

Agenda

TAB Technical Advisory Committee



Meeting date: May 7

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 April 2, 2025, TAB Technical Advisory Committee Minutes

Public Comment on Committee Business

TAB Report

Committee Reports and Business

Executive Committee (Joe MacPherson, Chair)

1. 2025-14: 2025-2028 Streamlined TIP Amendment: Wright County's I-94, CR 137, and CSAH 37 Reconstruction and Roundabouts (Joe Barbeau, MTS)
2. 2025-15: 2025-2028 Streamlined TIP Amendment: MVTA's Apple Valley Transit Station Modernization (Joe Barbeau, MTS)

TAC Bicycle-Pedestrian Planning Technical Working Group (Steve Elmer, MTS Planning)

Planning Committee (Gina Mitteco, Chair)

Funding and Programming Committee (Jim Kosluchar, Chair)

Information

1. Blue Line Extension and Gold Line Extension Transitway Project Updates (Nick Thompson, Metro Transit and Bradley Bobbitt, MTS Planning)
2. Regional Transportation and Climate Change Multimodal Measures Study (Tony Fischer, MTS Planning)
3. Regional Solicitation Evaluation Update (Steve Peterson, MTS Planning)

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: April 2, 2025,

Time: 9:00 AM

Location: Robert St. Chambers

Members present:

- ☒ Anoka Co – Joe MacPherson (Chair)
- ☐ Carver Co – Lyndon Robjent
- ☒ Dakota Co – Erin Laberee
- ☒ Ramsey Co – Brian Isaacson
- ☒ Hennepin Co – Carla Stueve
- ☒ Scott Co – Craig Jenson
- ☒ Washington Co – Lyssa Leitner
- ☐ Extended Urban Area – Chad Hausmann
- ☒ Council MTS – Steve Peterson
- ☐ Council CD – Patrick Boylan
- ☒ TAB – Elaine Koutsoukos

- ☐ Brooklyn Park – Dan Ruiz
- ☐ Chanhassen – Charlie Howley
- ☒ Eagan – Russ Matthys
- ☐ Eden Prairie – Robert Ellis
- ☒ Fridley – Jim Kosluchar
- ☒ Lakeville – Paul Oehme
- ☐ Plymouth – Michael Thompson
- ☒ Woodbury – Chris Hartzell
- ☒ Minneapolis Engineering – Jenifer Hager
- ☒ Minneapolis Planning – Kelsey Fogt
- ☒ Saint Paul Engineering – Nick Peterson
- ☒ Saint Paul Planning – Reuben Collins

- ☒ MnDOT – Molly McCartney (Vice Chair)
- ☒ MPCA – Innocent Eyoh
- ☒ MAC – Eric Gilles
- ☒ STA – Matt Fyten
- ☒ Metro Transit – Adam Harrington
- ☐ MnDOT Freight – Shelly Meyer
- ☒ DEED – Colleen Eddy
- ☐ MnDNR – Vacant
- ☒ Bicycle – Kyle Sobota
- ☒ Pedestrian – Mackenzie Turner Bargaen
- ☐ FHWA – Scott Mareck
- ☒ = present, E = excused

Call to order

A quorum being present, Committee Chair MacPherson called the regular meeting of the TAB Technical Advisory Committee to order at 9:00 a.m. Agenda approved

Committee members did not have any comments or changes to the agenda, rendering it approved.

Approval of minutes

It was moved by Molly McCartney, MnDOT, and seconded by Lyssa Leitner, Washington Co., to approve the minutes of February 5, 2025, regular meeting of the TAB Technical Advisory Committee. **Motion carried**

Public comment on committee business

TAB Report

Elaine Koutsoukos, TAB Coordinator, reported on 02/19/25 and 03/19/25 Transportation Advisory Board meetings.

Business – Committee reports

Executive Committee (Joe MacPherson, Chair)

Chair MacPherson reported on the 04/02/25 Transportation Advisory Executive Committee meeting. The next three TAC meetings will be held virtually, with the next in person meeting being

held on 08/06/25. Gina Mitteco will remain Planning Committee chair as she transitions from her role at Dakota County to her new role at MnDOT.

