

Agenda

TAB Technical Advisory Committee



Meeting date: August 7, 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.

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.

Call to Order

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

Public Comment on Committee Business

TAB Report

Committee Reports and Business

Executive Committee (Jeni Hager, Chair)

1. 2024-35: Streamlined 2024-2027 TIP Amendment Request – MnDOT MN 47 Drainage and Pedestrian Safety Project (Robbie King, MTS) – roll call
2. 2024-36: Streamlined 2024-2027 TIP Amendment Request – MnDOT MN 3 Video analytics Pilot (Robbie King, MTS) – roll call

Planning Committee (Gina Mitteco, Chair)

None

Funding & Programming Committee (Michael Thompson, Chair)

None

Information

1. Regional Safety Action Plan (Heidi Schallberg, MTS and Project Consulting Team)
2. TIP Public Comments (Joe Barbeau and Robbie King, MTS)

Other Business

Adjournment

Council Contact:

Joe Barbeau, Planning Analyst
Joseph.Barbeau@metc.state.mn.us 651-602-1705

Minutes

TAB Technical Advisory Committee



Meeting Date: July 3, 2024

Time: 9:00 AM

Location: Virtual

Members Present:

- Jenifer Hager, Chair, Minneapolis
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Gina Mitteco, Dakota Co
- Brian Isaacson, Ramsey Co
- Jason Pieper, 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
- Dan Ruiz, Brooklyn Park
- Tony Kutzke, Woodbury
- Michael Thompson, Plymouth
- Kathleen Mayell, Minneapolis
- Nick Peterson, Saint Paul
- Bill Dermody, Saint Paul
- Molly McCartney, MnDOT

- Steve Peterson, Council MTS
- Patrick Boylan, 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

Call to Order

A quorum being present, Committee Chair Hager called the regular meeting of the TAB Technical Advisory Committee at 9:03 a.m.

Approval of Agenda

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

Approval of Minutes

It was moved by Ellis and seconded by Leitner to approve the [minutes](#) of the June 5, 2024, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the June 19, 2024, Transportation Advisory Board meeting.

Business – Committee Reports

Executive Committee (Jenifer Hager, Chair)

Chair Hager said that the Active Transportation Work Group will that TAB not hold a 2025 Active Transportation solicitation. She said the next meeting may be cancelled and if so the 2025-2028 Draft TIP public comments will be shared via email with TAC.

1. [2024-33: Streamlined 2024-2027 TIP Amendment Request – MnDOT's MN 121 and CSAH 22](#)

Improvements

Robbie King, MTS Planning, said that MnDOT is requesting a cost increase for its mill and overlay project on MN 121 in Minneapolis. The original project cost is \$1,642,000 funded by \$1,052,761 from FHWA, \$240,239 in state funds, and \$349,000 in local funds. The requested amendment is to increase the total cost to \$2,164,000 including an increase of \$76,534 in federal funds, \$17,466 in state funds, and \$428,000 in local funds. Additionally, a technical correction is being made to the location. This project was funded with MnDOT STP funding and not funded through the Regional Solicitation. MnDOT also requests the addition of a new project to improve the intersection at MN 121 and the westbound MN 62 loop. The intersection improvement is to expand the “porkchop”, or the concrete curb island, separating the northbound through lane from the right turn lane entering onto westbound MN 62. It is being expanded to remove the appearance of a second additional northbound through lane. This new state project number is associated with the larger MN 121 and CSAH 22 project. The total cost of this new project is \$28,000 with \$25,200 in federal funds and \$2,800 in state funds. This is a Highway Safety Improvement Program (HSIP) project funded through the MnDOT’s HSIP program, not the regional competitive HSIP solicitation.

Motion by MacPherson and seconded by Turner Bargaen to recommend adoption of an amendment to the 2024-2027 Transportation Improvement Program (TIP) to increase the cost of MnDOT’s MN 121 mill and overlay project and make a technical correction to its location and add a new project. **Motion carried.**

2. [2024-34: Streamlined 2024-2027 TIP Amendment Request – I-94 Bridge Over Wright County Road 19](#)

Joe Barbeau, MTS Planning, said that this project is currently in the TIP in fiscal year 2024. It needs to be moved to 2025. An additional \$4,032,000 needs to be added to the project as well. This project is located in Wright County but within the Metropolitan Planning Organization planning area. It was not funded through the Regional Solicitation. It was funded in part with Corridors of Commerce and Bridge Formula Program funding.

