
*Transportation Advisory Board
of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, November 3, 2021
9:00 A.M.**

Members Present: Jon Solberg, Joe MacPherson, Lyndon Robjent, Scott Peters, Chad Ellos, Brian Isaacson, Lisa Freese, Emily Jorgensen, Andrew Witter, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Bridget Rief, Andrew Emanuele, Mehjabeen Rahman, Matt Fyten, Praveena Pidaparathi, Danny McCullough, Karl Keel, Ken Ashfeld, Charlie Howley, Marc Culver, Jenifer Hager, Jim Voll

1. Call to Order

The meeting was called to order by Chair Solberg at 9:02 a.m. Due to the ongoing COVID-19 pandemic, the meeting was held via video conference.

2. Approval of Agenda

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

3. Approval of Minutes

The minutes of the October 6, 2021, meeting were presented to the Committee for consideration. A motion to approve the October minutes was made by Mr. Isaacson and seconded by Mr. Howley. Motion carried.

(Meeting minutes for the March 4, 2020, meeting will be presented for approval at a future committee meeting.)

4. TAB Report

TAB Coordinator Ms. Koutsoukos provided a summary of the October 20, 2021 meeting.

5. Committee Reports

1. Executive Committee (Jon Solberg, TAC Chair)

Chair Solberg reported that the Executive Committee met prior to the TAC meeting. The committee discussed the details of items the agenda.

2. TAC Action Items

a. 2021-50: Streamlined 2022-2025 TIP Amendment for MnDOT: Three Project Cost Changes

Joe Barbeau of MTS presented this item, which included proposed changes to the 2022-2025 TIP for three MnDOT projects. Mr. Barbeau explained that the projects include a noise wall project on US 169 in Edina, an extension of the length of a project on I-94 from Oakdale to Lakeland, and an increase in cost to the MN 3/George Street bridge rehabilitation project.

Mr. Isaacson made a motion to recommend approval of the item. Seconded by Mr. MacPherson. Motion carried.

3. Planning Committee (Emily Jorgensen, Chair)

a. 2021-44: 2040 Transportation Policy Plan Amendment

TAC Planning Committee Chair Jorgensen introduced this item. The 2040 Transportation Policy Plan serves as the region's Metropolitan Transportation Plan and must be updated to include any transitway projects or highway projects that add lanes or interchanges to the principal arterial highway network. This amendment includes a revised arterial bus rapid transit (BRT) network and the addition of six freight projects.

Kyle Burrows of Metro Transit presented on the updates to the BRT network. These updates include additions and extensions incorporated as part of implementation of the Network Next 20-year transit improvement plan.

Mr. Robjent inquired as to the termini of the corridors. Mr. Burrows responded by noting that in general the termini represent major destinations and meet thresholds for population and employment.

Mr. Hiniker provided additional detail on the BRT corridor updates and their costs. Mr. Peterson outlined the highway freight project changes, noting that the projects are part of the Council's Highway Freight Network and were identified in coordination with MnDOT Metro District and other key partners.

A motion to recommend the TAB release the draft amendment for public review and comment was made by Mr. Isaacson and seconded by Mr. Keel. Motion carried.

b. 2021-45: Adoption of the Regional Transit Safety Performance Targets and TIP Amendment to Incorporate Targets

Daniel Pena of MTS Planning introduced this item. The Transit Safety Performance Measures are part of a suite of federally required measures that must be adopted by MPOs as part of the planning process. They must also be included in the adopted TIP per federal law. Mr. Pena outlined the targets, noting that they reflected the adopted targets of each of the Tier 1 providers in the region.

Ms. Hager made a motion to recommend adoption of the Regional Transit Safety performance targets and approval of an amendment to the 2022-2025 TIP to incorporate the targets. Seconded by Isaacson. Motion carried.

c. 2021-46: Accept Updated Regional Truck Corridors

This item was presented by Ms. Jorgensen, who noted that the proposed action incorporated the results of a new process to update the regional truck corridors. This process was developed over the summer and included a recommendation for an addition of 14 corridors to the Regional Truck Corridor network.

