

**Minutes of the
REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD (TAB)**

Wednesday, June 18, 2014
Metropolitan Council Chambers, St. Paul, MN

MEMBERS PRESENT:	Hargis, William, Chair	Stark, Russ	Butcher, Gerry
	Crimmins, Carl	Hansen, Gary	Drotning, Karl
	Petryk, Becky	Look, Matt	Janovy, Jennifer
	Van Hattum, David	Sanger, Sue	Gallagher, Steven
	Swanson, Dick	Hovland, James	Lilligren, Robert
	Reich, Kevin		
ABSENT:	Krause, Paul	Have, Ron	Thornton, David
	McKnight, Kenya	Donahoe, Margaret	Hamann-Roland, Mary
	Maluchnik, Randy	d’Almeida, Anani	McGuire, Mary Jo
	Callison, Jan	McBride, Scott	Gunyou, John
LIAISON/STAFF PRESENT:	Elaine Koutsoukos, TAB Coordinator		

I. Call to Order

A quorum was present when Chair Hargis called the regular meeting of the Transportation Advisory Board to order at 1:30 p.m. on Wednesday, June 18, 2014. Hargis welcomed new MAC representative Carl Crimmins.

II. Adoption of the Agenda

Hargis amended the agenda to switch the order of Action Items 4 & 5. Motion by Hovland, seconded by Butcher to adopt the amended agenda. Motion carried.

III. Public Forum

Invitation to the public to address the Board about any issue not on the agenda. There were no members of the public present to address the TAB at today’s meeting.

IV. Reports

1. TAB Chair’s Report

Hargis reported that the TAB Executive Committee met today and discussed the Corridors of Commerce letter, Regional Solicitation Evaluation Update, and upcoming July & August TAB agenda items. The October TAB is planned for an off-site location – possibly MnDOT Water’s Edge. The TAB Executive Committee will receive counsel and reminder on the open meeting rules and how they affect the TAB in the future.

TAB Liaison Elaine Koutsoukos said that a meeting to begin review of the Bylaws will be set up in the next month. Looking at whether there is a need to change the designation for the agency reps.; whether there are changes in the open meeting rules and communication of the changes, if necessary; review the number of elected officials on the Executive Committee; and review the TAC Bylaw changes for consistency with the TAB Bylaws.

2. Agency Reports (MnDOT, MPCA, MAC and Metropolitan Council)

Crimmins reported from MAC. He stated that there will be a tour of the G concourse on Monday. The concourse has been remodeled with some of the changes being to the food service & wireless amenities. The Humphrey Terminal car rental facility is scheduled to open in 2 weeks. MAC meetings are to be televised in the future which will help with security issues. Expansion at Terminal 2 is still on the books,

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MAC wants to be sure that they are utilizing all of the gates at T1 before expanding. Flight numbers are down, but passenger travel is up.

3. Technical Advisory Committee

Pat Bursaw reported the TAC received 7 action items – all on TAB agenda today, and 1 special agenda item – RSE Update. Susan Moe-FHA is to retire the end of this month, and received thanks from the TAB.

4. Regional Solicitation Development Update

Steve Peterson-SRF presented this item and a handout was included with three modal funding options for consideration, at the direction of the TAB Executive Committee. If the TAB wants to change the funding level percentages: 1) look at Thrive=job concentrations-manufacturing/distribution centers-education institutions-modal and equity, 2) look at future funding available to various modes, 3) look at Travel Behavior Inventory to see mode split between modes and future trends, and 4) look at socio-economic trends and their impact on modal percentages. Stark stated that the ranges can provide flexibility no matter which option is chosen, range targets can be changed for the following solicitation, and reminded the committee that they are looking for preliminary directions & decisions based on the process.

Members discussed the need for geographical equity. Geographic equity is not built into the technical scoring criteria, it would be a TAB prerogative. Some roadway investments also include other modes (bicycle trail, transit shelter, signal timing improvements, etc.). Hargis stated that geographic equity will be looked at over a long period of time. The reason for including a modal emphasis will give the applicants an idea of what will be looked for in scoring their application.