Motion by MacPherson and seconded by McCartney to recommend adoption of an amendment to the 2024-2027 TIP to increase the cost and move the year of MnDOT’s I-94 bridge construction over County Road 19 in Wright County. **Motion carried.**

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

Mitteco said that that TAC Planning unanimously recommended TAB release the Draft 2050 Transportation Policy Plan for public comment and recommended that staff make sure the language is consistent with recent legislative action.

1. [2024-30: Release of the Draft 2050 Transportation Policy Plan for Public Comment](#)

Cole Hiniker, MTS Planning, summarized the requested action. He stated that changes were made to the action transmittal and three attachments, reflecting changes to the Long-Range Capital Projects Lists. The highway project list in that document was corrected with some project updates and to add projects that were accidentally omitted in the first draft. Matching changes have also been made in the Highway Investment Plan and Overview/Imagine 2050 Transportation Chapter. The public review and comment period will begin on August 15 and end in early October and the overall TPP will go back to TAB and the Council after the public comment period.

Hager acknowledged Council staff’s work, time, and effort on this process.

Motion by Leitner and seconded by Ruiz to recommend that the Transportation Advisory Board recommend release of the draft 2050 Transportation Policy Plan for public review and comment. **Motion carried.**



Funding and Programming (Paul Oehme, Filling in for Chair)

Paul Oehme, filling in for chair Thompson introduced Council staff for the next item.

1. [2024-32: 2024 Highway Safety Improvement Program Project Selection](#)

Steve Peterson introduced Kaare Festvog, MnDOT who discussed the Highway Safety Improvement Program (HSIP) solicitation process.

MacPherson noted that MnDOT submitted several applications while it has other funding sources. Festvog, referencing a response from several months ago, said that in many states HSIP funds are not distributed to other sponsors and that MnDOT does. MacPherson said that several MnDOT submissions appear to be combined with local partners and asked whether local partners are reached out to. Festvog said that MnDOT safety staff makes sure local agencies are aware of and supportive of projects that are not only on the MnDOT system. Hager asked Festvog to get the remainder of the response from several months ago. McCartney said that HSIP funding is formula funding to state DOTs as opposed to MPOs. She said that the MPO took on part of the process with MnDOT in the 1990s when MnDOT was not meeting safety targets and was having difficulty delivering safety projects; part of the agreement that came along with that was that MnDOT would be an eligible applicant.

Robjent suggested that MnDOT provide a presentation on safety. Festvog said he would start the process of arranging that.

Steve Peterson said that staff checked to see whether there is overlap between HSIP and Regional Solicitation awards. He said that the sponsor of a project in St. Frances chose to accept the Regional Solicitation funding because of the size of the award and that Carver County took HSIP funding.

Motion by Oehme and seconded by Boylan to recommend approval of 20 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation and inclusion in the 2026-2029 Transportation Improvement Program (TIP). **Motion carried.**

2. [2024-31: 2024 Regional Solicitation Project Selection](#)

Steve Peterson provided a [presentation](#). He discussed the funding options, focusing much of the discussion on the new “Hybrid” option created with the Funding and Programming Committee’s input. The option includes all projects in the safety and bike/ped options along with an additional transit project and two additional Safe Routes to School projects.

Motion by Oehme and seconded by Robjent to recommend that TAB:

- Recommend approval of the Hybrid scenario, including overprogramming to 14% (to fund all projects in Bike/Pedestrian and Safety funding options), and uses available \$2 million in funding for the final Transit Modernization project;
- Fund the 17 Active Transportation (\$18.7M) projects shown as part of each of the funding options

Mitteco asked for the reasoning for funding the extra transit project in the Hybrid scenario. Steve Peterson said that TAB did not provide direction on whether to bring transit/TDM to its modal range but the Funding and Programming Committee supported it. That said, adding the project still leaves it below its range because of the other added money. Hager said that some transit participants may have favored the midpoint option because it had a higher transit percentage, which may have lead to the support for the additional project for the Hybrid option. Oehme expressed agreement.

Kosluchar recommended sharing the pros and cons for each option and expressed support for

the Hybrid option. Pieper said that the Hybrid option performs well on some of the key outcomes, specifically the monetized safety benefit and accessibility and ADA.