1. **2025-11:** 2025-2028 Streamlined TIP Amendment: CSAH 34 Sidewalk, Curb Ramp, and Signal Project (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning, summarized the action.

It was moved by Paul Oehme, Lakeville, and seconded by Kyle Sobota, Bicycle Member, that the Technical Advisory Committee recommend that TAB recommend approval of an amendment to the 2025-2028 Transportation Improvement Program to add a multi-use trail and intersection improvements to the City of Bloomington's CSAH 34 (Normandale Blvd) sidewalk, curb ramp, and signal project. **Motion carried.**

2. **2025-12:** 2025-2028 Streamlined TIP Amendment: MnDOT's 5310 Bus Purchases (Joe Barbeau, MTS Planning)

Barbeau summarized the action.

It was moved by Brian Issacson, Ramsey Co., and seconded by Innocent Eyoh, MPCA, that the Technical Advisory Committee recommend that TAB recommend approval of an amendment to the 2025-2028 Transportation Improvement Program to reduce the cost of four Enhanced Mobility of Seniors and Individuals with Disabilities program (FTA Section 5310) projects). **Motion carried.**

3. **2025-13:** 2025-2028 Streamlined TIP Amendment: CFI Grant Program (Joe Barbeau, MTS Planning)

Barbeau summarized the action.

It was moved by Molly McCartney, MnDOT, and seconded by Jim Kosluchar, Fridley, that the Technical Advisory Committee recommend that TAB recommend approval of an amendment to the 2025-2028 Transportation Improvement Program to add charging and fueling infrastructure. **Motion carried.**

TAC Transit Planning Technical Working Group (Bradley Bobbitt, MTS Planning)

Planning Committee (Gina Mitteco, Chair)

Jed Hanson, MTS Planning, reported on 2/13/25 and 3/13/25 TAC Planning Committee meetings.

Funding and Programming Committee (Jim Kosluchar, Chair)

Jim Kosluchar, Fridley, reported on 03/20/25 TAC Funding and Programming Committee meeting.

1. **2025-10:** Program Year Extension Request: Washington County CR 19A Realignment Project (Joe Barbeau, MTS Planning)

Barbeau summarized the action.

It was moved by Lyssa Leitner, Washington Co, and seconded by Oehme that the Technical Advisory Committee recommend approval of Washington County's program year extension request for its County Road 19A (Keats Avenue) realignment from 2026 to 2027. **Motion carried.**

Information

4. Introduction to the Highway System Harms, Impacts, and Mitigation Priorities Study (Bethany Brandt-Sargent, Amy Vennewitz, MTS Planning, Haila Maze, Bolton & Menk, and Abdullahi Abdulle, Humanize MN)

Bethany Brandt-Sargent, MTS, introduced Haila Maze, Bolton & Menk, and Abdullahi Abdulle, Humanize MN, who presented.

Leitner raised concerns about how the conversation about generational wealth loss is detached from housing and the economy. Maze acknowledged that the concern had been shared by their research team. She said that the housing category may need to be split into smaller, more specific areas. The research will address generational wealth and wealth-building, but combining these topics might not fully capture their nuances. Maze added that other partners from who have expertise in this area will bring valuable input to the discussion.

Chair MacPherson inquired about key points in time for gathering data and feedback for the committee. Brandt-Sargent clarified that much of the work would not be completed in time for the 2026 solicitation. Data on mitigation strategies would be added later, once the team has a clearer understanding of their available tools.

Eyoh asked whether compensation or reparations for those directly affected by the harms is being considered. Maze explained that the goal is to connect with individuals who are directly impacted by the harms, as many are still living and can provide firsthand accounts. The team intends to listen to their stories seriously and explore what could be done to address the impact. Maze mentioned that some research partners, who have worked on reparation studies in places like Seattle, will bring that expertise to the table. However, Maze emphasized that they cannot definitively say whether reparations will be a final recommendation at this stage, but it will certainly be explored.

