

Minutes

TAB Technical Advisory Committee



Meeting Date: October 2, 2024

Time: 9:00 AM

Location: Virtual

Members Present:

- Jenifer Hager, Chair, Minneapolis
- Joe MacPherson, Anoka Co
- Whitney Schroeder, 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

- Vacant, Metro Cities
- 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
- 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

DRAFT

Call to Order

A quorum being present, Committee Chair Hager called the regular meeting of the TAB Technical Advisory Committee to order at 9:03 a.m.

Approval of Agenda

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

Approval of Minutes

It was moved by Boylan and seconded by Isaacson to approve the [minutes](#) of the September 4, 2024, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the September 18, 2024, Transportation Advisory Board meeting.

Business – Committee Reports

Executive Committee (Jenifer Hager, Chair)

Chair Hager said that the TAC Executive Committee met prior to the meeting and discussed the Program Year and Scope Change policy updates. TAB sent the latter back to TAC, while TAC sent the former to Funding and Programming. The TAC Executive Committee decided to send both to the working group. The updated policies were to be sent with the Regional Solicitation award letters but those letters are going to be sent this week and the policy updates will be

provided to project sponsors when they are ready. In November members will caucus within city, county, and agency groups to nominate a new chair. Per informal tradition, a county representative is due to chair the next term. The new TAC chair will nominate a vice chair and chairs for the Funding and Programming and Planning standing committees.

1. [2024-43: 2025-2028 Streamlined TIP Amendment: Three Region 7W Projects](#)

Robbie King, MTS, summarized three MnDOT District 3 TIP amendment requests. MnDOT requests addition of a new project to construct storm sewer improvements along the North Fork Crow River. MnDOT requests addition of a new project to construct roundabouts and ramp heads at Interstate 94 and Wright County Road 137. MnDOT requests to addition of a new project to replace an old bridge with a new bridge over Wright County Road 19.

Motion by MacPherson and seconded by Ellis to recommend that Technical Advisory Committee recommend that the Transportation Advisory Board recommend approval of the following 2025-2028 Transportation Improvement Program (TIP) amendments:

- Add a new project to construct storm sewer improvements along North Fork Crow River.
- Add a new project to construct roundabouts and ramp heads at Interstate 94 and Wright County Road 137.
- Add new project to replace an old bridge with a new bridge over Wright County Road 19.

Barbeau added that between this item and the next item a lot of the TIP amendment requests are due to pent-up demand during development of the final TIP.

Motion carried.

2. [2024-44: 2025-2028 Streamlined TIP Amendment: Seven Metro District Projects](#)

King summarized seven TIP amendment requests. Anoka County requests a scope change adding reconstruction and a cost increase for its mini roundabout construction project on CSAH 6 from approximately 5th Street to 7th Street. On the Dakota County/Goodhue County border and into Cannon Falls, MnDOT requests reduction in the project cost for its mill and overlay on Minnesota 20 from River Road to 280th Street East. In Saint Paul, MnDOT requests a scope change to its bridge improvement project to add pavement reconstruction for two bridges. This project includes bridge repair, bridge painting, or superstructure replacement on thirteen bridges along Interstates 94 and 35E. MnDOT requests a reduction in the project cost for its mill and overlay on Minnesota 316 to Tuttle in Hastings. This project also includes constructing turn lanes on Minnesota 316 at various locations in Ravenna Township. MnDOT requests a cost increase for its bridge repair project on Interstate 94 over the St. Croix River. In Bloomington, MnDOT requests addition of a new project to replace a rail bridge over Interstate 494 0.8 miles east of the junction of Interstates 494 and 35W. MnDOT requests adding a streamlining study of the Grand Round park and parkway system in Saint Paul. This is a consultant agreement with a total project cost of \$135,000.

Motion by McCartney and seconded by Kosluchar to recommend that the Technical Advisory Committee recommend that the Transportation Advisory Board recommend approval of the following 2025-2028 Transportation Improvement Program (TIP) amendments:

- Add local funding and change scope of Anoka County's project to construct a mini roundabout at CSAH 6 from 0.05 miles west of 5th St to 0.05 miles east of 7th St in Fridley.
- Cost decrease for a mill and overlay on MN 20 from River Road in Cannon Falls to 280th St E at Goodhue and Dakota County Line in Cannon Falls Township.
- Scope change to add pavement reconstruction on two bridges to a project repairing, painting, and reconstructing superstructures on 13 total bridges along Interstate 94 and Interstate 35E in Saint Paul.



- Cost decrease for a mill and overlay on MN 316 from US 61 in Welch Township to Tuttle in Hastings, and construction of turn lanes on MN 316 at various locations in Ravenna Township.
- Cost increase for a bridge repair project on Interstate 94 Hudson bridge over the St. Croix River in Lakeland and Hudson.
- Add a new project to replace a rail bridge over Interstate 494 in Bloomington 0.8 miles east of the junction of Interstates 494 and 35W.
- Add a streamlining study of the Grand Round park and parkway system in Saint Paul.

