

TRANSPORTATION ADVISORY BOARD  
Metropolitan Council  
390 N. Robert St., St. Paul, Minnesota 55101-1805

Notes of a Meeting of the  
**TAC-PLANNING COMMITTEE**  
April 13, 2017

**MEMBERS PRESENT:** Patrick Boylan, Paul Czech, Bill Dermody, Lisa Freese, Jean Keely, Elaine Koutsoukos, Dan McCormick, Jason Pieper, Kevin Roggenbuck, Amanda Smith, Katie White, Rachel Wiken

**OTHERS PRESENT:** Amy Vennewitz, Mark Filipi, Steve Peterson, Tony Fischer, Mark Nelson, Bobbi Retzlaff, Hally Turner, Brad Utecht

**1. Call to Order**

The Meeting was called to order by Freese.

**2. Adoption of the Agenda**

White moved and Koutsoukos seconded adoption of the agenda. Item passed unanimously.

**3. Approval of the Minutes from the March 2017 meetings**

Dermody moved and White seconded approval of the minutes of the March 2017 meeting. Item passed unanimously.

**4. Action Items**

**2017-13 Saint Paul Functional Class Changes – Paul St Martin (#1344-1346)**

The MnDOT I-35E Cayuga Project moved I-35E access from Pennsylvania/Phalen Blvd to new Cayuga Street Interchange. This project also included realignments/removal of several other St Paul streets. Metro Council Staff asked the City of St Paul to bring functional class changes for these new and realigned roads to clean up the functional class map in this area and allow staff to publish the updated data.

Paul St. Martin from St. Paul Public Works explained the changes. The MnDOT project moved the 35E ramps from Phalen to Cayuga Street. Cayuga was expanded to connect with Phalen. The City requested Cayuga change from Local to an Other Arterial (#1344). Phalen on the East, and Jackson on the West are both Other Arterials.

Staff noted that the TPP Highway Interchange Appendix requires Principal Arterials to exit to an A-Minor or other PAs. However, because of the short length of this road, staff concluded that Other Arterial was a good designation at this time. In the future, the City could look at upgrading Cayuga and Phalen to A Minor Augmentor.

Requests #1345 and #1346 were to correct the Major Collector alignments in area. With the Cayuga project, Mississippi St to the east of 35E was removed. The City requested Westminster and Arkwright (#1345) replace Mississippi as the N/S collector in this area. The City also requested the removal of Burr Street (#1346) from the functional class system and return to local. With the completion of Phalen, Burr is no longer a through street and doesn't function as a collector anymore. Staff agreed with collector changes.

MnDOT representative Paul Czech commented that the changes made sense. He also noted that these roads would undergo the same review from MnDOT as the rest of the system (see Info Item #2) and this change did not guarantee future status.

Lisa Freese commented that the change was a house keeping item to get new roads into the functional class system, which would be incomplete without action on the new interchange.

Dan McCormick commented that because of the roads removed in the realignment, total miles of collectors are not changing or possibly going down.

Dermody moved, Boylan second. Motion Passed

## **5. Info Items**

### **1. MnSHIP and the TPP- Brad Utecht**

Brad Utecht presented on the Minnesota State Highway Investment Plan (MnSHIP). This is part of the MnDOT family of plans for the state. It is a fiscally constrained 20 year plan for capital investments on MnDOT roads. Updated every 4 years, its programmatic, not project level planning. The plan cover 21 billion dollars over 20 years.

MnDOT went through a long cycle of outreach state wide to guide the development of this plan. They presented three approaches for voting. The middle option, close to the “status quo” was the preferred alternative. So at a high level, this plan is very similar to the last MnSHIP. It focuses mainly on system stewardship- maintaining roads, bridges, and pavement quality. The miles of roads with poor pavement quality is expected to increase with currently level of funding.

Twin Cities Mobility only has 6 years of funds, which will be focused on increasing ADA compliance. So while included in MnSHIP, it isn't a true 20 year plan for this category.

Investment direction from MnSHIP guides the 10 year Capital Highway Improvement Program (CHIP), which is a project specific fiscally constrained program that is updated annually.

The MnSHIP aligns with mobility investment strategies laid out in the TPP and it sets the expected MnDOT capital investment for the Metro district, which is an important part of highway planning in the TPP. It also guides the CHIP, which identifies major highway projects in the next 10 years for the Metro.

### **2. MnDOT Functional Class Review – Mark Nelson and Bobbi Retzlaff (MnDOT) and Mark Filipi (Met Council)**

In 2012, MAP-21 expanded the National Highway System to include all principal arterials. In 2013, FHWA issues revised functional class guidelines, including new urban / rural guidelines and revised coding. In 2015, MnDOT reviewed the functional class system of greater Minnesota. The timing was not good to include the Metro in that review. Thrive 2040 had just been adopted, and the TPP was underway.

FHWA is pushing for functional class consistency for the Metro Area. MnDOT will be starting a data driven approach to review the roads in the Metro.

Federal Guidelines give primary responsibility to functional class to the State DOT. MnDOT has worked with local partners in assigning functional class.

MnDOT staff showed example of the review for outstate cities and discussed how they assembled a diverse oversight committee to help arbitrate any issues that came out of the review. The outstate committee included reps from city, county, state, and planning districts. A similar approach was suggested for metro disputes.

Some concerns that will be addressed in the review: lack of urban minor collectors, minor arterials less than ¼ mile, low volume minor arterials, and streets with high volumes classified as local.

Lisa Freese pointed out the importance of having local functional class be the official federal functional class, as she learned while working with FEMA funding for flooded roads several years.

There were many questions from the Committee regarding the timing of this project, since cities and counties have already started the Comp Plan process. Mark Nelson agreed the timing was not ideal but that the review needed to happen. Several suggestions for how to work this review into the comp plan process were suggested. The first step was to have MnDOT do a preliminary review and come back to this committee next month with a suggested timeline for the review. (NOTE: This was moved to June because of staff time needed for review).

There were also significant concerns about the regional solicitation timeline and how this might affect projects. Elaine Koutsoukos noted that a functional class map needs to be adopted by December, which means a call for functional class changes needs to happen this summer. These two processes might have to run concurrently.

Dan McCormick asked if this would affect the region model. Mark Filipi answered it would not. Road type is not dependent on federal functional class.

Several committee members expressed interest in being on the oversight committee to review changes. Overall, there was great interest in seeing MnDOT's review and the number of changes that might be suggested.

This conversation will continue in June when MnDOT staff returns with their review and suggested changes.

## **6. Other Business**

none

## **7. Adjournment**

2:40pm