
*Transportation Advisory Board
Of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, November 4, 2015
9:00 A.M.**

Members Present: Doug Fischer, Jim Grube, Tim Mayasich, Lisa Freese, Jan Lucke, Elaine Koutsoukos, Mark Filipi, Michael Larson, Adam Harrington
Pat Bursaw, Innocent Eyoh, Dave Jacobson, Danny McCullough, Steve Albrecht, Paul Oehme, Kim Lindquist, Bruce Loney, Jim Kosluchar, Jenifer Hager, Jack Byers, Bill Dermody, Paul Kurtz (Members Excused: Steve Bot, Bridget Rief, Jean Keely, Michael Thompson)

1. Call to Order

The meeting was called to order by Steve Albrecht at 9:01 a.m.

2. Approval of Agenda

Pat Bursaw moved and Mark Filipi seconded. No discussion. Motion passed.

3. Approval of March Minutes

The October 7, 2015 meeting minutes were approved as written. Tim Mayasich moved and Pat Bursaw seconded. No discussion. Motion passed.

4. TAB Report

Elaine Koutsoukos reported on the October 21, 2015 TAB meeting.

REPORTS

1. TAB Chair's Report

Hovland reported that the TAB Executive Committee met prior to this TAB meeting. The Executive Committee members were given an overview of the TAB agenda and a preview of prospective items for the November TAB meeting. The 2015 Work Plan was also discussed. The Citizen's League, along with a broader group (approx. 19) from the metropolitan community, are looking into what the Metropolitan Council should look like from a form of governance standpoint. The League will report to the legislature in February or March with recommendations of what the regional governance model should look like in their view.

2. Agency Reports

MnDOT: Tim Henkel introduced himself and is sitting in for Scott McBride at this meeting. There was no further report from MnDOT.

MPCA: Shannon Lotthammer – gave an update from last month's TAB meeting report on the EPA final rule on the ozone standards. On October 1, the EPA issued their rule. They chose the highest level that they were considering, which is 70 parts/billion. Minnesota and the Twin Cities will

continue to be in attainment of that standard. Right now we are monitoring and measuring air quality that is consistently better than that standard. We will need to look at any downwind communities that have ozone issues, and whether the Twin Cities has any contribution to that. At this time with the level at 70 parts/billion, we do not think that we have any downwind issues that need to be addressed. Some strategies that could be taken to try to mitigate the ozone level problem are: continue work to deal with traffic congestion and build out the transit system, work with industries to reduce volatile organic compounds (i.e. paint, dry cleaning). Lotthammer also suggested that members read the report that the PCA and Dept. of Health recently issued: "Life and Breath" on their website, which looks at the impacts of air pollution on human health in the Twin Cities area.

ACTION ITEMS

2015-41: 2016-2019 TIP Amendment: CSAH 116, Anoka Co.

The TIP Amendment for this project was discussed at the September TAB meeting and released for public comment. This item is a follow-up to accept the public comments. There were no comments received during the 21-day public comment period. TAB accept the public comments and adopt an amendment to the 2016-2019 Transportation Improvement Program (TIP) to increase the project length of its CSAH 116 reconstruction project (SP #002-716-015) to extend the project's eastern terminus to .1 mile east of Van Buren Street and its western terminus to Crane St.

INFORMATION AND DISCUSSION ITEMS

2016 Regional Solicitation

MTS Planning Analyst Steve Peterson presented this item. Steve presented an overview of the development of the previous solicitation, scoring methodology, and funding ranges. Steve presented the results of the surveys following the solicitation and a list of key topics that are going through the committee process.

5. Committee Reports

A. Executive Committee (Steve Albrecht, Chair)

At this morning's TAC Executive meeting the group discussed upcoming solicitation items, the defederalization policy (which will be at Funding & Programming next, with a project utilizing this policy from Hennepin County following shortly). The TAB meetings will be modified to accommodate equity discussions over their next two meetings.

