

Minutes

TAB Technical Advisory Committee



Meeting Date: December 4, 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
- Marc Culver, 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
- 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

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= present

Call to Order

A quorum being present, Committee Chair Hager called the regular meeting of the TAB Technical Advisory Committee to order at 9:02a.m.

Approval of Agenda

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

Approval of Minutes

It was moved by Joe MacPherson, Anoka Co., and seconded by Molly McCartney, MnDOT, to approve the [minutes](#) of the November 6, 2024, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Elaine Koutsoukos reported on the November 20, 2024, Transportation Advisory Board meeting.

Business – Committee Reports

Executive Committee (Jenifer Hager, Chair)

Chair Hager reminded members to reach out to the new TAC Chair or staff with interest in chairing a standing committee or serving as Vice Chair or TAC.

1. TAC Chair Nominating Committee Report

Motion by McCartney, and seconded by Lyndon Robjent, Carver Co. for MacPherson, to be next

TAC Chair. **Motion Carried.**

2. [2024-49: 2025-2028 Streamlined TIP Amendment: Sherburne County Government Center Electric Vehicles and Charging Stations \(Robbie King, MTS\)](#)

Robbie King, MTS, summarized the action, which is a request to amend the 2025-2028 Transportation Improvement Program (TIP) to add two new projects:

- Construct charging stations at the Sherburne County Government Center in Elk River
- Purchase five electric vehicles for Sherburne County Government Center in Elk River

Motion by Brian Issacson, Ramsey Co., and seconded by MacPherson to recommend that the Technical Advisory Committee recommend that the Transportation Advisory Board recommend amendment of the 2025-2028 TIP to add two new projects:

- Construct charging stations at the Sherburne County Government Center in Elk River
- Purchase five electric vehicles for Sherburne County Government Center in Elk River

Motion carried.

3. [2024-53: 2025-2028 Streamlined TIP Amendment: Ramsey County and Saint Louis Park Projects Cost Increases \(Robbie King, MTS\)](#)

King summarized the action, which is a request to amend the 2025-2028 Transportation Improvement Program (TIP) to increase the total cost of the following projects:

- Roadway reconstruction on Cedar Lake Road S from Rhode Island Avenue to Kentucky Avenue, and Louisiana Avenue from West 23rd Street to Interstate 394 in Saint Louis Park
- Four to three lane conversion on Dale Street from Grand Avenue to Iglehart Avenue in Saint Paul

Chair Hager asked whether the Ramsey Co. project was funded through MnDOT's competitive Highway Safety Improvement Program (HSIP) solicitation. Joe Barbeau, MTS, said he will get back to Chair Hager with a definite answer before the TAB meeting.

Motion by Issacson and seconded by Chad Ellos, Hennepin Co., to recommend that the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2025-2028 TIP to increase the total cost of the following projects:

- Roadway reconstruction on Cedar Lake Road S from Rhode Island Avenue to Kentucky Avenue, and Louisiana Avenue from West 23rd Street to Interstate 394 in Saint Louis Park
- Four to three lane conversion on Dale Street from Grand Avenue to Iglehart Avenue in Saint Paul

Motion carried.

4. [2024-54: Streamlined 2025-2028 TIP Amendment: New Hennepin County Charging Ports and NEVI Program Charging Stations \(Robbie King, MTS\)](#)

Barbeau summarized the action, which is to request three amendments to the 2025-2028 Transportation Improvement Program (TIP) to add new projects:

- Installation of 19 electric vehicle charging ports for public use at various county-owned buildings in Hennepin County
- Installation of charging stations within one mile from selected exits on Interstate 94 (two projects).

Lyssa Leitner, Washington Co., mentioned the need for someone well versed in the National Electric Vehicle Infrastructure (NEVI) program to be available to answer questions at the TAB meeting. McCartney said someone from MnDOT's Sustainability office would be on call to answer questions as well. Koutsoukos mentioned all three streamlined TIP amendment items will be on TAB's consent agenda so discussion may be minimal.



Motion by Innocent Eyoh, MPCA, and seconded by Patrick Boylan, Council CD, to recommend that the Technical Advisory Committee recommend that the Transportation Advisory Board recommend amendment of the 2025-2028 TIP to add the following new projects:

- Installation of 19 electric vehicle charging ports for public use various county-owned buildings in Hennepin County
- Installation of charging stations within one mile from selected exits on Interstate 94

Motion carried.

Planning Committee (Gina Mitteco, Chair)

1. [2024-51: Review of Metropolitan Airports Commission \(MAC\) 2025-2031 Capital Improvement Program \(CIP\)](#)

Chair Mitteco introduced Joe Widing, MTS, who delivered a [presentation](#) on the 2025-2031 Metropolitan Airports Commission (MAC) capital improvement program (CIP).

Motion by MacPherson and seconded by Chris Hartzel, Woodbury, to move that the Technical Advisory Committee recommend the Metropolitan Council:

- Find that the Metropolitan Airport Commission’s CIP process included adequate public participation,
- Approve the proposed 2025 CIP runway rehabilitation and extension project at Lake Elmo Airport which meets the dollar threshold and significant effects criteria for Council approval; and
- Find the remaining CIP projects to be consistent with the Transportation Policy Plan and forward any additional project comments to the Metropolitan Council for its consideration.

Motion carried.