Robjert said that the bike/ped option should have bike/ped being over the range show as a con, though two more projects are funded in the Hybrid option despite the mode being within range in that scenario.

Ellis asked about concern expressed about the level of overprogramming at the Funding and Programming Committee meeting. Steve Peterson replied that he spoke with MnDOT, who suggested looking at overprogramming across the four-year TIP, which is currently overprogrammed at less than 10% and that it is up to the MPO to determine the right level of overprogramming. Fyten expressed support for the Hybrid option along with understanding of why the Transit/TDM mode is below its range.

Steve Peterson said that the risk to overprogramming would be that without enough projects being dropped, it could take from the next Regional Solicitation. Hager added that the projects will fall under the next federal authorization, for which amounts tend to increase.

Eyoh expressed support for Hybrid option because of the funding for bike/ped and safety along with the additional transit project. He added that funding for Active Transportation projects will support greenhouse gas, PM 2.5 and NOX reduction, which supports MPCA's mission.

Nick Peterson offered support for 14% overprogramming, citing complicated projects that could be subject to delays.

Motion carried.

Information

No items.

Other Business

Steve Peterson welcomed Molly McCartney back to the TAB/TAC process, expressed thanks to the people that worked on the TPP technical work group, and said that very few applications used the grant-writing technical assistance funds, which are currently available.

Adjournment

The meeting adjourned.

Committee Contact:

Joe Barbeau, Planning Analyst

Joseph.Barbeau@metc.state.mn.us

651-602-1705

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: August 7, 2024

Date: July 31, 2024

Action Transmittal: 2024-35

Streamlined TIP Amendment: MnDOT's University Avenue Improvements Project in Fridley and Blaine

To: Technical Advisory Committee

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

Requested Action

MnDOT requests an amendment to the 2024-2027 Transportation Improvement Program (TIP) to increase the cost and change the length of its MN 47 (University Avenue) improvements project in Fridley and Blaine.

Recommended Motion

That the Technical Advisory Committee recommend that TAB recommend adoption of an amendment to the 2024-2027 TIP to adjust MnDOT's MN 47 (University Avenue) improvement project in Fridley and Blaine.

Background and Purpose

MnDOT requests an amendment to the 2024-2027 TIP to adjust its MN 47 (University Avenue) improvements project in Fridley and Blaine. The requested amendment is to increase the cost to \$1,077,000 from \$1,056,000, an increase of \$18,000, and shorten the length of the project area. The proposed budget changes are outlined in Table 1. Originally, the project was to span 7.952 miles from 37th Avenue NE in Columbia Heights to US 10 in Coon Rapids. The requested amendment is to shorten the length of the project area to 3 miles from Mississippi Street NE in Fridley to University Avenue NE in Blaine. This request change is to amend two associated state projects. SP# 0205-110 is to repair/replace drainage and SP# 0205-110S is to improve signals and add pedestrian safety improvements.

Originally, the project was scoped to construct minor safety improvements, like curb extensions or median refuge islands, at several locations along MN 47 (University Avenue). Over the course of project development, MnDOT staff struggled to find space for these improvements without impacting existing bus shoulders and/or adversely impacting turning truck traffic. If implemented at these locations, safety improvements like curb extensions or median refuge islands would need to be a smaller size and would not provide the safety benefit intended by the HSIP project funding.

Within the proposed project length of 3 miles, there is a more substantial focus on safety improvements at three intersections; Mississippi Street, 85th Avenue, and University Avenue NE. At Mississippi Street, free right turns will be removed to shorten pedestrian crossing distance. At 85th Avenue, free right turns and a northbound through lane will be removed. At University Avenue, a pedestrian crossing will be added with signals where no signal exists today.