In answer to Sanger, Peterson stated that the Regional Solicitation Steering Committee direction is to focus on existing jobs & economic development because of limited resources - not look at future growth that may or may not come to fruition. Van Hattum stated he wants to see more a transit emphasis that goes beyond what has been used historically. Stark said that there is no idea to know what future transportation funding will look like, so we need to focus on the needs as they are now.

MTS Senior Planner Heidi Schallberg presented process and measures for socio-economic equity criteria. She explained the makeup of the work group that worked on the equity criteria. Recommendations as noted and explained further in the handout: 1) use housing performance scores (community-wide) in the next solicitation, 2) use project-specific equity scores, measuring positive benefits and negative impacts.

Todd Olson from Metro Cities reported that the working group did not reach a consensus on the equity issues.

Look questioned the “why” of equity parameters. He stated that it appears that if you are a community that is lacking in socio-economic need, you will not be in good standing in the scoring. He is concerned that the “need” base determined by the applicant community may be different than Metro Council’s “need” base.

Hargis stated that equity criteria scoring is meant to be differentiating, not qualifying.

Sanger asked for clarification on timing of policies, it appears that communities would need to change their policies every year in order to be considered. She also stated that the criteria seems to be focused on new construction, rather than existing affordable housing. Stark explained that the housing measure is not new to the Regional Solicitation.

Drotning asked how to achieve geographic balance as part of this process. If geographic equity is important then it would be fair to balance it with socio-economic equity. Look stated that the assumption is that communities are out of balance. Comprehensive plans already require providing a certain amount of affordable housing. He is concerned that the equity scoring may sway one close-scoring project over another. This equity criteria is not federally required, but many MPOs across the country are using it. Hargis directed the committee to provide their comments to Elaine Koutsoukos, who will forward to the PMT.

5. Legislative Update

Metropolitan Council Director of Government Affairs Judd Schetnan presented an update of the 2014 Legislative Session.

V. Consent Items

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Sanger asked that Item 2014-39 be moved from the consent list to the first action item. Motion by Drotning, seconded by Stark and passed, to approve the following consent items.

1. Approval of the Minutes from May 21, 2014.

2. 2014-40: Scope Change Request – Hopkins Mainstreet Improvements

Motion: That the TAB Recommend approval of the request to modify the scope of SP#132-030-003 and to add work elements to the initial HSIP project. The total project cost increases to \$4,096,000 with Federal HSIP funds of \$660,960 and \$3,435,040 local funds in 2015.

3. 2014-45: 2014-2017 TIP Amendment Streamlined – TH 169

Motion: That the TAB adopt the amendment to the 2014-2017 TIP to modify the scope and budget for the US 169 reconstruction/overlay project from MN 282 to MN 21 in Jordan in 2015 (SP#7008-100).

VI. Action Items

1. 2014-39: Scope Change Request – Hwy 61 and Hwy 97 Reconstruction and Roundabout

Bursaw presented this item. Sanger noted possible safety problems with bicycle trails crossing roads that have two lanes in one direction, and does not agree with the improved claim of safety in this project removing the grade separated crossing. She suggested future discussions about a metro-wide solution for safety, and R/W rules for crossings over a two lane in one direction roads.

Motion by Butcher, seconded by Drotning that the Transportation Advisory Board recommend approval of the request to modify the scope and project cost for Hwy 61 and Hwy 97 project - #SP 8206-45 to eliminate one grade-separated pedestrian crossing and add various pedestrian facilities.

Motion passed.

2. 2014-34: 2017 STP and CMAQ TSM Recommendation

Bursaw presented this item. Lilligren noted the cooperation and partnering between Metro Transit and TAB members to discuss transit improvements along Chicago Avenue, and equity in transportation investments. Motion by Hovland, seconded by Swanson that the Transportation Advisory Board approve the inclusion of 2017 STP and roadway system management CMAQ funds in the next full Regional Solicitation, which is expected to be released in Fall 2014.

Motion passed.

3. 2014-38: Adoption of the Draft 2015-2018 Transportation Improvement Program (TIP) for the Purpose of Public Comment

Bursaw presented this item and Metropolitan Transportation Services Senior Planner Heidi Schallberg gave a brief presentation about the TIP.