A motion to recommend TAB approval of the updated Regional Truck Corridors for incorporation in the 2022 Regional Solicitation was made by Mr. Robjent and seconded by Mr. Ashfeld. Motion carried.

d. 2021-47: Adoption of Functional Classification Map for 2022 Regional Solicitation

David Burns of MTS presented this item, noting that the region recently completed a comprehensive update to the functional classification system for all public roads within the region. These changes to the

system were adopted by FHWA and this the item would update the 2022 Regional Solicitation to include the new functional classification network.

A motion to recommend TAB adoption of the updated functional classification system for use in the 2022 Regional Solicitation was made by Ms. Freese and seconded by Mr. Keel. Motion carried.

4. Funding and Programming Committee (Michael Thompson, Chair)

a. 2021-48: Distribution of Unused CMAQ Funding

Joe Barbeau of MTS presented this item. Mr. Barbeau explained that Metro Transit will be returning roughly \$5 million of CMAQ funding from its 2009 Regional Solicitation award. The Federal Funds Reallocation Policy could be interpreted as prioritizing the funds for use in a future Regional Solicitation. The Policy also states that TAB can consider other options, including distributing the funds to an unfunded project from a past Regional Solicitation. Mr. Barbeau explained the various options for the redistribution of funds, noting that one possibility was to provide the entire amount to the Washington County I-494 parking structure, which was the highest rated unfunded Transit Modernization project from the 2020 Regional Solicitation. Mr. Barbeau continued by explaining unused federal funds were originally intended for Metro Transit to use on park-and-ride land acquisition and construction, four 60-foot buses, and express service, which is similar to the Washington County project.

Ms. Jorgensen explained that Washington County had already committed a significant amount of funding to the I-494 park-and-ride structure and that this project was similar with the originally funded project in regard to intent.

Some members suggested that the Federal Funds Reallocation Policy directs TAB to move the funding to a future Regional Solicitation if possible, rendering the Funding and Programming Committee's recommendation to fund the Washington County project counter to TAB policy.

A motion to fund the Washington County I-494 Park and Ride project was made by Mr. Culver and seconded by Ms. Jorgensen. The vote was split, with 9 nays, 9 ayes, and 4 abstentions. The motion failed.

A motion to move the returned CMAQ funds for use in the 2022 Regional Solicitation was made by Mr. Keel and seconded by Mr. Robjent. A motion was provided by Mr. MacPherson and seconded by Mr. Keel to amend the motion and add additional language requesting that TAC Funding and Programming Committee examine and clarify the Federal Funds Reallocation Policy.

The amended motion to clarify the reallocation policy was carried. The amended motion, which was to both use the returned CMAQ funds in the 2022 Regional Solicitation and have the TAC Funding and Programming Committee examine and clarify the reallocation policy, was carried.

b. 2021-49: Regional Allocation of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funds

Mr. Peterson presented this item, explaining that the region had received \$20 million in federal funds to provide emergency assistance and health care for individuals, families, and businesses affected by the COVID-19 pandemic. He noted that the funds must be authorized prior to September 30, 2024.

The CRRSAA funds distribution is not covered by an existing TAB policy but does have a limited number of uses. These uses include helping to cover transportation revenue losses incurred during the

pandemic; new project construction; and assistance to fund existing projects more fully. The first option would distribute funds to cities and counties within the region based upon the state-aid funding formula. Cities would need to indicate how they plan to use the funds and report that to MnDOT State-Aid at the end of the year. The second option could be used to help fund projects, either by prioritizing a mode or by funding unfunded projects from the 2020 Regional Solicitation. The third option would split the funding among those projects that have already been selected but not funded at the full federal project cost share of 80%. Mr. Peterson outlined the pros and cons of each option.

A motion to recommend that the funds be used to help cover transportation revenue losses incurred during the pandemic via the state aid formula (option 1) was made by Mr. Robjent and seconded by Mr. Howley. Motion carried.

6. Information Items

No information items.

7. Agency Updates

Mr. Peterson noted that there will likely be a new Director of MTS by the December meeting of the TAC.

Chair Solberg noted that there will be an announcement by MnDOT regarding the Transportation and Economic Development (TED) program soon.

Mr. Barbeau noted that the 2022-2025 TIP had been approved by the Federal Highway and Federal Transit Administrations.

8. Other Business and Adjournment

The meeting adjourned at 11:29 a.m.

Prepared by:

Dave Burns