

# Minutes

TAB Technical Advisory Committee



**Meeting Date:** July 3, 2024

**Time:** 9:00 AM

**Location:** Virtual

## Members Present:

- Jenifer Hager, Chair, Minneapolis
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Gina Mitteco, Dakota Co
- Brian Isaacson, Ramsey Co
- Jason Pieper, 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
- Molly McCartney, 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 at 9:03 a.m.

## Approval of Agenda

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

## Approval of Minutes

It was moved by Ellis and seconded by Leitner to approve the [minutes](#) of the June 5, 2024, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

## Public Comment on Committee Business

None.

## TAB Report

Koutsoukos reported on the June 19, 2024, Transportation Advisory Board meeting.

## Business – Committee Reports

### *Executive Committee (Jenifer Hager, Chair)*

Chair Hager said that the Active Transportation Work Group will that TAB not hold a 2025 Active Transportation solicitation. She said the next meeting may be cancelled and if so the 2025-2028 Draft TIP public comments will be shared via email with TAC.

1. [2024-33: Streamlined 2024-2027 TIP Amendment Request – MnDOT's MN 121 and CSAH 22](#)

## Improvements

Robbie King, MTS Planning, said that MnDOT is requesting a cost increase for its mill and overlay project on MN 121 in Minneapolis. The original project cost is \$1,642,000 funded by \$1,052,761 from FHWA, \$240,239 in state funds, and \$349,000 in local funds. The requested amendment is to increase the total cost to \$2,164,000 including an increase of \$76,534 in federal funds, \$17,466 in state funds, and \$428,000 in local funds. Additionally, a technical correction is being made to the location. This project was funded with MnDOT STP funding and not funded through the Regional Solicitation. MnDOT also requests the addition of a new project to improve the intersection at MN 121 and the westbound MN 62 loop. The intersection improvement is to expand the “porkchop”, or the concrete curb island, separating the northbound through lane from the right turn lane entering onto westbound MN 62. It is being expanded to remove the appearance of a second additional northbound through lane. This new state project number is associated with the larger MN 121 and CSAH 22 project. The total cost of this new project is \$28,000 with \$25,200 in federal funds and \$2,800 in state funds. This is a Highway Safety Improvement Program (HSIP) project funded through the MnDOT’s HSIP program, not the regional competitive HSIP solicitation.

Motion by MacPherson and seconded by Turner Barga to recommend adoption of an amendment to the 2024-2027 Transportation Improvement Program (TIP) to increase the cost of MnDOT’s MN 121 mill and overlay project and make a technical correction to its location and add a new project. **Motion carried.**

### 2. [2024-34: Streamlined 2024-2027 TIP Amendment Request – I-94 Bridge Over Wright County Road 19](#)

Joe Barbeau, MTS Planning, said that this project is currently in the TIP in fiscal year 2024. It needs to be moved to 2025. An additional \$4,032,000 needs to be added to the project as well. This project is located in Wright County but within the Metropolitan Planning Organization planning area. It was not funded through the Regional Solicitation. It was funded in part with Corridors of Commerce and Bridge Formula Program funding.

Motion by MacPherson and seconded by McCartney to recommend adoption of an amendment to the 2024-2027 TIP to increase the cost and move the year of MnDOT’s I-94 bridge construction over County Road 19 in Wright County. **Motion carried.**

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

Mitteco said that that TAC Planning unanimously recommended TAB release the Draft 2050 Transportation Policy Plan for public comment and recommended that staff make sure the language is consistent with recent legislative action.

#### 1. [2024-30: Release of the Draft 2050 Transportation Policy Plan for Public Comment](#)

Cole Hiniker, MTS Planning, summarized the requested action. He stated that changes were made to the action transmittal and three attachments, reflecting changes to the Long-Range Capital Projects Lists. The highway project list in that document was corrected with some project updates and to add projects that were accidentally omitted in the first draft. Matching changes have also been made in the Highway Investment Plan and Overview/Imagine 2050 Transportation Chapter. The public review and comment period will begin on August 15 and end in early October and the overall TPP will go back to TAB and the Council after the public comment period.

Hager acknowledged Council staff’s work, time, and effort on this process.

Motion by Leitner and seconded by Ruiz to recommend that the Transportation Advisory Board recommend release of the draft 2050 Transportation Policy Plan for public review and comment. **Motion carried.**



## **Funding and Programming (Paul Oehme, Filling in for Chair)**

Paul Oehme, filling in for chair Thompson introduced Council staff for the next item.