Table 1. Budget Analysis

SP#	Program	Original Budget	Proposed Budget
0205-110	STP	\$421,991	\$475,000
0205-110S	HSIP	\$634,009	\$602,000
Total		\$1,056,000	\$1,077,000

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 requests meet fiscal constraint because the state, federal, and local funds are sufficient to fully fund the projects. This amendment and the projects contained herein are 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 (Scheduled)
Technical Advisory Committee	Review & Recommend	<i>August 7, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>August 21, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>August 26, 2024</i>
Metropolitan Council	Review & Adopt	<i>August 28, 2024</i>



2024-2027 TIP AMENDMENT REQUEST

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

Project identification

	0205-110	0205-110S
Seq #	1198	1199
State Fiscal Year (State)	2025	2025
ATP and District	METRO	METRO
Route System	MN 47	MN 47
Project Number (S.P. #)	0205-110	0205-110S
Agency	MNDOT	MNDOT
Description	MN47 (UNIVERSITY AVE), FROM 37TH AVE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS MISSISSIPPI ST NE IN FRIDLEY TO UNIVERSITY AVE NE IN BLAINE- REPAIR/REPLACE DRAINAGE	MN47 (UNIVERSITY AVE), FROM 37TH AVE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS - MISSISSIPPI ST NE IN FRIDLEY TO UNIVERSITY AVE NE IN BLAINE SIGNAL AND PEDESTRIAN SAFETY IMPROVEMENTS (HSIP WORK)
Miles	7.952 3.0	7.952 3.0
Program	DRAINAGE	SH – SAFETY HSIP
Type of Work	CULVERT REHAB	BIKE/PED
Proposed Funds	STP	HSIP
Total \$	421,991 475,000	634,009 602,000
FHWA \$	360,691 386,745	551,700 361,800
State \$	61,300 88,255	82,309 40,200
Other \$		\$200,000

Background and TIP Amendment Need

This formal amendment is to change the total project length from 7.952 to 3.0 miles and increase the total project cost from 1,056,000 to 1,077,000.

Fiscal Constraint (as required by 23 CFR 450.216)

This is a 2025 project and will be included in the 2025-2028 TIP. MnDOT Metro District will program the project in the final 2025-2028 STIP with the updated cost and will align its program to meet MnDOT 2025-2028 STIP funding guidance. 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: August 7, 2024

Date: July 31, 2024

Action Transmittal: 2024-36

Streamlined TIP Amendment: MnDOT's Robert Street Video Analytics Pilot Project

To: Technical Advisory Committee

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

Requested Action

MnDOT requests an amendment to the 2024-2027 Transportation Improvement Program (TIP) to add a new video analytics pilot project for MN 3 (Robert Street) in West St. Paul.

Recommended Motion

That the Technical Advisory Committee recommend that TAB recommend adoption of an amendment to the 2024-2027 TIP to add MnDOT's MN 3 (Robert Street) video analytics pilot project.

Background and Purpose

MnDOT requests an amendment to the 2024-2027 TIP to add its MN 3 (Robert Street) video analytics pilot project for pedestrian and bike users. The project will use video cameras to better understand the capabilities of the technology for observing and detecting pedestrians and bicyclists. Video will be recorded at up to 30 sites for 48 hours. Additionally, this project will fund analysis, a project management team, and final report creation.

This project is funded with \$75,000 of Section 164 penalty funds. These funds are federal Highway Safety Improvement Program funds collected under 23 USC 164 and dispersed to states.

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 requests meet fiscal constraint because the state, federal, and local funds are sufficient to fully fund the projects. This amendment and the projects contained herein are 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

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Technical Advisory Committee	Review & Recommend	<i>August 7, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>August 21, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>August 26, 2024</i>
Metropolitan Council	Review & Adopt	<i>August 26, 2024</i>



2024-2027 TIP AMENDMENT REQUEST

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

Project identification

	(SP #)
Seq #	NEW
State Fiscal Year (State)	2025
ATP and District	METRO
Route System	MN 3
Project Number (S.P. #)	1908-99
Agency	MNDOT
Description	MN 3 (S ROBERT ST) FROM ANNAPOLIS STREET TO E MENDOTA RD IN WEST ST PAUL, VIDEO ANALYTICS PILOT PROJECT FOR PED AND BIKE USERS
Miles	2.489
Program	SH – Safety HSIP
Type of Work	PLANNING
Proposed Funds	SEC 164 (Federal Repeat Offender Law)
Total \$	75,000
FHWA \$	75,000
State \$	NA
Bond \$	NA

Background and TIP Amendment Need

This amendment is needed to add this new 2025 project into the 2024-2027 TIP.

Fiscal Constraint (as required by 23 CFR 450.216)

Section 164 federal funds are available from District C set aside 8816-3526. 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.