2. [2024-52: Adoption of 2024 Safety Performance Targets](#)

Chair Mitteco summarized Option A and Option B then explained the Planning Commission’s decision to recommend Option A. Mitteco then introduced Jed Hanson, MTS, who delivered a [presentation](#) and summarized the action request for the Technical Advisory Committee to recommend the 2025 safety performance targets for adoption by the Metropolitan Council.

MacPherson asked for clarification on the Serious Injuries graph, specifically the projected outcome by the end of the year. Hanson replied that the graph shows proposed targets along with how many serious injuries are likely to have occurred at the end of the year. Jim Kosluchar, Fridley, asked how to work toward establishing a realistic goal given how divergent the results are from the targets. Hanson explained using only performance-based data would risk indicating more death and injury was an acceptable measure to work towards. Kyle Sobota, Shakopee, asked why non-motorized fatalities and serious injuries are trending up. Hanson stated the data used to prepare the target action is preliminary and does not have a high level of detail, so Hanson is unable to give a reason for the large change. He added speculation that speed is likely a factor given that speeds have increased recently. Sobota stated he would like to know in the future whether this upward trend is a result of more people participating in non-motorized modes of transportation. Chair Hager mentioned the importance of the data, the frustration of wanting to act based on the given data, and the lack of information on what actions to take in response to the data. She added that safety continues to be an important metric, but members need the appropriate data to know what they can do with various funding sources to address safety issues and move towards the projected ideal trend line.

Motion by Kathleen Mayell, Minneapolis, and seconded by Issacson to recommend that the Technical Advisory Committee recommend Transportation Advisory Board recommend adoption of Option A 2025 safety performance targets based on the 2020-2024 Minnesota Strategic Highway Safety Plan (SHSP) goal, which advance a long-term goal of zero deaths.

- Number of all fatalities: no more than 74
- Fatal injuries per 100 million VMT: no more than 0.26



- Number of all serious injuries: no more than 464
- Serious injuries per 100 million VMT: no more than 1.64
- Find that the Metropolitan Airport Commission's CIP process included adequate public participation
- Pedestrian and bicyclist fatalities and serious injuries: no more than 115

Motion carried.

Funding and Programming (Michael Thompson, Chair)

1. [2024-50: Scope Change and Program Year Extension Request – CSAH 153 Reconstruction Project](#)

Chair Thompson stated that the requested action is to change the scope of and extend the program year from 2025 to 2026 for, Hennepin County's CSAH 153 (Lowry Ave NE) reconstruction project. This would enable the project to be coordinated with an adjacent MnDOT project.

Motion by McCartney, and seconded by Marc Culver, Brooklyn Park, to recommend that the Technical Advisory Committee recommend TAB approve Hennepin County's scope change request to reduce its CSAH 153 reconstruction project and move the program year from 2025 to 2026.

Motion carried.

Information

1. [Regional Solicitation Evaluation Update](#)

Steve Peterson, MTS, and Moly Stewart, SRF, presented.

Safety Analysis –Stewart presented. Ellos, asked whether the projects shown as 2014 represent all projects from that year for HSIP and the Regional Solicitation. Stewart said with spot mobility and safety not yet in place in 2024, the team looked at all 2014 awarded projects for three different roadway categories: strategic capacity, reconstruction and modernization, and system management along with both proactive and reactive HSIP categories.

Bike/Ped Analysis – Stewart presented. MacPherson said that a lot of funding was provided to bike and pedestrian facilities even in the roadway categories. He asked whether there has been interest in pulling out bike and pedestrian facilities to address rural needs for when a road project needs to be done. Stewart replied that bicycle and pedestrian facilities in roadway projects were not quantified in the 2014 cycle. The miles of trails constructed as part of a roadway project is quantified in the investment summary that was completed and presented previously. Usage is not always a good metric in comparing urban and rural areas. There is discussion taking rural versus urban context into consideration. Peterson said the team looked at data over the past 10 years in three geographies: Inside the I-694 – I-494 beltway, the beltway to the edge of the urban area, and rural to explore how funding has been distributed relative to population. He said there has not been a large disparity in the amount of money relative to population given to rural areas due in part to the rule that at least one A-minor connector be funded. He said that it has been difficult to fund trail projects in rural areas.

Application Structure Discussion Update – Leitner voiced frustration that this topic has been discussed late in meetings, allowing for little discussion time and technical input. She feels the need for more technical input ahead of a work session with policymakers as she fears questionable recommendations as a result. Peterson said that the policymaker workshop on December 18 is the first of many opportunities for feedback. Chair Hager said that Peterson will provide materials to members to enable working with TAB members in preparation for the policymaker workshop. Chair Hager suggested adding a meeting of technical steering committee be added prior to January 15 to meet and consider this information to be able to provide technical



feedback to the policymaker workgroup prior to the meeting scheduled for that day. Issacson asked when the new application structure might be implemented in a solicitation. Peterson expressed hope for an application approval process in fall 2025. Issacson asked if the decision on whether to go from a modal based to goal based structure is going to be made soon. Peterson said that decision can go before TAB on March 19, 2025, depending on results from the December 18, 2024, work group meeting. Chair Hager stated, and Robjent agreed, that the January 8, 2025, TAC meeting should be held. Ellos asked whether the discussion at the workshop needs to be delayed getting more technical input. Peterson replied that the workshop is a high-level discussion. Koutsoukos added that the workshop will enable a policy discussion on what to fund with later opportunities for technical discussion on how to fund.

Other Business

None.

Adjournment

Chair Hager adjourned the meeting at 11:06 am.

Committee Contact:

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