenway Avenue North Sidewalk Project](#)

Thompson said that Oakdale requests a program year extension from 2024 to 2025 to ensure that pedestrian facility construction on Greenway Avenue North better aligns with construction of the Gold Line Bus Rapid Transit. While the Program Year Policy was written to allow for a one-time extension for traditional project delays, this request is made to integrate this smaller project into the larger Gold Line project. The TAC Funding & Programming Committee voted unanimously to recommend approval of the request.



Motion by Keel and seconded by Oehme to recommend that TAB approve Oakdale's requested extension of its Greenway Avenue North sidewalk project from fiscal year 2024 to fiscal year 2025. **Motion carried.**

2. [2024-09: Program Year Extension Request: Anoka's 44th Avenue Bridge Bike/Pedestrian Trail Project](#)

Thompson said Anoka County requests a program year extension for its 44th Avenue Bridge bike/pedestrian trail project because of a deterioration in the bridge's condition. This program year extension would allow for the bridge to be rehabilitated prior to the completion of the bike/pedestrian trail. The TAC Funding & Programming Committee voted unanimously to recommend approval of the request.

Motion by Kosluchar and seconded by Isaacson to recommend that TAB approve Anoka County's requested extension of its 44th Avenue Bridge bike/pedestrian trail project from 2024 to 2025. **Motion carried.**

3. [2024-10: Scope Change Request MnDOT TH 65 Bumpout and Bikeway Project](#)

Thompson said MnDOT requests a scope change to add protected bike lanes to TH 65 (3rd Ave S) between 2nd Street and Washington Avenue as it was originally intended to be included in the initial HSIP application but was mistakenly omitted. Typically, a project would not be allowed to add additional elements to use that federal funding. The TAC Funding & Programming Committee voted unanimously to recommend approval of the request with allowance of federal funding to be included in the full project.

Motion by Ruiz and seconded by Ellos to recommend approval of MnDOT's scope change request to add protected bike lanes to TH 65 (3rd Ave S) between 2nd Street and Washington Avenue. **Motion carried.**

**Information**

1. [2050 TPP Update](#) (Cole Hiniker, MTS)

Cole Hiniker, MTS, presented.

2. [Regional Solicitation Evaluation Workgroup Structure](#) (Steve Peterson, MTS)

Steve Peterson presented. He suggested that potential workgroup volunteers can contact Barbeau.

Leitner said that a lot of consultants fill out applications and suggested that their feedback would be valuable. She said that she expressed concern to Steve Peterson that technical staff may be hesitant to be vocal in the presence of elected and appointed officials and suggested that technical participants receive information in advance of meetings. Steve Peterson said bringing consultants into the process is a good idea. He added that after the first Active Transportation discussion, the TAC Executive Committee will discuss whether any change is needed. Hager echoed Leitner's concerns about having technical and policy participants meet jointly.

Hager noted that Thompson put a note in the chat encouraging Metro Cities representation on the Regional Solicitation Evaluation.

3. [2024 Regional Solicitation Update](#) (Steve Peterson, MTS)

Steve Peterson presented.

Leitner suggested that in-person meetings are preferred for significant meetings.

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Peterson said that the first Unique Projects scoring committee meeting has been held and added that TAB members score that category. Barbeau said that the other scoring committees have had kickoff meetings and scores will be finalized in the second half of February.

Hager asked for an update on the Scope Change and Program Year Policy review. Barbeau replied that the next meeting is scheduled. He said that the group's input on the Scope Change Policy is nearly complete, but after completion the Program Year Policy will be addressed.

### Other Business

Tag said that the Corridors of Commerce program has added a "readiness" component and that scoring needs to be developed.

Eyoh said that EPA announced an adjustment for the PM 2.5 standard from 12 micrograms per cubic meter to nine. This will need to be met to avoid becoming a non-attainment area.

### Adjournment

The meeting adjourned.