Mackenzie Turner Borgen, Pedestrian Member, inquired about the consideration of personal safety in various categories, particularly for vulnerable individuals using the system. She also asked whether the impacts of the system on things like greenery, vegetation, and urban heat would fall under health, air, noise and light. Maze acknowledged that the categories are complex and overlapping. She agreed that aspects of personal safety, climate, environment, and public health are interconnected and will likely appear in multiple categories. The team aims to avoid redundant research and will prioritize efficiency. Maze also mentioned that personal safety and the sense of place (how people feel connected or disconnected from their surroundings) will be incorporated into these discussions. She noted that both qualitative and quantitative data will be used to measure perceptions of safety. Detailed metrics and definitions will be shared in future meetings for those interested.

Kosluchar asked if community-based organizations are involved in the process. Maze responded that several dozen community-based organizations are already engaged. The team is deciding which organizations will be part of policy working groups versus those involved in focus groups and discussions.

5. Safe System Approach at MnDOT (Ken Johnson, MnDOT)

Ken Johnson, MnDOT, presented.

MacPherson raised the topic of speed, asking how speed studies are being modified to align with the current plan and how the context of roads is evaluated in these studies. Johnson explained that the MnDOT speed measuring guide considers the environment and context of the road. Historically, straight roads have been designed, but they don't naturally slow drivers down because there's nothing to distract them. The target speed approach integrates road design to encourage drivers to exhibit desired behaviors, balancing task saturation so drivers are neither overwhelmed nor bored. Simply putting up a reduced speed limit sign is ineffective, as data shows that it doesn't significantly alter driving speeds.

Leitner suggested that the presentation could imply that these techniques are not being used at MnDOT. She emphasized that the goal should be to clarify and refine that this is not a new approach for MnDOT but a continuation of their ongoing focus on safety. Johnson confirmed that MnDOT has been operating within the safe system approach for decades, citing examples such as rumble strips, minimum shoulder widths, and cable median barriers.

Sobota inquired about the involvement of judges or prosecutors in the effort, asking whether it was mostly law enforcement currently engaged. Johnson explained that implementing the safe system approach will involve difficult changes, but judges and other stakeholders are already involved in the Toward Zero Deaths (TZD) effort. Additionally, there is an advisory council on traffic safety formed by legislation that includes judicial members who offer input. Regarding repeat offenders, Johnson noted that consequences such as mandatory re-training for driver's licenses help educate the public. However, he also acknowledged that revoking licenses from repeat offenders may require investments in transit.

Jennifer Hager, Minneapolis, emphasized the importance of connecting the design of streets to the desired speed and urged the inclusion of the safe systems approach in discussions at the legislature. She highlighted the need for flexibility in street design to prioritize safety for all users, especially considering current legislative proposals.

Chris Hartzel, Woodbury, said that MnDOT's plan informed Woodbury's plan.

Turner Borgen asked if the current safe system approach considers the kinetic forces and safety impacts of the growing size of vehicles, as manufacturers increasingly produce larger vehicles.

Johnson acknowledged that consumer preferences are pushing towards larger vehicles, but MnDOT's involvement in this issue is limited. He pointed out that the challenge primarily lies at the federal level, with agencies like NHTSA. At the state level, MnDOT can focus on ensuring safety features in their own fleets.

Koutsoukos mentioned that TAB is receiving updates about many safety plans and looking into how these updates can help select projects for the next round of funding. MacPherson concluded that this presentation was an ideal opportunity to educate the public that road design, not just speed limit signs, is key to managing speed. He emphasized the importance of designing roads that fit the environment and context. Johnson said that Washington State has added a safe land use element to its efforts. Turner Barga expressed interest in learning more about safe land use and the role the Met Council plays in this area.

6. **Regional Transportation and Climate Change Multimodal Measures Study (Tony Fischer, MTS Planning)**

Presentation was tabled for a future meeting.

7. **Regional Solicitation Evaluation Base Application Structure (Steve Peterson, MTS Planning and Lydia Statz, SRF) Special Interest Working Groups**

Steve Peterson, MTS Planning presented.

Turner Barga asked if the upcoming regional-based tax funding for active transportation could be tied to the regional solicitation pool of funds for more permanent solutions, such as curb distances or temporary bike/ped facilities. She wanted to know if local funds could be used for temporary solutions, which could later be converted into permanent solutions with federal funds. Peterson explained that further guidance from the active transportation working group is needed. Questions of how to determine how active transportation funds should apply to specific categories are still open for discussion. Timing issues also need to be addressed, specifically whether active transportation and federal funds should be solicited together or offset.