B. Funding and Programming Committee (Tim Mayasich)

2015-44 Hennepin County Scope Change. Kim Zlimen from Hennepin County presented the changes requested to this project. Jim Grube added that the county is requesting that the newly available funds not be reobligated at this time. Since this scope change rolls this project into the Full Funding Grant Agreement with the Green Line Extension project and that won't be confirmed until 2016, Hennepin County is requesting reobligation be delayed until after the FFGA has been approved. Pat Bursaw mentioned that this project looks like a win-win. Pat Bursaw said that the difference between approving this scope change and TIP amendment but before the FFGA means that next year's TIP will have to find a way to account for this money appropriately. Adam Harrington asked about the coordination for moving

this project from Hennepin County to the Southwest Project Office. Kim Zlimen said that the two parties are working closely, and this project is already included in the base design for the civil bid contract.

Tim Mayasich moved and Jim Grube seconded. Motion passes.

2015-45 Hennepin County TIP Amendment. Tim Mayasich moved and Lisa Freese seconded. Motion passes.

C. Planning Committee (Lisa Freese)

The Planning committee did not meet in October but will meet in November to discuss some functional classification work, the MAC CIP, and MnSHIP.

6. Special Agenda Items

Regional Solicitation (Steve Peterson, MTS)

Last month TAC discussed ten primary areas that needed to be addressed in the solicitation. This meeting will be spent on the roadway solicitation packages and the responses to those ten areas.

Truck Freight Counts. Doug Fischer said that when a new roadway is proposed modeling has typically been done, which includes truck volumes. Those numbers should be used as part of the application. The group concurred.

Air Quality/Congestion. Jen Hager suggested that a project with lots of intersections would end up with an inflated score. Using an average seems more intuitive. Jim Grube said that the benefit/cost analysis will yield a ratio which should have equivalent points and scaling to prevent this from happening. Elaine Koutsoukos said that the goal is to avoid having the full benefits of a corridor be awarded to just one intersection.

Safety. Doug Fischer agreed with this measure as it related to rail grade separation. Paul Oehme asked if staff had looked at how the projects would have scored in the previous solicitation with this change. Steve Peterson responded that two projects were submitted, and one would have been funded with this change. A discussion of the data availability of trains and train cars followed.

Cost/Benefit. The goal is to balance congestion benefits, which worked well last time in the bridge category, so it has been expanded to all categories. Bruce Loney asked why it is at 100 points. Steve Peterson responded that the 100 points is a placeholder and the final value could be changed based on the feedback from this group. Bruce Loney and others expressed that this value should be higher.

Roadway Reconstruction. This section has added guidance to the scoring for this measure. Jim Grube mentioned that the third bullet references "improved" land width, which is open to confusion and interpretation. Mark Filipi suggested that the language be changed to indicate how a deficiency is being corrected. Jen Hager suggested that materials and geometry should be separated and described in a response box. Doug Fischer agreed that a narrative is important here. Jim Kosluchar said that these are ancillary benefits and should be kept in perspective; there shouldn't be double dipping of points for these characteristics. Jim Grube asked why sanitary sewer is included but not water mains, since those projects typically occur at the same time as roadway reconstructions. A discussion followed, ultimately concluding that "enhancements" should get points but just meeting the regulation of coordinating with local jurisdictions should not. Elaine Koutsoukos said that deficiencies will be identified.

Table on the Last Page – Connector Scoring. Doug Fischer said that this should be a policy decision and that the TAC should not mess with the criteria. Tim Mayasich suggested that we see how the next solicitation goes and then consider changing the criteria. Innocent Eyoh said that connectors have a very hard time competing because so many of the criteria don't apply. Doug Fischer said that if the group wanted to change the criteria, we should eliminate several of the criteria from consideration for connectors, and have a points maximum of less than 1,000. Lisa Freese said that County Road 8 won money in a previous solicitation. We need to separate the conversation between funding and functional classification. Collectors perform an important regional function.

7. Agency Reports

There were no agency reports.

8. Other Business and Adjournment

Elaine Koutsoukos said that an email will be going out to all metro area jurisdictions regarding some work that may need to be completed before the next solicitation, such as functional classification changes. Keep an eye out for the email, which will likely be sent directly to your jurisdiction's primary account but with a request to forward to planners and engineers.

There being no other business, the meeting adjourned at 10:14AM.

Prepared by:

Katie White