Motion by Hovland, seconded by Stark that the Transportation Advisory Board adopt the draft 2015-2018 Transportation Improvement Program (TIP) for the purpose of a public comment period.

Motion passed.

4. 2014-41: 2014-2017 TIP Amendment – I-94 westbound exit ramp to 5th St S in Minneapolis

Bursaw presented this item.

Motion by Lilligren, seconded by Duininck that the Transportation Advisory Board adopt an amendment to the 2014-2017 TIP to add the I-94 westbound exit ramp to 5th St S project in 2015 (SP#2781-462) with \$6,790,000 in TED funds and \$3,000,000 in local funds for a total cost of \$9,790,000.

Motion passed.

5. 2014-36: 2030 TPP Amendment for Interstate 694 and 494 Improvement Projects

Bursaw and Metropolitan Transportation Services Planning Analyst Mary Karlsson presented this item. Hovland stated that these projects are long overdue to complete 6-lane general purpose lanes around the beltway. In answer to a question by Sanger, staff replied that this amendment does not preclude future

MnPass Lanes. Fawley noted that Metro Council staff initially had reservations about these changes; Karlsson, Duinick and Bursaw responded that the CoC program was under short deadlines and projects needed to be selected quickly. MnDOT has since received TAB correspondence requesting an opportunity to input in future criteria selection and process for future CoC programs. Van Hattum noted that it may be unlikely that localities will accept MnPass lanes in the future once the lanes have already been general purpose.

Motion by Look, seconded by Swanson, that the Transportation Advisory Board recommend release of a proposed amendment to the 2030 Transportation Policy Plan (adopted November 2010, last amended April 2014) to add the I-694 project and funding, and modify the project scope and add funding for the I-494 project for the purpose of receiving public comment and holding a public hearing.

Motion passed

6. 2014-42: 2014-2017 TIP Amendment – I-494 in Plymouth Between I-394 and I-94

Bursaw presented this item.

Motion by Hovland, seconded by Drotning that the Transportation Advisory Board adopt an amendment to the 2014-2017 TIP to modify the project scope and budget for I-494 in Plymouth between I-394 and I-94 (SP#2785-330) in 2015 for the purpose of release for a public comment period. The total project cost is \$86,030,000, and the project scope includes a general purpose lane between Hwy 55 and I-94/I-694, an auxiliary lane between Hwy 55 and Co rd 6, an auxiliary lane from I-394 to Carlson Pkwy, bridge replacements, pavement resurfacing and reconstruction, lighting, signal revisions.

Motion passed.

7. 2014-37: Recommend Draft 2040 Transportation Policy Plan for Public Comment

Metropolitan Transportation Services Dep. Dir. Planning & Finance Amy Vennewitz gave a presentation highlighting the key changes between the 2030 to 2040 TPP, and Bursaw presented and summarized the comments forwarded from TAC. The comments from TAC included comments that reached a consensus and comments that did not reach consensus at TAC.

TAB discussed the process undertaken to review the Draft 2040 TPP and requested that the Council delay the release of the document for public review and comment to allow for additional review by TAB and TAC. Vennewitz responded that the request could be made as a comment by the TAB, the schedule is under the control of the Transportation Committee and Metro Council. Given the time needed for a thorough public review and comment period this August-September, subsequent document revision in response to the public comment and final adoption by the end of the year, any delay in TAB's review would result in the document not meeting the end of the year adoption by the full Council. Historically, the TAB has continued to review the document during the public comment period with the option of submitting additional consensus comments from TAB. Staff will provide a response to the TAB consensus comments at the July meeting and will continue to be available for additional presentations on the draft for public review.

Individuals and entities can still comment on the TPP although the comments that have consensus from TAB have historically carried more weight.

Miron shared comments from Washington County with the TAB.

Motion by Miron, seconded by Drotning to recommend the Draft 2040 Transportation Policy Plan for release for public comment with the request that the council address the attached consensus comments in the draft prior to release and request that the review schedule be extended for address the balance of the additional comments.

Swanson asked for an additional comment that the federal area should conform to federal requirements, but this comment was not accepted.

Motion passed

VII. Other Business and Items of TAB Members

None.

VIII. Adjournment Business completed, the meeting adjourned at 3:25 p.m.