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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, April 7, 2021  
9:00 A.M.**

**Members Present:** Brian Isaacson, Joe MacPherson, Lyndon Robjent, Erin Laberee, Chad Ellos, Lisa Freese, Emily Jorgensen, Andrew Witter, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Molly McCartney, Innocent Eyoh, Bridget Rief, Matt Fyten, Praveena Pidaparathi, Karl Keel, Michael Thompson, Ken Ashfeld, Charlie Howley, Paul Oehme, Jim Kosluchar, Jenifer Hager, Bill Dermody

**1. Call to Order**

The meeting was called to order by Vice Chair Isaacson at 9:02 a.m. As TAC Chair Solberg was unable to attend the meeting, Mr. Isaacson served as Chair. Due to the 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 March 3, 2021 meeting were presented to the Committee for consideration. A motion to approve the March minutes was made by Ms. Freese 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 March 17, 2021 meeting. Ms. Koutsoukos reported that the TAB will be forming a Regional Solicitation Unique Projects workgroup.

**5. Committee Reports**

**1. Executive Committee (Brian Isaacson, Acting Chair)**

Chair Isaacson reported that the Executive Committee met prior to the meeting. The Committee reviewed and discussed agenda items. Executive Committee members also discussed the metro area's roadway functional classification update process and continued discussion on potential revisions to the TAC bylaws.

**2. TAC Action Items**

- a) **2021-16: 2021-2024 Streamlined TIP Amendment for MVTA: Burnsville Bus Garage Expansion**

Mr. Barbeau of MTS Planning presented this item, which was an MVTA-initiated request to amend the 2021-2024 Transportation Improvement Program (TIP) to add a project to expand the Burnsville Bus Garage. MVTA was awarded funding from the 2020 Regional Solicitation. 2020 Regional Solicitation projects are scheduled to be included in the 2022-2025 TIP, which will be adopted in the fall of 2021. An amendment to the 2021-2024 TIP is therefore required in order for the project to begin on schedule. There is no change in the cost or scope of the project.

A motion to recommend adoption of the amendment to the 2021-2024 TIP was made by Ms. Koutsoukos and seconded by Mr. Keel. Motion carried.

**b) 2021-17: 2021-2024 Streamlined TIP Amendment for Metro Transit: Farebox Replacement**

Mr. Barbeau presented this item, explaining that it was similar to the previous action item in that it is a request to adjust the 2021-2024 TIP in order for the project to begin on schedule. This request, initiated by Metro Transit, is for the replacement of fareboxes. This replacement was funded by the 2020 Regional Solicitation. The proposed amendment does not change the cost or scope of the original application.

A motion to recommend adoption of the 2021-2024 TIP amendment was made by Mr. Harrington and seconded by Mr. Ellis. Motion carried.

**3. Planning Committee (Emily Jorgensen, Chair)**

**a) 2021-12: Federal Performance Measure Adoption**

No items for discussion.

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

**a) 2021-15: Project Selection – 2020 Regional Solicitation Arterial Bus Rapid Transit Line**

TAC Funding and Programming Chair Mr. Thompson introduced this item, explaining that the purpose of this action is to recommend awarding the \$25 million funded by the 2020 Regional Solicitation to the METRO F Line ABRT. This line will serve the Central Avenue Corridor, largely replacing Route 10 from downtown Minneapolis to Northtown Mall via Central and University avenues. Charles Carlson of Metro Transit provided an overview of the process that was used to determine which line was the highest priority for funding, along with other lines that are high priority. Following the F Line, the next two highest priority lines include:

- The METRO G Line, which will serve the Rice/Robert corridor, running from West St. Paul to Little Canada via Robert Street and Rice Street and replacing portions of routes 62 and 68.
- The METRO H Line, which will serve the Como/Maryland corridor from downtown Minneapolis to Sun Ray Transit Center in St. Paul via Como Avenue and Maryland Avenue, replacing and extending Route 3.

A motion to recommend approval of the funding to the METRO F Line was made by Mr. Harrington and seconded by Mr. Kosluchar. Motion carried.

**6. Information Items**

## **1. Regional Bicycle Barriers and RBTN Update Process**

Steve Elmer of MTS Planning provided an overview of the Regional Bicycle Barriers Study and Regional Bicycle Transportation Network (RBTN) update processes. Mr. Elmer reviewed the history of the RBTN and Regional Bicycle Barriers and Crossings Areas and how they are integrated into the Regional Solicitation process. Regional Bicycle Barrier Crossing Areas are prioritized based on their network connectivity, contributions to social and economic equity, the bicycle trip demand in the area, and the existing safety conditions. They depict the segments where future improvements are most needed based on the factors.

Mr. Elmer continued by explaining the agency review process for regional bicycle barriers and how applications for changes to the areas will be handled. There will be a period to submit applications for changes, which will be reviewed by staff and discussed with the Bicycle-Pedestrian Peer Discussion Group. That group will make a recommendation for TAC/TAB consideration. The changes will be submitted for public comment prior to the 2022 Regional Solicitation.

## **2. Regional Electric Vehicle Study Update**

Tony Fischer of MTS Planning introduced this item and Katelyn Bocklund of the Great Plains Institute, the lead consultant on this study. Ms. Bocklund provided background information on the benefits of electric vehicles (EV) and how a conversion to electric vehicles would affect greenhouse gases, a primary contributor to climate change. She explained the methods for charging electric vehicles and how they differ from traditional automobiles.

Ms. Bocklund continued by outlining the state of the electric vehicle market as of today, noting that there are currently limited EV charging sites in much of greater Minnesota. While annual EV sales are up and are anticipated to continue to increase, by 2040 only 7% of all vehicle sales in Minnesota are predicted to be EVs. A number of initiatives could be considered to help improve EV adoption rate, including public policy initiatives such as rebates and better charging infrastructure.

Ms. Bocklund ended the presentation by providing an overview of the goals of the Met Council EV Study. This study will identify strategies to accelerate EV adoption in the metro area, guide future investments and policies to increase EV adoption, and be used in future updates to the Transportation Policy Plan and other Council documents.

## **7. Agency Reports**

Mr. Peterson provided an update on behalf of MnDOT, noting that the region will receive approximately \$20 million in funds for transportation due to COVID relief funding. Mr. Peterson also provided an update on Council activities, noting that Cole Hiniker of MTS Planning will be leading a group of TAB members and Council Committee members that will discuss the Unique Projects category of the Regional Solicitation.

Mr. Eyoh of MPCA noted the level 2 EV charging grants are anticipated to be released soon and he will update the TAC in the coming months when additional information is available.

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

The meeting adjourned at 10:35 a.m.

**Prepared by:**

Dave Burns