

# Minutes

TAB Technical Advisory Committee



**Meeting Date:** November 6, 2024

**Time:** 9:00 AM

**Location:** Virtual

## Members Present:

- Jenifer Hager, Chair, Minneapolis
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Erin Laberee, Dakota Co
- Brian Isaacson, Ramsey Co
- Chad Ellos, Hennepin Co
- Craig Jenson, Scott Co
- Lyssa Leitner, Washington Co
- Andrew Witter, Extended Urban Area

- Russ Matthys, Eagan
- Charlie Howley, Chanhassen
- Robert Ellis, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Dan Ruiz, Brooklyn Park
- Chris Hartzell, Woodbury
- Michael Thompson, Plymouth
- Kathleen Mayell, Minneapolis
- Nick Peterson, Saint Paul
- Reuben Collins, Saint Paul
- Molly McCartney, MnDOT

- Steve Peterson, Council MTS
- Patrick Boylan, Council CD
- Elaine Koutsoukos, TAB
- Lauren Dickerson, 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

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## Call to Order

A quorum being present, Committee Chair Hager called the regular meeting of the TAB Technical Advisory Committee to order just after 9:00 a.m.

## Approval of Agenda

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

## Approval of Minutes

It was moved by Ellos and seconded by Mayell to approve the [minutes](#) of the October 2, 2024, regular meeting of the TAB Technical Advisory Committee. **Motion carried.** During roll call, Joe Barbeau, MTS, stated that Russ Matthys, Eagan, is a new Metro Cities member.

## Public Comment on Committee Business

None.

## TAB Report

Koutsoukos reported on the October 16, 2024, Transportation Advisory Board meeting.

## Business – Committee Reports

### Executive Committee (Jenifer Hager, Chair)

Chair Hager said following the December 18 TAB meeting, a Regional Solicitation workshop will be held and suggested that staff send information to members. She said that the 2025 TAC meetings are not on calendars yet and will be soon. She added that the January meeting will be scheduled for January 8 because the regular schedule would render that meeting on New Year's

Day. She said that following adjournment, breakout sessions at which members will identify a TAC chair nominee for confirm at the next meeting will be held. She added that anyone interested in serving as vice chair or chair of the Funding and Programming or Planning committees should let staff know. Barbeau added that in 2025 Microsoft Teams will be used for remote meetings.

1. [2024-46: Streamlined 2025-2028 TIP Amendment Request – Six Regional Solicitation Projects](#)

Barbeau summarized the action, which is a request to add six projects selected in the 2024 Regional Solicitation to the 2025-2028 TIP. The projects are

- The City of Anoka’s MN 47 reconstruction and railroad grade separation;
- Carver County’s MN 5 and MN 41 reconstruction;
- Metro Transit’s micro on-demand transit service in and around Minnetonka;
- Metro Transit Blue Line Franklin Station renovation (SP# TRS-TCMT-26F)
- Bloomington’s Normandale Blvd sidewalk project (SP# 107-020-075CRP)
- MVTA’s Eagan Bus Garage modernization (SP# TRS-TCMT-26G).

Motion by MacPherson and seconded by Harrington to recommend that the Technical Advisory Committee recommend adoption of an amendment to the 2025-2028 TIP to add the following six projects funded through the 2024 Regional Solicitation:

- The City of Anoka’s MN 47 reconstruction and railroad grade separation (SP# 103-010-022);
- Carver County’s MN 5 and MN 41 reconstruction (SP# 010-596-020);
- Metro Transit’s micro on-demand transit service in and around Minnetonka (SP# TRSTCMT-26E and TRS-TCMT-28A);
- Metro Transit Blue Line Franklin Station renovation (SP# TRS-TCMT-26F);
- Bloomington’s Normandale Blvd sidewalk project (SP# 107-020-075CRP);
- MVTA’s Eagan Bus Garage modernization (SP# TRS-TCMT-26G).

**Motion carried.**

2. [2024-47: 2025-2028 Streamlined TIP Amendment: Rest in Red Ramsey County Traffic Signal Proof of Concept Project](#)

Barbeau said MnDOT and Ramsey County are exploring using signal detection and analytics to better understand the capabilities of the technology regarding the use of implementing a rest-in-red programming of its traffic signals. During non-peak periods of operation, traffic signals may be set to the stop/red phase until a vehicle or pedestrian detection is received by the signal system. The project costs are estimated at \$75,000. This will include detection at up to four sites for 14 days. There will be up to two treatment sites and two control sites. Treatment sites could be an intersection or a corridor. Project management, presentation, and a final report will also be included.

Motion by Isaacson and seconded by Hartzel to recommend that the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2025-2028 TIP to add a “Rest in Red” signal study pilot professional technical services contract in Ramsey County. **Motion carried.**

**Planning Committee (Gina Mitteco, Chair)**

Mitteco said that that the TAC Planning Committee did not meet in October though it has several items to for its meeting next week.

**Funding and Programming (Michael Thompson, Chair)**

[2024-48: Regional Significant 2025-2028 TIP Amendment – I-494 E-ZPass Extension and Improvements](#)

Chair Thompson said that the Funding and Programming Committee’s only action was a



regionally significant TIP amendment request for the I-494 E-ZPass project.

Robbie King, MTS, stated that the requested action is to release the amendment request for public comment.

