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*Transportation Advisory Board  
of the Metropolitan Council*

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**Minutes of a Meeting of the  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, October 7, 2020  
9:00 A.M.**

**Members Present:** Lisa Freese, Joe MacPherson, Lyndon Robjent, Gina Mitteco, Chad Ellos, Brian Isaacson, Emily Jorgensen, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Jon Solberg, Mehjabeen Rahman, Matt Fyten, Peter Dahlberg, Danny McCullough, Karl Keel, Ken Ashfeld, Anne Kane, Paul Oehme, Michael Thompson, Kim Lindquist, Robert Ellis, Jim Kosluchar, Jenifer Hager, Bill Dermody, Paul Kurtz, Kevin Roggenbuck

**1. Call to Order**

The meeting was called to order by Chair Freese at 9:04 a.m. Due to the COVID-19 pandemic, the meeting was held via video conference.

**2. Approval of Agenda**

The Committee approved the agenda via roll call.

**3. Approval of Minutes**

A motion to approve the September 2, 2020 TAC minutes was made by Mr. Dermody and seconded by Mr. Keel. Motion carried.

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

**4. TAB Report**

TAB Coordinator Ms. Koutsoukos provided a summary of the September 16, 2020 meeting.

**5. Committee Reports**

**1. Executive Committee (Lisa Freese, Chair)**

Chair Freese noted that her time as TAC Chair was nearing its end and updated the TAC on the process for selecting a new Chair for 2021-2023.

**2. TAC Action Items**

**a) 2020-34: 2021-2024 Streamlined TIP Amendment for MVTA: Burnsville Bus Garage Renovation**

This item was presented by Joe Barbeau of MTS. The streamlined TIP amendment is a request by the Minnesota Valley Transit Authority (MVTA) to expand and renovate the Burnsville Bus Garage. This amendment is requested because MVTA was recently awarded Federal Transit Administration Section

5339 discretionary funds to renovate and expand the bus garage. It will improve the condition of the existing facility, assist in resolving congestion, and increase the bus storage capacity by 30.

A motion to recommend approval of the amendment was made by Mr. Thompson and seconded by Mr. Solberg. Motion carried.

**b) 2020-35: 2021-2024 Streamlined TIP Amendment for MnDOT Signal System Replacement in Chanhassen**

Mr. Barbeau presented this item, noting that MnDOT is requesting a TIP amendment in order to modernize a rail crossing signal system in Chanhassen. The project is required in order to add a new rail crossing in fiscal year 2021. The rail crossing will be located at CSAH 18 at Lyman Boulevard in Chanhassen. Simultaneously, MnDOT will drop project 27-00328, a replacement of lights and gates in the City of Minneapolis. The project will be funded from the Highway Rail Grade Crossings and Rail Safety program.

A motion to recommend approval of the amendment was made by Mr. Kosluchar and seconded by Mr. Oehme. Motion carried.

**3. Planning Committee (Kevin Roggenbuck, Chair)**

No Items.

**4. Funding and Programming Committee (Paul Oehme, Chair)**

No items.

**6. Special Agenda Items**

**1. Funding Scenarios for the Regional Solicitation (Steve Peterson and Joe Barbeau, MTS)**

Mr. Peterson presented this item. He noted that the Regional Solicitation scoring appeal process has been completed and staff has started to compile funding scenarios. Mr. Peterson presented five draft funding scenarios, all of which fall within the modal funding ranges set by TAB. The scenarios are intended to be thematic while also addressing public comments on the 2040 draft Transportation Policy Plan that reflected a desire for less funding for roadway expansion and increased funding for bike/ped modes.

The preliminary funding scenarios included the following:

- Historical Funding. This scenario is most like past selection history dating back to 2014.
- Bigger Projects. This scenario focuses on funding larger projects and slightly favors strategic capacity within the roadways mode and multiuse trails/bicycle facilities within the bike/ped mode.
- More Projects. This scenario represents a counterpoint to the bigger projects scenario and emphasizes categories with lower federal maximum awards.
- Less Roadway Expansion. This scenario strictly affects the roadways category and responds to public feedback on the draft Transportation Policy Plan. It funds three fewer \$10 million strategic capacity projects compared to the historical process scenarios in favor of lower-cost roadway projects.
- Bike/Ped Plus \$10 Million Scenario. This category deviates from the modal targets by shifting an additional \$10 million to bike/ped projects.

Mr. Peterson presented an overall scenario comparison and a table representing which projects would be funded under each scenario. The TAC and TAC Funding and Programming committee members requested an additional scenario that shifts \$4 million to \$5 million back to roadways, to essentially undo the \$5 million dollar increase that TAB agreed to provide to transit and TDM. This should be called the “regional highways” scenario.

The committees also requested that 10% over-programming (roughly \$20 million) be shown in each scenario, with the additional overprogrammed projects highlighted. Members also thought the proposed new regional highways scenario address other modes, in particular because these projects usually include large investments to bike and ped elements.

Several members questioned whether the rule to only allow for up to \$7 million for BRT projects has unintended consequences. Some projects that are classified as BRT serve more than just the BRT route and positively impact other transit routes and pedestrian movements.

Finally, committee members suggested that each scenario show the number of ADA improvements and a table showing the geographic location of projects.

## **2. Post-COVID 19 Travel Behavior and Trends (Jonathan Ehrlich and Ashley Asmus, MTS)**

Due to time constraints, this item was pushed from the agenda.

## **7. Agency Reports**

Mr. Solberg of MnDOT reminded the Committee that the Capital Improvements Committee would meet on Friday and announced that awards for MnDOT’s freight program will be announced in the coming months.

Mr. Harrington from Metro Transit announced that the agency was operating its September schedules for local service at about 90% to 100% of pre-pandemic figures but express bus services were down to 20% of pre-pandemic levels. Buses are cleaned daily and operators are regularly tested for COVID-19. Buses are limited to 25% capacity.

## **8. Other Business and Adjournment**

The meeting was adjourned at 11:05 a.m.

### **Prepared by:**

David Burns