Hager inquired about how the conversation regarding funding maximum and minimums is progressing. She raised concerns about mismatched conflicts and the increasing cost of projects, noting that this may burden local communities and result in projects falling off the list. She asked how these issues will be guided. Peterson responded that the special interest working group will address the issue. This overarching issue should first be discussed at the technical steering committee to ensure a holistic approach. Peterson also acknowledged that many of the maximum award amounts have stagnated since 2014.

Reuben Collins, Saint Paul Planning, asked about the difference between "gaps and barriers" in the bicycle category and "connections in the pedestrian. Peterson explained that the special interest working group will have the flexibility to tweak the language used in these categories. The terms were originally tied to the 2050 TPP objectives, but there may be some "barriers" in the pedestrian network as well.

Hartzell, on behalf of Leitner, asked why there isn't a special interest working group for stormwater improvements and flood mitigation. Peterson clarified that stormwater and flooding are covered under the roadways group. However, natural systems is a new category, and there may be a need to bring in specialists when discussing these topics.

Carla Stueve, Hennepin County, suggested that tweaks to category names may be needed to define subcategories more clearly for applicants. She asked, since equity is probably not going to be ready for the 2026 Regional Solicitation, whether equity work group's focus will be on scoring criteria. Peterson confirmed that the equity workgroup decided to focus on equity as a scoring measure, rather than creating a standalone application category for now. This measure would be integrated across application categories.

Collins asked where car share projects fit into the current categories and working groups. Peterson explained that car-sharing projects fall under Travel Demand Management (TDM), with a separate TDM special interest working group. A follow-up survey will be sent to gather feedback on criteria and priorities for these projects.

Other business

McCartney announced that the Corridors to Commerce program is currently soliciting project readiness

projects, focusing on planning and design work leading up to capital construction. The group will meet on April 11th for a presentation and Q&A. McCartney also noted that projects inside the 494/694 loop are not eligible for funding under this program due to state statute restrictions.

Adjournment

It was moved by McCartney, and seconded by Nick Peterson, Saint Paul Engineering, to adjourn the meeting. **Motion carried** and the meeting adjourned at 10:55 a.m.

Council contact:

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



Action Transmittal

Transportation Advisory Board



Committee meeting date: May 7, 2025

Date: April 30, 2025

Action Transmittal: 2025-14

2025-2028 Streamlined TIP Amendment Request – Wright County's I-94, CR 137, and CSAH 37 Reconstruction and Roundabouts

To: Technical Advisory Committee

Prepared by: Joe Barbeau, Planning Analyst, 651-602-1705

Requested action

Wright County requests an amendment to the 2025-2028 Transportation Improvement Program (TIP) to change the scope and increase the cost of its I-94, County Road 137, and CSAH 37 reconstruction and roundabout project.

Recommended motion

That the Technical Advisory Committee recommend that TAB recommend approval of an amendment to the 2025-2028 Transportation Improvement Program to change the scope and increase the cost of Wright County's I-94, County Road 137, and CSAH 37 reconstruction and roundabout project.

Background and purpose

Wright County requests an amendment to the 2025-2028 TIP to change the scope, length, and cost estimate on County Road 137/CSAH 37 at I-94. The project was two roundabouts at ramp heads. Now it is 0.79 Mi of reconstruct with two additional roundabouts.

This project was not funded in 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 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 February 12, 2025. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

| To | Action Requested | Date Completed (or Scheduled) |
|--|----------------------|----------------------------------|
| Technical Advisory Committee | Review and recommend | <i>May 7, 2025</i> |
| Transportation Advisory Board | Review and recommend | <i>May 21, 2025</i> |
| Metropolitan Council Transportation Committee | Review and recommend | <i>June 9, 2025</i> |
| Metropolitan Council | Review and adopt | <i>June 11, 2025</i> |



2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to adjust the below project.