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#### Committee Contact:

Joe Barbeau, Senior Planner

[Joseph.Barbeau@metc.state.mn.us](mailto:Joseph.Barbeau@metc.state.mn.us)

651-602-1705

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# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** March 6, 2024

**Date:** February 28, 2024

## Action Transmittal: 2024-13

Streamlined 2024-2027 TIP Amendment: MnDOT Robert Street Project Cost Increase and Jurisdictional Transfer

**To:** Technical Advisory Committee

**Prepared By:** Robbie King, Planner, 651-602-1380

### Requested Action

MnDOT requests amendment to the 2024-2027 TIP to increase the project cost of its Robert Street jurisdictional transfer to Saint Paul.

### Recommended Motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2024-2027 TIP to increase the project cost of MnDOT's Robert Street project (SP # 6217-51) and reassign the project to the City of Saint Paul.

### Background and Purpose

This amendment is needed to increase funds for MnDOT's Robert Street jurisdictional transfer to Saint Paul and move it from 2025 to 2024.

### Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

### Staff Analysis

The TIP amendment meets fiscal constraint because the federal, state, and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

## Routing

To	Action Requested	Date Completed (Date Scheduled)
Technical Advisory Committee	Review & Recommend	<i>March 6, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>March 20, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>March 25, 2024</i>
Metropolitan Council	Review & Adopt	<i>March 27, 2024</i>



# 2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below project.

## Project Identification

Seq #	1233
Fiscal Year (State)	2024
ATP and District	M
Route System	MN3
Project Number (S.P. #)	6217-51
Agency	MNDOT
Description	MN3 (ROBERT ST), FROM MISSISSIPPI RIVER BRIDGE TO E 11TH ST IN ST PAUL - JURISDICTIONAL TRANSFER TO ST PAUL (\$5.32M IS JURISDICTIONAL TRANSFER TARGET) (ASSOCIATE TO 164-010-081)
Miles	.43
Program	AGREEMENT MUNICIPAL
Type of work	JURISDICTIONAL REASSIGNMENT
Proposed Funds	STP/ STATE MATCH SF
Total \$	<del>14,610,000</del> 20,613,000
FHWA \$	<del>11,688,000</del> 0
State \$	<del>2,922,000</del> 19,720,000
Other \$	\$893,000

## Background and TIP Amendment Need

This formal amendment request is to move this project from 2025 into 2024, increase the total project cost, change to 100% state funded and remove associated SP# 164-010-081. The scope remains the same.

## Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost changed from \$14,610,000 to \$19,050,000, an increase of \$4,440,000. This project is now 100% state funded; therefore, fiscal constraint is maintained.

## Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.



# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** March 6, 2024

**Date:** February 28, 2024

## Action Transmittal: 2024-14

Streamlined TIP Amendment Request – Three New Projects

**To:** Technical Advisory Committee

**Prepared By:** Robbie King, Planner, 651-602-1380

### Requested Action

MnDOT requests an amendment to the 2024-2027 TIP to add three new projects.

### Recommended Motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2024-2027 TIP to add three new MnDOT projects:

- Add median cable barriers to two sections of MN 5 in Chanhassen (SP# 1002-130);
- Districtwide signal cabinet improvements (SP# 8825-1190);
- Lighting replacements on Interstate 494 and MN 55 in various locations (SP# 8825-1201).

### Background and Purpose

The following projects are proposed for amendment in the 2024-2027 TIP:

- MnDOT requests adding a new project to install new median cable barriers MN 5 between Century Boulevard (MSAS 118) to Market Boulevard/City Road 101 and from MN 101/Dakota Avenue (MSAS 128) to Heritage Road in Chanhassen. This project encompasses 3.9 miles of MN 5 in these two sections. The project's total cost is \$2.4 million and it is 100% state funded.
- MnDOT requests adding a new project to replace signal cabinets across MnDOT's Metro District. The project's proposed funds are HSIP funds programmed by MnDOT with 90% of the \$3 million project cost coming from FHWA and 10% from state funds.
- MnDOT requests adding a new project to replace lighting at various locations on Interstate 494 and MN 55. The project's proposed funds are HSIP funds programmed by MnDOT with 90% of the \$400,000 project cost coming from FHWA and 10% from state funds.
- None of these projects are funded through the Regional Solicitation.

### Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

## Staff Analysis

The TIP amendment meets fiscal constraint because the federal, state, and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

## Routing

To	Action Requested	Date Completed (Date Scheduled)
Technical Advisory Committee	Review & Recommend	March 6, 2024
Transportation Advisory Board	Review & Recommend	March 20, 2024
Metropolitan Council Transportation Committee	Review & Recommend	March 25, 2024
Metropolitan Council	Review & Adopt	March 27, 2024



# 2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to add the below project.

## Project Identification

<b>Seq #</b>	NA
<b>Fiscal Year (State)</b>	2024
<b>ATP and District</b>	Metro
<b>Route System</b>	MN 5
<b>Project Number (S.P. #)</b>	1002-130
<b>Agency</b>	MNDOT
<b>Description</b>	MN 5 FROM MSAS 118 (CENTURY BLVD) TO MSAS 123 (MARKET BLVD)/CTY RD 101 AND FROM MN 101/DAKOTA AVE (MSAS 128) TO HERITAGE RD IN CHANHASSEN - CABLE MEDIAN BARRIER
<b>Miles</b>	3.9
<b>Program</b>	SAFETY CAPACITY
<b>Type of work</b>	MEDIAN CABLE BARRIERS
<b>Proposed Funds</b>	SF
<b>Total \$</b>	2,400,000
<b>FHWA \$</b>	NA
<b>State \$</b>	2,400,000
<b>Other \$</b>	NA

## Background and TIP Amendment Need

This formal amendment is to add a new 2024 project into the 2024-2027 TIP.

## Fiscal Constraint (as Required by 23 CFR 450.216)

This is a 100% state funded project. Therefore, fiscal constraint is maintained.

## Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

# 2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to add the below project.

## Project Identification

<b>Seq #</b>	NA
<b>Fiscal Year (State)</b>	2024
<b>ATP and District</b>	Metro
<b>Route System</b>	DISTRICTWIDE
<b>Project Number (S.P. #)</b>	8825-1190
<b>Agency</b>	MNDOT
<b>Description</b>	DISTRICTWIDE TRAFFIC SIGNAL CABINET REPLACEMENTS
<b>Miles</b>	0.0
<b>Program</b>	SAFETY CAPACITY
<b>Type of work</b>	SIGNAL CABINETS
<b>Proposed Funds</b>	HSIP
<b>Total \$</b>	3,000,000
<b>FHWA \$</b>	2,700,000
<b>State \$</b>	300,000
<b>Other \$</b>	NA

## Background and TIP Amendment Need

This formal amendment is to add a new 2024 project into the 2024-2027 TIP.

## Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funds in the amount of \$2,700,000 are available from released federal funds on SP# 1926-23s and 1918-123. Therefore, fiscal constraint is maintained.

## Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

# 2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to (add/adjust) the below (project/projects) (more info, if needed).

## Project Identification

<b>Seq #</b>	NA
<b>Fiscal Year (State)</b>	2024
<b>ATP and District</b>	Metro
<b>Route System</b>	DISTRICTWIDE
<b>Project Number (S.P. #)</b>	8825-1201
<b>Agency</b>	MNDOT
<b>Description</b>	ON I494 AND TH52 ALONG THE MISSISSIPPI RIVER CROSSINGS AT VARIOUS LOCATIONS-REPLACE LIGHTING
<b>Miles</b>	0.0
<b>Program</b>	SAFETY CAPACITY
<b>Type of work</b>	LIGHTING
<b>Proposed Funds</b>	HSIP
<b>Total \$</b>	400,000
<b>FHWA \$</b>	360,000
<b>State \$</b>	40,000
<b>Other \$</b>	NA

## Background and TIP Amendment Need

This formal amendment is to add a new 2024 project into the 2024-2027 TIP.

## Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funds in the amount of \$360,000 are available from released federal funds on SP# 1926-23s therefore fiscal constraint is maintained.

## Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.