

Minutes

TAB Technical Advisory Committee



Meeting Date: September 6, 2023

Time: 9:00 AM

Location: Virtual

Members Present:

- Jenifer Hager, Chair, Minneapolis
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Erin Laberee, Dakota Co
- Scott Mareck, 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
- John Hagen, Maple Grove
- Ross Beckwith, West Saint Paul
- Michael Thompson, Plymouth
- Kathleen Mayell, Minneapolis
- Nick Peterson, Saint Paul
- Bill Dermody, Saint Paul

- April Crockett, 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

Call to Order

A quorum being present, Committee Chair Hager called the regular meeting of the TAB Technical Advisory Committee 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 Thompson and seconded by Koutsoukos to approve the minutes of the August 2, 2023, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the August 16, 2023, 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 and discussed agenda items. She thanked members for providing talking points for Mayor Hovland to use at the Conference of Mayors meeting. Barbeau sent an email asking for participation in a work group to

review the Scope Change and Program Year policies and asked members to pass on to Funding & Programming Committee members that more participation is needed, particularly from cities.

Planning Committee/TPP Technical Working Group (Scott Mareck, Chair)

Mareck said that the committee discussed interagency work related to air quality and environmental justice and that the September TAC Planning Committee will be cancelled to accommodate more TPP Technical Work Group discussion. The focus at the last meeting was on TPP objectives. He added that Bill Dermody will be the new Vice Chair for the TAC Planning and the TPP Technical Work Group.

1. [2023-44: Adoption of the 2024 Unified Planning Work Program](#)

Mareck said that at the TAC Planning Committee, a key discussion topic related to the action item was a new federal requirement to document how MPOs complete complete streets work. David Burns, MTS Planning, provided a [presentation](#) on the 2024 Unified Planning Work Program (UPWP).

Motion by Leitner and seconded by MacPherson to recommended adoption of the 2024 Unified Planning Work Program. **Motion carried.**

Funding & Programming (Michael Thompson, Chair)

The August 17, 2023, TAC Funding & Programming Committee meeting was cancelled. Thompson said that several TIP amendment requests will be coming up.

Information

1. [Life and Breath](#) (David Bael, Minnesota Pollution Control Agency and Kathy Raleigh, Minnesota Department of Health)

David Bael, Minnesota Pollution Control Agency (MPCA) and Kathy Raleigh, Minnesota Department of Health (MDH), presented on how air quality impacts health in Minnesota population centers.

Merick asked whether the electrification of the vehicle fleet has been examined. Bael said that MPCA has encouraged electrification, though estimates related to the impact of electrification have not been made. Raleigh added that the abundance of funding for community air monitoring creates opportunities to make linkages.

Steve Peterson asked about the rationale for citing 300 meters as the distance between residents and busy roadways. Eyoh said that most of the concentrations of poor air quality are within the first 300 meters of busy roadways and added that land use can be considered with this in mind. Raleigh said that busy roads are defined as annualized average daily traffic of more than 10,000.

Eyoh said that he helped arrange the presentation so transportation decisionmakers could see health impacts of transportation. He added that the legislature asked MPCA to examine the cumulative impacts and that the EPA is examining emission standards, about which MPCA and MnDOT commented to EPA on.

2. [Transportation Policy Plan Objectives and Background](#)

Cole Hiniker, MTS Planning, presented on this topic.

Chair Hager altered members that many of the Transportation Policy Plan (TPP) activities will coincide with Regional Solicitation applications and scoring.

Mareck said that participants want a clear connection between strategic direction and investment



in the Regional Solicitation process. Hiniker agreed that a lot of similar feedback has been provided and added that the Regional Solicitation evaluation will occur after the TPP process. He said that staff wants to strike a balance between setting strategic direction for the Regional Solicitation and allowing the Regional Solicitation design process to determine more details followed by a 2026 TPP update to reflect the Regional Solicitation design. Steve Peterson said that the consultant contract for the Regional Solicitation evaluation will be considered for final approval by the Council on September 13, 2023.

Hinker asked whether the discussion points are clear. Leitner questioned the meaning of “excessive” congestion and suggested striking the term in favor of predictable travel times. She added that similarly, “trust” in zero emissions vehicles is unclear. Hinker said that there is a need to define “excessive,” along with other terms.

MacPherson said he prefers the broad climate change objectives. Hinker said that the specific objectives are from the SMTP. Hager added that the broad language is more inclusive of multiple modes while the specific language is automobile specific.

Mayell asked whether the change in the travel time objective from “in vehicles” to “on highways” is indicative of a shift away from considering local roads. Hiniker replied that there was confusion about whether “vehicles” included bikes, so she clarifies that this relates to vehicles experiencing excessive delay on the highway system, i.e., cars and buses. Mayell said that having measurables in climate change is clearer than determining the meanings of words like “trust.” Hager suggested that using broad vehicle-charging language may lead to the need for clarifying terms.

Eyoh expressed a preference for measurable goals and targets. Robjert questioned using the 20% VMT reduction because it is a statewide target. Hiniker said that more discussion will occur on climate change including on the rationales for various numbers. Tony Fischer said that the 20% figure came from examination of other places. He added that the Metro Region has more opportunities to reduce VMT than other places. Robjert said that this is why he prefers a general objective. Fischer said that the topic will be discussed at the September 15 Advisory Work Group meeting.

Schulze expressed preference to broad objectives. He added that he interpreted more access to and trust in zero emissions as being about charging stations, i.e., trusting the availability of charging stations. Hinker said that the advisory work group desires objectives focused on how to invest in supporting zero-emissions vehicles.

Leitner asked whether there is a way to engage TAC members that are not on the TPP working group. Hiniker said that this applies to participants from cities and that coordination can happen behind the scenes. Chair Hager said that she and Mareck can provide information at their respective committees.

Other Business

None.

Adjournment

The meeting adjourned.

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