Motion by Steve Peterson and seconded by MacPherson to move the staff-recommended motion: that the Technical Advisory Committee recommend adoption of an amendment to the 2025-2028 Transportation Improvement Program (TIP) to add a regionally significant project to extend E-ZPass, reconstruct mainline pavement, improve drainage, rehabilitate bridges, and add ADA improvements on I-494 from Penn Avenue to 34th Avenue, I-494 from US 169 to MN 100, and I-35W from 86th St to 76th Street for the purpose of release for public comment. Steve Peterson clarified that the updated motion is needed because a large sum of money was awarded after the Funding and Programming Committee recommendation, which impacted project scope and cost.

Eyoh asked whether, since the project expanded following the Funding and Programming Committee recommendation, a greenhouse gas assessment needs to be done. McCartney said that the project is moving through environmental work and will have a greenhouse gas analysis completed.

Robjant asked whether this project is being put in the TIP prior to the February deadline established by the greenhouse gas legislation. McCartney said that this action will add this phase of the project date prior to the February deadline for the greenhouse gas emissions rule. She added that the analysis will not be held to the same standards as will be in play after that deadline.

**Motion carried.**

## Information

### 1. [2050 Transportation Policy Plan Public Comments](#)

Jed Hanson, MTS, presented on the 2040 Transportation Policy Plan (TPP) comments.

MacPherson said that how funding is disbursed will be a key theme.

Eyoh said MPCA supports objectives and goals for reducing vehicle miles traveled, greenhouse gas reduction, climate change reduction, electrification policies, and actions related to natural systems such as water, wetlands, and habitat. He added that the Environmental Protection Agency (EPA) has made particulate matter (PM) 2.5 standards stricter by changing the standard 12 micrograms per cubic meter to 9. The Twin Cities monitors show the area just above 9 and MPCA is exploring whether wildfires have caused the number to be higher than 9. Similarly other pollutants like nitrogen oxide (Nox) and ozone should be examined.

Hanson said that this presentation will be shown to TAB at its November 20 meeting.

### 2. [Target Setting \(Continued\): Minnesota Greenhouse Gas Reduction Legislation](#)

Anna Pierce, MnDOT, presented.

The presentation included a prioritization activity. Members selected levers under the categories of transportation options, land use, fuels, and other strategies based on ease of advancement, impact, and priority.

Steve Peterson asked what MnDOT is providing back to the legislature in terms of reduction amount, target, or allocation for the metro area. Pierce said that it depends on the approach; using per-capita it would be a rate but if using regional priority plus per-capita a number value would be provided.

Mayell asked how the levers were determined. Pierce said that the vision evaluation model drives the levers based on how it can map out the impacts.

Hager read a question from the chat: what is the definition of “electric vehicle” for the purpose of this exercise? MacPherson said, related to the “fuels” heading in the levers, that the electric

vehicle industry has run into difficulties in being able to produce batteries and it may therefore be difficult to get seven percent of vehicles electrified and there may need to be more focus on alternative fuels. Pierce said that the definition of electric vehicle is an electric motor that draws electricity from a battery and is capable of being charged by an external source. She added that this is not aimed at e-bikes but at single-occupancy vehicles and larger. Matthys asked whether this includes hybrids or fuel cells. Pierce replied that the model asks, for example, for the percentage of light-duty commercial vehicles that are plug-in hybrid, battery-electric, or internal combustion. The model does not include hydrogen. Hager suggested consideration of e-bikes in the model. Pierce said that this would be a challenge for the high-level model.

Eyoh asked what coordination between land use and transportation will occur given the lack of statewide land use regulations. Pierce replied that in setting targets, coordination has been at the MPO and area transportation partnership (ATP) levels and MnDOT is looking at local priorities. Robjant asked what “plan for connected rural growth” means, to which Pierce replied that it involves looking into the number of jobs, households, and employers per acre of rural land and whether sprawling or compact development is being focused on.

Mayell asked why expanding miles of transit service is included but speed, reliability, and frequency are not. Joe Lehman, MnDOT, replied that the model takes revenue-miles of transit into account and does not have frequency as a potential lever but that can be explored. Chris Berrens, MnDOT, said that the process is at a high level and follow-up steps will be needed to better understand orders of magnitude of emissions reduction.

Members provided feedback [online](#). Zero to 11 percent of members selected each lever. Pierce asked why some of the lower-ranked options were not selected. Steve Peterson replied that he was one of only two that selected increase home charging availability and added that others seem to prefer public-facing charging. Matthys said he was thinking about the impact on the electrical grid, home solar panels, and home windmills. He that reduction of lane-miles does not make sense given congestion and safety concerns.

Pierce said that MnDOT is going to ask the Met Council to help provide input values for the top priorities that could be shifted. The resulting model will provide the impacts of the top priorities. This process will produce a statewide impact.

### 3. [Minnesota Greenhouse Gas Reduction Legislation Mitigation Assessment](#)

Berrens presented.

Steve Peterson asked what the connection is between the target setting and the impact analysis. He suggested that if the metro area is going to have more burden to reduce emissions it should see more funding whereas if projects are supposed to be net-neutral, this might not be an issue. Berrens agreed and said the Technical Advisory Committee was established to address such issues.

### 4. TAC Chair Nomination Committee – Breakout Groups

The meeting was adjourned and the city, county and agency members joined breakout groups to create a nominating committee to select a TAC chair.

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#### **Committee Contact:**

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