Project Identification

| | |
|--------------------------------|---|
| Fiscal Year (State) | 2025 |
| ATP and District | 3 |
| Route System | I-94 |
| Project Number (S.P. #) | 8680-200 |
| Agency | Wright County |
| Description | I-94 & WRIGHT C.R. 137, CONSTRUCT ROUND-A-BOUNTS AT RAMP HEADS I-94 & WRIGHT C.R. 137/CSAH 37, FROM LARGE AVE NE TO 500' E OF MACIVER AVE, RECONSTRUCT CSAH 37 & CR 137, RAB AT RAMP HEADS, LYMON AVE AND MACIVER AVE |
| Miles | 0.79 |
| Program | LPP – Local Partnership Program |
| Type of work | Traffic Safety; Grading and Surface |
| Proposed Funds | State/Local |
| Total \$ | 5,750,000 <u>8,229,984</u> |
| FHWA \$ | 0 |
| State \$ | 1,000,000 |
| Other \$ | 4,750,000 <u>7,229,984</u> |

Background and TIP Amendment Need

This formal amendment is to change the scope, length, and cost estimate on CR 137/CSAH 37 (Wright County). The project was two roundabouts at ramp heads. Now it is 0.79 Mi of reconstruct with two additional roundabouts.

Fiscal Constraint (as Required by 23 CFR 450.216)

This project was awarded 2025 state funds of \$1,000,000. The remainder of this project will all be funded with local funds. Therefore, fiscal constraint will be maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

Action Transmittal

Transportation Advisory Board



Committee meeting date: May 7, 2025

Date: April 30, 2025

Action Transmittal: 2025-15

2025-2028 Streamlined TIP Amendment Request – MVTA's Apple Valley Transit Station Modernization

To: Technical Advisory Committee

Prepared by: Joe Barbeau, Planning Analyst, 651-602-1705

Requested action

MVTA requests an amendment to the 2025-2028 Transportation Improvement Program (TIP) to add its Apple Valley Transit Station Modernization project.

Recommended motion

That the Technical Advisory Committee recommend that TAB recommend approval of an amendment to the 2025-2028 Transportation Improvement Program to add MVTA's Apple Valley Transit Station Modernization project.

Background and purpose

The request is to add this project, which had been included in the 2024-2027 as a 2024 project, into the 2025-2028 TIP as a 2025 project. The reason for this is that the project was originally scheduled for a 2024 obligation but fell into 2025.

This project was funded in the Regional Solicitation. Because the funding was transferred to the Federal Transit Administration in 2024, this action does not impact the regional funding program.

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 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 February 12, 2025. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

| To | Action Requested | Date Completed (or Scheduled) |
|--|----------------------|----------------------------------|
| Technical Advisory Committee | Review and recommend | <i>May 7, 2025</i> |
| Transportation Advisory Board | Review and recommend | <i>May 21, 2025</i> |
| Metropolitan Council Transportation Committee | Review and recommend | <i>June 9, 2025</i> |
| Metropolitan Council | Review and adopt | <i>June 11, 2025</i> |



2025-2028 TIP/STIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to add the below project.

Project Identification

| | |
|-------------------------|---|
| Seq # | TBD |
| Fiscal Year (State) | 2025 |
| ATP and District | ATP M |
| Route System | TRANSIT |
| Project Number (S.P. #) | TRS-TCMT-24L |
| Agency | MVTA |
| Description | APPLE VALLEY TRANSIT STATION MODERNIZATION. OPERATOR TRAINING LOT, CONNECT SERVICE DESIGNATED SERVICE AREA, CUSTOMER AMENITIES, AND TECHNOLOGY IMPROVEMENTS |
| Miles | 0.0 |
| Program | TR |
| Type of work | TRANSIT |
| Proposed Funds | STBG |
| Total \$ | \$5,000,000 |
| FHWA \$ | \$4,000,000 |
| State \$ | \$0 |
| Other \$ | \$1,000,000 |

Background and TIP Amendment Need

This amendment request is to add a new 2025 project into the 2025-2028 STIP. This is needed to move \$4,000,000 FTA funds from 2024 in #TRS-TCMT-24L to 2025. These funds were transferred from FHWA to FTA and are in Metropolitan Council FTA unobligated balances. This is an existing project with no cost or scope changes.

Fiscal Constraint (as Required by 23 CFR 450.216)

These FTA funds are available in Metropolitan Council's FTA unobligated balances and are sufficient to fully fund this 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 February 12, 2025.