Motion carried.

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

Mitteco said that the TAC Planning Committee did not meet in September as is waiting to hear whether it will meet in October.

Funding and Programming (Michael Thompson, Chair)

Chair Hager reported that the Funding and Programming Committee did not meet in September.

Information

1. [Target Setting: Minnesota Greenhouse Gas Reduction Legislation](#)

Chris Berrens, MnDOT introduced Anna Pierce, MnDOT, who presented.

Isaacson asked whether only trips contained within the seven-county area are counted as opposed to the entire travel shed. Pierce replied that the legislation addresses emissions, as opposed to trips. Isaacson followed up by asking whether it is only emissions within the seven counties. Pierce replied that MnDOT is looking at emissions statewide. Isaacson replied that modeling should consider the entire travel shed of roughly 20 counties. Pierce agreed with this.

Culver asked what the 2050 goal of zero means. Pierce replied that this would put Minnesota back at 2005 levels. Berrens said that the goal is zero additional emissions in 2050, which does not mean that no vehicles are producing carbon, but that the totality does not include new emissions.

Harrington asked said that the target-setting chart provides the appearance of zero emissions total for 2050 and should probably show the emissions at the same level as is shown in 2005. Hager expressed agreement and added that a similar question was placed in the chat by Isaacson and that Mitteco asked in the chat whether net zero encompasses all sectors or only transportation. Pierce said that the target setting chart only covers transportation but the net zero targets include all sectors.

Steve Peterson asked whether the 2050 TPP modeling run was accounted for. Pierce said that MnDOT has been working with Jonathan Ehrlich's team and can talk through the details.

Boylan asked whether the goal is to drop plus or minus 15 metric tons between the modeling and the next-gen GHG target or whether it is a baseline drop of plus or minus 40 metric tons. Pierce replied that a 40 million metric ton gap between the modeling forecast and the target is shown and that, therefore, if changes to practice are not made by 2050, that gap will not be closed.

Harrington asked what the baseline emissions level was in 2005. Pierce replied that the 2005 level was a bit over 43 million tons in the transportation sector. Harrington suggested that means that no vehicles will emit carbon dioxide by 2050. Pierce said that conversations about how to make this happen will continue.

Chair Hager reported a question in the chat asking whether the urbanized portion of Wright and Sherburne counties are included in the statute. Pierce said that only the seven counties are included.

Harrington asked how emissions are measured other than via estimation. He asked whether there



are monitors in various neighborhoods that might be part of the incommensurately exposed communities. Pierce said that air quality is not the goal, but emissions levels. Therefore, the carbon emissions tool would be used to measure emissions and that that would be checked for accuracy. The MICE tool could be used to calculate a project's expected emissions.

Isaacson said that as targets are considered and boundaries are drawn there needs to be nuance regarding the gradient around the metro area. Therefore, the targets between the seven counties and nearby area should not be starkly different. Pierce replied that that made a lot of sense and added that Berrens noted in the chat that MPCA is the authority on sector emissions but that the official emissions lag.

Culver asked how the boundaries of the goal areas aligned with MnDOT district boundaries in scenario three. Pierce replied that they align closely though there are instances where they do not perfectly align.

Steve Peterson suggested using one target for the entire state to avoid finger-pointing at the metro area. Pierce said that looking per-capita helps consider equality of targets. MacPherson said that this topic came up in the VMT working group; different targets were assigned for different parts of the state in Colorado.

Harrington asked whether MnDOT is on a schedule to report to the legislature. Pierce replied that as of February 1, 2025, targets must be set.

2. [Regional Solicitation and/or Active Transportation Update](#)

Molly Stewart, SRF, presented.

Koutsoukos noted there is a reduction in safety benefit from 2022 to 2024 and suggested, given the increase in safety points, exploring whether the highest-scoring safety projects were funded. Steve Peterson replied that the main driver of that is that \$100 million more was distributed in 2022.

Leitner said that her concern is not about project types but enabling projects in less-dense areas compete.

Kosluchar requested explanation of hesitation related to having a more qualitative solicitation. Stewart said that participants tend to like quantitative scoring and added that a lot of MPOs have less-sophisticated approaches, such as low-medium-high ratings.

Jason Pieper, Hennepin County and invitee from the Funding and Programming Committee, said that about 40% of Hennepin County's system is greater than 50 years old and the focus is on reconstruction. He noted that the roadway maximum has been \$7 million for the past ten years. Chair Hager echoed this sentiment. Steve Peterson said there is a lot of interest around project maximums but that it will not be addressed until 2025.

Joe Widing, MTS, presented on the Active Transportation projects.

Other Business

None.

Adjournment

The meeting adjourned.

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