

Minutes

TAB Technical Advisory Committee



Meeting Date: April 3, 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
- 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
- Aaron Tag, 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 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 Isaacson and seconded by MacPherson to approve the minutes of the March 6, 2024, regular meeting of the TAB Technical Advisory Committee with a correction from the February 3, 2024, date shown on the online agenda. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the March 20, 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 May and June meetings will be held in person.

1. [2024-18: Streamlined TIP Amendment Request – Two Project Adjustments](#)

Joe Barbeau, MTS Planning, said that Inver Grove Heights and Dakota County request transfer of Inver Grove Heights’s CSAH 32 roadway reconstruction to Dakota County. This would lead to a change of the TIP/STIP project number (SP#) from 178-020-032 to 019-632-051. Along with the transfer, the request includes a cost increase of \$8,399,976 to be entirely covered by local funds. The second request, from MnDOT, is a cost increase of \$3,230,000, which for a project at its cost, meets the threshold for requiring a TIP amendment. Motion by Oehme and seconded by Leitner to recommend adoption of an amendment to the 2024-2027 TIP to adjust two projects:

- Increase the cost of Inver Grove Heights’s CSAH 32 reconstruction and change the project sponsor to Dakota County;
- Increase the cost of MnDOT’s I-94 bridge repair project.

Motion carried.

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

1. [2024-15: Adoption of Federally Required Greenhouse Gas Emission Performance Measure Target](#)

Mitteco said that the TAC Planning Committee recommended one action item; adoption of a federally required greenhouse gas emissions performance measures target. However, since then court cases have changed course on this item. Pearson said states and MPOs are now not required to submit initial greenhouse gas targets and reports. Motion by Steve Peterson and seconded by Keel to postpone the item indefinitely. Seconded by Keel. Motion carried.

Mitteco reported on the last TPP Technical Working Group meeting and said that the last meeting is scheduled to be in May.

Steve Peterson said that per state legislation, MnDOT is required to work with MPOs to set state greenhouse gas targets, which will be addressed over the next several months.

Funding and Programming (Karl Keel, Vice Chair)

1. [2024-16: Scope Change Request – Hennepin County CSAH 52 \(Nicollet Ave\) and CSAH 66 \(Golden Valley Rd\) Improvements](#)

Keel said that Hennepin County requests a scope change to remove an intersection improvement in its CSAH 52 and CSAH 66 improvements project. The improvements at CSAH 52 and 67th Street will be completed as a part of a larger project. In a review of what would have happened to the score with the updated proposal, staff determined the score would not have changed a lot. The Funding and Programming Committee recommended approval with no federal funding reduction.

Motion by Boylan and seconded by MacPherson to recommend that TAB approve Hennepin County’s scope change request to remove planned safety improvements at CSAH 52 and 67th Street with full retention of federal funds. **Motion carried.**

2. [2024-17: Program Year Extension Request – MnDOT US8 HSIP Project](#)

Keel said that MnDOT requests a program year extension from 2025 to 2026 to align its Highway Safety Improvement Program (HSIP)-funded US 8 intersection improvements project with a larger US 8 reconstruction project. The request scored the required seven points on the scoresheet. The TAC Funding and Programming Committee voted to recommend approval of the request. He added that the project is in Chisago County and that action is taken on it because it is part of MnDOT’s HSIP Solicitation area, that the larger project is touches the region, and that both projects are in the TIP. Motion by Ruiz and seconded by Robjent to recommend that TAB approve the program year extension request for MnDOT’s US 8 intersection access project to move from 2025 to 2026. **Motion carried.**



Information

1. [Regional Solicitation Evaluation Survey Results](#) (Bethany Brandt-Sargent, MTS and Tom Holmes, Zan Associates)

Tom Holmes, Zan Associates, presented.

Harrington asked whether any finer-grained geography beyond counties is available. Holmes said that respondents replied by zip code. Harrington noted that Hennepin County has very developed areas along with very rural areas. Holmes replied that the City of Minneapolis shared the survey, so Minneapolis was well represented among the Hennepin County respondents.

Leitner suggested it would be valuable to learn what transit and bicycle/pedestrian advocacy groups were targeted and/or shared the survey. Holmes said that this is difficult to track, though only three percent of respondents indicated being part of advocacy groups.

Steve Peterson said that 700 respondents is a lot for an abstract survey.

2. [2024 Regional Solicitation Final Scores](#) (Steve Peterson, MTS)

Steve Peterson referenced a map of project applications and the scores. Koutsoukos said that the City of Farmington shared that it had replied incorrectly to question and that correcting the error would reduce the score and drop its ranking from five to eight.

Peterson said that staff intends to bring a funding scenario showing \$200 million from only Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Congestion Management and Air Quality (CMAQ) program funding and no overprogramming. That amount dropped from \$232 million after approval of multi-year program year extensions. Staff will then start layering in other funding sources and overprogramming, which will bring awards closer to \$250 million. Scenarios could reflect the traditional base scenario, the public survey results, a preference toward safety, or other ideas. Hager said that it is a good idea to consider a scenario that looks at safety.

Leitner asked whether there is an update on Unique Projects scores. Koutsoukos said that the committee has completed scoring and is reviewing a written summary. She added that the committee will recommend spending the full allotment because the three top-scoring projects come within \$8,000 of that amount. Leitner asked whether the Unique Projects recommendation goes straight to TAB. Koutsoukos replied that it will be added to the funding scenarios. Hager added that TAB doesn't ask for TAB's input on Unique Projects.

Hager asked whether the continuation of Unique Projects is an open question. Koutsoukos replied in the affirmative. She added that the written summary the committee is working on includes for future Regional Solicitations. Isaacson suggested a thorough and explicit discussion on the future of unique projects as part of the Regional Solicitation evaluation because it seems that the goals of the category have not been met.

Hager called out Steve Peterson's earlier point that program year extensions have led to a \$32 million reduction in the funding available for the 2024 Regional Solicitation.

3. [Active Transportation Funding Update](#) (Joe Widing and Steve Peterson, MTS)

Joe Widing, MTS, presented.

MacPherson asked about the process of sponsors working with Council staff. Steve Peterson replied that this is to be determined. Koutsoukos said it will likely be similar to the Regional Solicitation to assure that projects are done as applied for. MacPherson asked whether other



typical requirements such as disadvantaged business enterprise requirements and environmental documents will apply. Koutsoukos replied that this is to be determined.

Hager asked what TAB needs to provide guidance on versus what council staff can decide upon, given the various regional sources of active transportation. Steve Peterson said that staff has approached MnDOT for guidance. He added that there is a need for a pilot, given that \$50 million could be available in 2025.

Kosluchar said that a project applied for just over \$2 million would probably be less than \$2 million without federal funding. Peterson said that there are applications for just above \$2 million that could be called out to TAB, given that the \$2 million cutoff is arbitrary.

Widing said that the committee's recommendation will go to TAB in April and then be a part of the funding scenario process. He said that the next item to come out of the committee will be a recommendation on whether to have a 2025 solicitation.

Other Business

None.

Adjournment

The meeting adjourned.

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