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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, March 6, 2012  
9:00 A.M.**

**Members Present:** Jon Olson, Lyndon Robjent, Tom Johnson, Tim Mayasich, Lisa Freese, Ann Pung-Terwedo (for Cory Slagle), Kevin Roggenbuck, Patrick Boylan, Adam Harrington, Pat Bursaw, Innocent Eyoh, Robert Vorpahl, Susan Moe, Jim Gromberg, Karl Keel, Jane Kansier, Chuck Ahl, Duane Schwartz, Steve Albrecht, Kim Lindquist, Jenifer Hager, Allen Lovejoy, Paul Kurtz

**1. Call to Order**

The meeting was called to order at 9:06 a.m.

**2. Approval of Agenda**

The agenda was approved as written.

P. Bursaw presented a certificate of appreciation to Bob Vorpahl for nearly 20 years of participation on the TAC. "Bravo Zulu!" Bob thanked the committee and said that Bridget Rief will replace him on the TAC.

Pat introduced Jane Kansier, City of Prior Lake, who is replacing John Powell as the new Metro Cities TAC representative.

Allen Lovejoy gave his Planning Committee report at this point. He explained that the Council is beginning its quadrennial update of the Transportation Policy Plan which will be developed and adopted over the next 16 months. As part of the outreach in the development of the TPP the Council asked for input and involvement of its partner agencies. A special task force would draw from the TAC planning membership plus CTIB and staff from both the freight and bike/ped organizations and others, to be identified. He expects that there would be a series of 2-hour meetings over the next 4 to 5 months. All TAC members are welcome to participate in this special task force. An invitation to Planning Committee members and others has been sent. He said that if any invitees could not participate on this task force, someone else from their agency would be welcome. He expects the group will hold its first meeting on April 25<sup>th</sup>.

**3. Approval of February Minutes**

The February 6, 2013 meeting minutes were approved as written.

**4. TAB Report**

K. Roggenbuck reported that the TAB met on Wednesday, February 20<sup>th</sup>. MC Chair, Susan Haigh, presented the governor's budget recommendation for transit funding in the metro area and MnDOT Commissioner Charles Zelle presented the TFAC recommendations to the Board. TAB welcomed new member Fran Miron, Washington County Commissioner.

The TAB consent list included: Approval of four sunset date extensions requests for the Dakota County Mississippi River Trail and North urban trail, Minneapolis St. Anthony Bridge; St. Paul Kellogg St. Bridge over Market St. TAB adopted three TIP amendments: Dakota County scenic byway funding for the Rock Island River Pier rest area; MnDOT moved CSAH 10 HSIP project from 2013 to 2015 and MnDOT funding for the I-35E MnPASS study.

TAB voted to approve the funding priorities associated with the Program Year Policy. There was a lot of discussion about how federal funds are now managed under MAP-21. TAB would like to know how this policy would be implemented.

TAB adopted an amendment to the 2013-2016 TIP to include the TH 5 Bridge over the Minnesota River for deck repair and approved the HSIP evaluation criteria. Staff notified the District Safety Engineer of the TAB's action.

Kevin provided the TAB with a schedule and described the public involvement process for the TIP amendment to include the 2011 regional solicitation projects. TAB approved the schedule and public involvement process, starting a three week comment period that ends on March 13.

## 5. Special Agenda Items

### • **MnSHIP Update: Kevin Weidemann, and Brian Isaacson, MnDOT**

Patrick Weidemann, MnDOT, gave an update on the MnSHIP, the 20 year plan which is required by the Minnesota legislature by April 15<sup>th</sup>. The 20 year Minnesota State Highway Investment Plan 2013-2032 (MnSHIP) will support the guiding principles from the Minnesota GO vision and link the policies and strategies in the Statewide Multimodal Transportation Plan to improvements on the state highway system. MnSHIP will guide capital improvements on Minnesota's highways over the next twenty years; it will not affect local or county roads. He emphasized that MnSHIP is a plan, not a program and does not commit the agency to any projects—the STIP remains as the commitment.

The 20-year plan is divided into three periods: **2013-2016 - The State Transportation Improvement Program (STIP) (years 1-4)**: The STIP identifies projects on the state highway system that MnDOT intends to carry out in the next four years. The investment direction established in MnSHIP will primarily affect projects after the STIP. **2017-2022 (years 5-10)**: A general plan of improvements and several specific projects will be identified in MnSHIP, though project timing and scope may change. • **2023-2032 (years 11-20)**: Specific projects will not be identified; rather, MnSHIP will set broad investment priorities and develop associated funding allocations. MnSHIP will establish a fiscally constrained investment direction for highway projects from years 2017 through 2032.