### 1. [2024-32: 2024 Highway Safety Improvement Program Project Selection](#)

Steve Peterson introduced Kaare Festvog, MnDOT who discussed the Highway Safety Improvement Program (HSIP) solicitation process.

MacPherson noted that MnDOT submitted several applications while it has other funding sources. Festvog, referencing a response from several months ago, said that in many states HSIP funds are not distributed to other sponsors and that MnDOT does. MacPherson said that several MnDOT submissions appear to be combined with local partners and asked whether local partners are reached out to. Festvog said that MnDOT safety staff makes sure local agencies are aware of and supportive of projects that are not only on the MnDOT system. Hager asked Festvog to get the remainder of the response from several months ago. McCartney said that HSIP funding is formula funding to state DOTs as opposed to MPOs. She said that the MPO took on part of the process with MnDOT in the 1990s when MnDOT was not meeting safety targets and was having difficulty delivering safety projects; part of the agreement that came along with that was that MnDOT would be an eligible applicant.

Robjent suggested that MnDOT provide a presentation on safety. Festvog said he would start the process of arranging that.

Steve Peterson said that staff checked to see whether there is overlap between HSIP and Regional Solicitation awards. He said that the sponsor of a project in St. Frances chose to accept the Regional Solicitation funding because of the size of the award and that Carver County took HSIP funding.

Motion by Oehme and seconded by Boylan to recommend approval of 20 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation and inclusion in the 2026-2029 Transportation Improvement Program (TIP). **Motion carried.**

### 2. [2024-31: 2024 Regional Solicitation Project Selection](#)

Steve Peterson provided a [presentation](#). He discussed the funding options, focusing much of the discussion on the new “Hybrid” option created with the Funding and Programming Committee’s input. The option includes all projects in the safety and bike/ped options along with an additional transit project and two additional Safe Routes to School projects.

Motion by Oehme and seconded by Robjent to recommend that TAB:

- Recommend approval of the Hybrid scenario, including overprogramming to 14% (to fund all projects in Bike/Pedestrian and Safety funding options), and uses available \$2 million in funding for the final Transit Modernization project;
- Fund the 17 Active Transportation (\$18.7M) projects shown as part of each of the funding options

Mitteco asked for the reasoning for funding the extra transit project in the Hybrid scenario. Steve Peterson said that TAB did not provide direction on whether to bring transit/TDM to its modal range but the Funding and Programming Committee supported it. That said, adding the project still leaves it below its range because of the other added money. Hager said that some transit participants may have favored the midpoint option because it had a higher transit percentage, which may have lead to the support for the additional project for the Hybrid option. Oehme expressed agreement.

Kosluchar recommended sharing the pros and cons for each option and expressed support for

the Hybrid option. Pieper said that the Hybrid option performs well on some of the key outcomes, specifically the monetized safety benefit and accessibility and ADA.

Robjert said that the bike/ped option should have bike/ped being over the range show as a con, though two more projects are funded in the Hybrid option despite the mode being within range in that scenario.

Ellis asked about concern expressed about the level of overprogramming at the Funding and Programming Committee meeting. Steve Peterson replied that he spoke with MnDOT, who suggested looking at overprogramming across the four-year TIP, which is currently overprogrammed at less than 10% and that it is up to the MPO to determine the right level of overprogramming. Fyten expressed support for the Hybrid option along with understanding of why the Transit/TDM mode is below its range.

Steve Peterson said that the risk to overprogramming would be that without enough projects being dropped, it could take from the next Regional Solicitation. Hager added that the projects will fall under the next federal authorization, for which amounts tend to increase.

Eyoh expressed support for Hybrid option because of the funding for bike/ped and safety along with the additional transit project. He added that funding for Active Transportation projects will support greenhouse gas, PM 2.5 and NOX reduction, which supports MPCA's mission.

Nick Peterson offered support for 14% overprogramming, citing complicated projects that could be subject to delays.

**Motion carried.**

## Information

No items.

## Other Business

Steve Peterson welcomed Molly McCartney back to the TAB/TAC process, expressed thanks to the people that worked on the TPP technical work group, and said that very few applications used the grant-writing technical assistance funds, which are currently available.

## Adjournment

The meeting adjourned.

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### Committee Contact:

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