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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, August 1, 2012  
The Union Depot  
9:00 A.M.**

**Members Present:** Jon Olson, Tom Johnson, Lisa Freese, Ted Schoenecker, Kevin Roggenbuck, Mark Filipi, John Kari, Adam Harrington, Pat Bursaw, Robert Vorpahl, Susan Moe, Chuck Ahl, John Powell, Kim Lindquist, Jack Byers, Duane Schwartz, Karl Keel, Tim Mayasich, Steve Hay.

**1. Call to Order**

The meeting was called to order at 9:02 a.m.

**2. Approval of Agenda**

The agenda was approved as prepared.

**3. Approval of March Minutes**

The June 6, 2012 meeting minutes were approved as written.

**4. TAB Report**

K. Roggenbuck reported that the TAB did not meet in July. He announced that this would be John Kari's last TAC meeting—John is retiring from the Council on August 3<sup>rd</sup>. He presented John with a certificate of appreciation for his work on the TAC

**5. Special Agenda Items**

Serge Phillips gave a power point presentation on MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) the new federal highway bill which was finally (and quickly) adopted at the end of June and signed by the president on July 6<sup>th</sup>. Key points of the new bill: it authorizes and funds HTF Programs for 27 months, covering FFYs 2012-2014, and extends the HTF tax authority to September 30, 2016. Three formula highway programs are funded from a percentage of the total state highway formula apportionment: CMAC, Metropolitan Planning and the new Transportation Alternatives which combined the enhancement program with Safe Routes to School, recreational trails, and Scenic Byways. The new law also speeds up the environmental review process through financial penalties for agencies that fail to meet review deadlines. The bill also establishes national performance management goals for highways, which requires states to set performance targets within one year of US DOT rules.

**6. Committee Reports**

**A. Executive Committee (Pat Bursaw, Chair)**

P. Bursaw introduced Duane Schwartz, City of Roseville, who is Metro Cities' newest appointee to the TAC.

- **Federal Program Status and Program Delivery Task Force**

The group will meet again on August 13th. They are recommending the elimination of an official “sunset date” and are recommending that projects faced with extenuating circumstances be allowed to have a one year extension of their program year. They are reviewing the scope change policy and will have recommendations for both policy changes to present to the funding and programming committee in September.

#### **B. Funding and Programming Committee**

**Action Item 2012-27** Public Comment report on 2013-2016 TIP: K. Keel moved and C. Ahl seconded a motion that the TAB accept the Public Comments report on the 2013-2016 Transportation Improvement Program.

**MOTION CARRIED**

**Action Item 2012-28:** The 2012-2016 TIP: K. Keel moved and C. Ahl seconded a motion that the TAB adopts the 2013-2016 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area. **MOTION**

**CARRIED.**

**Action Item 2012-29:** 2015-2016 HSIP Funding Allocation: K. Keel moved and C. Ahl seconded a motion that the TAC recommend and forward for TAB to consider allocating Highway Safety Improvement Program (HSIP) funding to 16 reactive safety projects. **MOTION CARRIED.**

#### **C. Planning Committee (Allen Lovejoy, Chair)**

**Action Item 2012-30:** Amendments to the TPP (Bottineau Transitway and Arterial BRT).

Metropolitan Council and Hennepin County proposed amendments to the TPP. Hennepin County Regional Railroad Authority requested the Council initiate an amendment to the 2030 Transportation Policy Plan to include the locally preferred alternative for the Bottineau Transitway. The adopted Plan currently does not specify a mode or alignment for the Bottineau Transitway. Mary Karlsson explained that LRT B-C-D1 alignment is the locally preferred alternative for the Bottineau Corridor and has the support of all cities except Golden Valley. The second proposed amendment reflects proposed changes resulting from the completion of the Arterial Transitway Corridors Study and the Bottineau Transitway studies. These changes include adding Lake Street, Hennepin Avenue, and Penn Avenue North as potential Arterial BRT corridors, showing Emerson-Fremont Avenues North as extensions of the Chicago Arterial BRT corridor, and adding language to reflect that a number of the potential Arterial BRT corridors are also being studied for other modes such as streetcar.

Upon review and recommendation of the proposed amendments by the TAB and TAC and receiving concurrence from all affected local units of government, the Council will adopt the proposed amendments for the purpose of holding a public hearing and receiving public comment. If the proposed changes are subsequently adopted by the Council, an application will be submitted to the Federal Transit Administration requesting permission for the Bottineau Transitway to enter the Preliminary Engineering phase of the New Starts Program.

Several committee members asked what is the compelling reason to approve the amendments if the Council would not take up the TPP amendment unless they have the support of all communities. M. Filipi said delaying application could make the project more costly. M. Karlsson noted that there have been on-going discussions with Golden Valley since it took its position against the D1 alignment and it was felt they were close to receiving support from the city. She noted that the D2 alignment would be more expensive in that it would require the acquisition of over 150 properties. The Golden Valley alignment is contained in existing railroad right-of-way.

After some discussion, Jon Olson moved and John Powell seconded a motion to table the action on the proposed TPP amendments until September so more information on reasons for advancing the amendment can be brought forward.

**MOTION CARRIED.**

**7. Agency Reports**

There were no agency reports.

**8. Other Business and Adjournment**

There was no other business

**9. Adjournment**

The meeting adjourned at 10:40 AM

**Prepared by:**

Ann Braden