MnDOT anticipates limited growth in revenue for several reasons. First, the historic growth in revenue generated through state and federal fuel taxes is slowing due to changes in travel patterns and more fuel-efficient vehicles. In addition, MnDOT will approach its set limit on bonding capacity during the next decade. Around 2020, MnDOT expects to repay more than \$200 million per year, or 19% of its projected revenues, towards debt service from bonds. Over the next twenty years, future revenue is forecast to be approximately \$18 billion. The 2013-2016 State Transportation Improvement Program (STIP) includes approximately \$4 billion in capital projects. This leaves approximately \$14 billion in projected revenue to invest between 2017 and 2032, the years MnSHIP covers.

Brian talked about the Metro District's Risk management Plan. The metro district's highest risk areas are in infrastructure, mobility issues and pavement at the state level (other district) pavement is a bigger risk area. A key metro program change is mobility funding. There is increased emphasis on pavement with both national and statewide targets. Need is for \$30 billion.

A .Lovejoy said it is laudable MnDOT is trying to balance its program, but when all else fails you may need to lower your standards. What FHWA is demanding for pavement management is unsustainable. P. Bursaw said they are taking their time in setting standards. She said MnDOT developed the plan in consultation with the MPO. It would be helpful to bring it back next month after you know what the specific problems are.

T. Johnson asked if the pavement percentage measured (lane miles) weighted for ADT in order to determine a pavement condition as it relates to service. This should be considered. L. Robjant added that' is how Caver County plans its overlay program. Brian said MnDOT set the standards in 2000 and are now bumping up against them. Lisa asked if there is a risk if targets are changed now. Brian said we can't produce a plan that doesn't meet GASB standards—it might require that the depreciation schedule would change which could affect engineering. Public wants to see more investment in mobility than in pavement.

- **2013 Local Federal Program Changes**

Ted Schoenecker, MnDOT State Aid said they are planning more reporting on the program as a whole as well as more frequent and regular updates. He reviewed a table showing the 2013 Local federal Aid program changes, which summarized which projects were shifted to future years. \$26.3 million will move out of 2013; \$10.9 will move into 2013 and \$23.1 million of funding will not be used in 2013. Funding is available in 2014 and he noted that this is not a onetime fix. Committee members tossed out ideas to spend the \$23M within the guidelines allowed by FHWA. Suggestions included: spending on right of way and engineering, mill and overlays guard rails, delivering projects in October, requesting a couple months of dispensation, retroactively paying for r/w and engineering. L. Freese asked if HSIP projects can move up to fill the gap in STP. He said MnDOT is looking that. L. Robjent said it is clear from this situation that we need to do more over programming. J. Olson said a big issue is getting projects reviewed through the environmental process. S. Moe said last year they were asked to authorize STP projects early as a one-time request but that it didn't work out well and FHWA is not likely to do it again. C. Ahl suggested that each county come up with \$3M worth of overlay projects as they did for ARRA funding. Pat asked if federal funds could be added to existing projects. TAC will pursue these options and send them to TAB.

## **6. Committee Reports**

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

P. Bursaw said a TAB/TAC leadership group met on February 26. She said the TAB now better understands the technical work the TAC does and there are technical approaches and policy approaches to issues. They discussed the regional solicitation and issues surrounding project delivery, given various constraints. She said the group intends to meet semiannually.

### **B. Funding and Programming Committee** (Karl Keel, Chair)

**Action Item 2013-16: Amendment to the 2013-2016 Transportation Improvement program (TIP) for the Twin Cities metropolitan Area.** K. Keel moved and C. Ahl seconded a motion that the "TAB adopt an amendment to the 2013-2016 TIP to add the list of 74 projects with approximately \$159 million in federal funding as the 2015-2016 allocation of federal Surface Transportation program (STP), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives (TA), and Railroad-Highway Grade Crossing Safety Improvement Program funding and delete the related 12 placeholder projects for this funding." Kevin noted that the Hennepin Co CSAH 81 and St. Paul Ped/Bike trail from Harriet Island Regional Park to the Mississippi River Regional Trail were moved to 2017. Due to over programming in STP, but because money was available in CMAQ, the Three Rivers Regional Trail was shifted to CMAQ funding. A public comment report will be prepared and TAB will be asked to adopt this TIP at its meeting on March 20<sup>th</sup>.

**MOTION CARRIED UNANIMOUSLY.**

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

(The report was given earlier in the meeting.)

## **7. Agency Reports**

K. Roggenbuck said the Steering committee for the Regional Solicitation Study met on February 24<sup>th</sup> and the PMT on the 27<sup>th</sup>. The study may go through July. The next solicitation will be in January (for 2017-18 projects). An internet survey has been sent out and the results will be presented at a May workshop. They are looking to solicit non-traditional projects. The next PMT meeting is scheduled for April 8.

Bob Vorpahl described two remodeled security checkpoints at the Humphrey terminal which have reduced wait times.

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

There being no other business, the meeting adjourned at 10:55 AM.

**Prepared by:**

Ann Braden