

Minutes

TAB Technical Advisory Committee



Meeting Date: January 3, 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
- Maddie Dahlheimer, Washington Co
- Andrew Witter, 7W

- Karl Keel, Bloomington
- Charlie Howley, Chanhassen
- Carter Schulze, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Dan Ruiz, Brooklyn Park
- Ross Beckwith, West Saint Paul
- Michael Thompson, Plymouth
- Kathleen Mayell, Minneapolis
- Nick Peterson, Saint Paul
- Bill Dermody, Saint Paul
- Aaron Tag, MnDOT

- Cole Hiniker, Council MTS
- Michael Larson, 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 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

Dermody stated that the Executive Committee section of the December 6, 2023 minutes erroneously stated that Gina Mitteco represented Ramsey County. It was moved by Koutsoukos and seconded by Isaacson to approve the minutes of the December 6, 2023, regular meeting of the TAB Technical Advisory Committee with a correction of Mitteco's representation to Dakota County. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the December 20, 2023, Transportation Advisory Board meeting.

Business – Committee Reports

Executive Committee (Jenifer Hager, Chair)

Chair Hager reported that the TAC Executive Committee met prior to the meeting and had one action.

1. [2024-06: Streamlined 2024-2027 TIP Amendment Request – Three Project Adjustments](#)

Barbeau said that three actions are included with the request. The proposed changes are: a MnDOT request to reduce its MN 13 signs and catch basin reinforcement project in Roseville, Savage, and Burnsville from 5.1 miles to 4.5 miles; a MnDOT request to increase the cost of, and add transportation management services (TMS) to, its MN 36 mill & overlay; and a MnDOT request to remove the Indefinite Delivery/Indefinite Quantity (IDIQ) designation from, and increase the cost of, its districtwide bituminous pavement crack treatments project. TAG said that IDIQ is a contracting process used for projects with unknown quantity. A recent policy change not allowing federal funds on IDIQ necessitates this change.

Motion by Isaacson and seconded by MacPherson to recommended adoption of an amendment to 2024-2027 TIP as follows:

- Reduce the project length of MNDOT’s MN 13 signs and catch basin reinforcement project in Savage and Burnsville;
- Increase the cost of, and add transportation management services (TMS) to, MnDOT’s MN 36 mill & overlay and auxiliary lane extensions project in Roseville, Maplewood, and Little Canada;
- Remove the Indefinite Delivery/Indefinite Quantity (IDIQ) designation and reduce the total project of MnDOT’s districtwide bituminous pavement crack treatments project.

Motion carried.

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

Mitteco said that at the December meeting, the TAC Planning Committee had one action item. The TPP Working Group meeting included presentations.

1. [2024-02: Adoption of 2024 Safety Performance Targets](#)

Jed Hanson provided a [presentation](#) on the topic.

Harrington suggested that a map showing where crashes occur would be valuable, given the difference in typical causes of crashes by area. He added that bicycle and pedestrian injuries look similar to 2017-2019 averages, but the seriousness of those is dependent in part on where they occur. Hanson said that some geospatial analyses are underway and will hopefully be brought to the committee at a future date. He added that the goal is established by the Minnesota Highway Safety Plan (MHSP).

Kosluchar suggested that goals are no more than target values, as opposed to precisely hitting the target values. Hanson agreed and stated that beating the targets would be a good outcome.

Jenson asked why the Council’s targets are not flat given that MnDOT’s are. Hanson said that the safety targets working group decided to continue this method until the next strategic highway safety plan update and that the rationale is to work towards zero deaths.

Turner Bargaen said that there is a lot of discomfort related to setting targets for deaths, given that any non-zero number is more than ideal. Hager expressed agreement that the ultimate goal is always zero. She then asked for the status of updating the statewide plan beyond 2025. Heidi Schallberg said that MnDOT is in the process of updating the statewide highway safety plan.

Motion by Koutsoukos and seconded by Eyoh to recommend adoption of the 2024 safety performance targets:

- Number of all fatalities: 82
- Fatal injuries per 100 million VMT: 0.29
- Number of all serious injuries: 532
- Serious injuries per 100 million VMT: 1.89
- Pedestrian and bicyclist fatalities and serious injuries: 131.

Motion carried.

Funding & Programming (Michael Thompson, Chair)

Thompson said the Committee met in December and had three action items.

1. [2024-03: Scope Change Request for South Saint Paul Marie Avenue Bicycle and Pedestrian Facility](#)

Thompson introduced the item. South Saint Paul was awarded \$1,000,000 for a Safe Routes to School project, some of which has already been completed in a Dakota County project that included a \$1,474,970 contribution from South Saint Paul. Therefore, South Saint Paul requests a scope change to remove this part of the project from the scope. The Funding & Programming Committee voted unanimously to approve the request with full federal funding retained.

Motion by Peterson and seconded by Beckwith to recommend approval of South Saint Paul's scope change request to remove the 2nd Street and 7th Avenue improvements from its Marie Avenue bicycle and pedestrian facility with no reduction in federal funds. **Motion carried.**

2. [2024-04: Scope Change Request and TIP Amendment for Inver Grove Heights Curb Ramp Reconstruction](#)

Thompson said Inver Grove Heights was awarded \$250,240 in Surface Transportation Block Grant (STBG) Program funds to replace 30 pedestrian curb ramps. Two of the ramps have been built while two others will not be built. Therefore, the city is requesting removal of four of these 30 intersections. The Funding & Programming Committee voted unanimously to approve the request with full federal funding retained, given that the cost of the removed intersection would be \$16,682.

Motion by Thompson and seconded by Dalheimer to recommend:

- Approval of Inver Grove Heights's scope change request to remove four curb ramps from its ADA curb ramp project (SP# 178-030-001) with no reduction in federal funds and
- Approval of an amendment to the 2024-2027 Transportation Improvement Program (TIP) reflecting the scope change.

Motion carried.

3. [2024-05: Scope Change Request for Saint Louis Park Cedar Lake Road and Louisiana Avenue Improvements Project](#)

Thompson introduced the item. Saint Louis Park requests a scope change to remove dedicated cycle track improvements from Louisiana Avenue and provide parallel alternate routes on Hampshire Avenue S and Pennsylvania Avenue S for its Cedar Lake Road and Louisiana Avenue improvements project. The Funding & Programming Committee recommended approval with a reduction in federal funding to project elements being removed. Barbeau said the city was awarded \$7,000,000 in the 2022 Regional Solicitation in the Roadway Reconstruction and Modernization category. The application was awarded to modernize Louisiana Avenue and Cedar Lake Road by adding a roundabout to the intersection of the two, adding separated bike lanes, upgrading or adding sidewalks, and improving ADA access. The project finished with 541 points, 49 points ahead of the highest-scoring unfunded project. Staff's conclusion is that while the project as proposed for amendment would not have likely scored as high as the original, it is not possible to assert that it would not have been funded. That said, the high multimodal score was based in part on bike lane accommodations along Louisiana Avenue. Funding-wise the change would lead to the removal of roughly \$290,000 worth of work (or \$169,389 federal). The removed elements will not be completed elsewhere.

Deb Heiser, Saint Louis Park, described the planning and public outreach related to the project as rationale for the applicant's request to retain all federal funding. Hiniker noted that getting from 22nd Street to the west side of the trail may be difficult. Heiser said that there will be a trail, as opposed to a sidewalk. Hiniker asked whether there will be wayfinding on Hampshire Avenue, to which Heiser replied in the affirmative. Hinker asked whether there was consideration to improve

Pennsylvania Avenue between Cedar Lake Road and 22nd Street to create a more direct connection. Heiser said that Texas Avenue, which is parallel, has a bikeway. Hiniker said that the connection back to Louisiana is not a part of the project.

Dermody asked what the \$290,000 coming out of the project will be spent on. Heiser replied that some will go to the alternate bicycle routes along with additional rapid flashing beacons that have been incorporated into the project. Dermody said that the alternative connections are longer and less direct than in the original application.

Ellos said that the alternative connections are not as direct to Louisiana Avenue but will be more direct for residents elsewhere.

Motion by Ellos and seconded by Mayell to recommended approval of Saint Louis Park's scope change request to remove Louisiana Avenue cycle track improvements from its Cedar Lake Road and Louisiana Avenue Improvements project with no federal funding reduction.

Sobota expressed contentment with the proposed changes and support for funding reduction.

Mayell expressed support for retention of the federal funds, citing that this is the first time she has seen a discussion on whether to retain the federal funds.

Sobota asked how many trees on Cedar Lake Road are ash trees. Joe Shamla, Saint Louis Park, said that it is very few, though he did not know the exact numbers.

Dermody said he would vote no on the motion due to supporting the funding reduction.

Keel noted that there was support for the change and that it is the funding that is in question. Keel made a motion to amend the motion to remove the federal funding of \$169,389. He then withdrew the motion.

Koutsoukos said that historically TAC has removed funding when project elements are removed and not being completed elsewhere. In this case, the parts of the project being removed are not being completed. Hager said that this could be viewed as a new element or a design change.

MacPherson asked what will be constructed along Louisiana Avenue. Heiser said that portions of the sidewalk will be replaced and that a new sidewalk will be constructed on the east side of the road. MacPherson asked whether there will be dedicated shoulders on Louisiana Avenue, to which Heiser said there will not.

Peterson asked what improvements are anticipated on the parallel routes. Heiser said that the trail connections between culs-de-sac will be upgraded and that there will be sharrows and other improvements along the roadways. Peterson expressed support for the change but concern with the funding retention given the increased travel length.

Hiniker said he voted for the original motion at Funding and Programming but that he will now support funding retention.

Hager expressed support for the motion given the outreach that the city conducted.

Motion carried by a count of 16-11.

Information

1. [Carbon Reduction Program Toolkit](#) (Siri Simons, MnDOT)

Siri Simons provided the presentation.

Keel asked whether the Regional Solicitation process will be used for the funds, to which Simons replied that it is up to the Council. If the Regional Solicitation is used, it will be necessary to make sure that Carbon Reduction Program (CRP)-selected projects align with the carbon reduction strategy. Hager asked whether CRP funds will be allocated with the Regional Solicitation that the application process just closed for. Koutsoukos said that CRP funding was awarded with the last Regional Solicitation, but she is not sure regarding the upcoming Regional Solicitation. Keel



asked whether this funding needs to follow all the federal requirements, to which Simons said that they must follow federal process, though given the scale of the projects, the process will often be less onerous.

Eyoh asked whether FHWA has to approve MnDOT's submission of strategies. Simons said that FHWA needs to approve the strategies and MnDOT is not expecting substantial changes.

Other Business

Eyoh informed members that Susanne Spitzer, who had represented MPCA on technical committees, passed away on December 17, 2023.

Schallberg informed members that input for the Strategic Highway Safety Plan will be gathered in the spring and summer of 2024. Focus area priorities and strategies will be addressed in the fall. The public comment period will be December 2024 through March 2025 and MnDOT will finalize in April 2025.

Koutsoukos said that she has set up an orientation meeting for new members on January 12 and that more meetings will be scheduled as needed.

Adjournment

The meeting adjourned.

Committee Contact:

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