

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

Wednesday, April 20, 2016  
Metropolitan Council Chambers, 390 North Robert St., St. Paul

MEMBERS PRESENT:	Hovland, James, Chair	Hamann-Roland, Mary	McGuire, Mary Jo
Bigham, Karla	d'Almeida, Anani	Callison, Jan	Reich, Kevin
Van Hattum, David	Look, Matt	Maluchnik, Randy	Sandahl, Suzanne
Sanger, Sue	Goins, William	Ulrich, Jon	Rodriguez, Katie
Fawley, Ethan	Anderson, Doug	Petryk, Becky	Wosje, Jeff
Thornton, David	McBride, Scott	Gaylord, Kathleen	Laufenburger, Denny
Parsons, Rolf	Swanson, Dick	Hansen, Gary	Crimmins, Carl
Miranda, Suyapa	Tolbert, Chris	Lunde, Jeffrey	Tabke, Brad
ABSENT:	Dugan, Peter	McKnight, Kenya	Staples, Jamez
LIAISON/STAFF PRESENT:	Elaine Koutsoukos, TAB Coordinator		

**I. CALL TO ORDER**

A quorum was present when Chair Hovland called the regular meeting of the Transportation Advisory Board to order at 12:35 p.m. on Wednesday, April 20, 2016.

**II. ADOPTION OF THE AGENDA**

Motion by McGuire, seconded by Laufenburger to adopt the April 20 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**

Hovland reported that the TAB Executive Committee met today prior to the TAB meeting and discussed the proposed Bylaws, an A Line Tour, and the TAC items on today's agenda. MTS Deputy Director Planning & Finance Amy Vennewitz presented on the potential Federal Funds Reallocation between 2016 and 2019. The TAB Executive Committee appointed First Vice Chair Mary Hamann-Roland and Second Vice Chair Denny Laufenburger.

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

MnDOT: McBride – reported that MnDOT submitted their FAST Lane proposals to FHWA last Thursday. The proposals include: 1) Twin Ports Interchange in Duluth, 2) grade separation in Morehead, and 3) I-35W North MnPASS – Highway 36 to Hwy 10. The FAST Lane program is similar to the TIGER program. There is about \$800M in the program; to be eligible you must have a total project cost greater than \$100M; a FAST Lane grant can cover up to 60 percent. Awards are expected to be announced sometime this summer. In answer to a question from VanHattam, McBride stated that the MnDOT did not apply for money from FAST Lane to be used for transit projects.

MPCA: Thornton – reported that last week's air pollution alert was the second time that this type of alert was announced on MnDOT message boards on the freeways. The pollution was from Kansas agricultural burning. Air pollution is not always caused by autos and trucks.

MAC: Crimmins – reported that the MAC approved the Lake Elmo Airport Long Term Comprehensive Plan (LTCP). The plan will now proceed to the Metro Council for action. Construction on the hotel (Hotel Intercontinental) at the airport will begin this summer. Another solar panel array is going up in the parking ramp at Terminal 2 which should be complete by fall.

Bridget Rief, MAC, addressed the TAB to answer questions about construction projects, the long lines at the security checkpoints at Terminal 1, and information available on the MAC website.

Metropolitan Council: Rodriguez – reported the Metro Council recently released development figures along the Green Line; it has climbed to \$4.2B, up from \$3.2B last fall. This brings the total development figures for all of the LRT lines (existing and in development) to \$5B.

Chair Hovland introduced new TAB member Jeffrey Lunde - Mayor Brooklyn Park who said a few words about himself and his interest in serving on the TAB.

### **3. TAB Bylaws Task Force**

Draft changes to the TAB Bylaws were included in the April 20 meeting packet. Mary Hamann-Roland reported the TAB Bylaws Committee met on March 21. Discussion included parity, equity and inclusion of more people/alternates for categories of membership. Hovland reminded the TAB that this is a first reading of the changes to the bylaws and there is time to review and discuss before adopting the bylaws.

### **4. Technical Advisory Committee**

TAC Chair Steve Albrecht reported on the following:

Federal Fund Exchange (Defederalization) Update. The new name for this item will be “Federal Fund Exchange Program”. As directed, Funding and Programming reached out to organizations (with only a few responses) for information about how the DBE requirements could change with defederalization, among other things. Hennepin County and City of Minneapolis are the most notable for encouraging local DBEs. Other organizations that responded do not have anything in place for local DBEs. Defederalization is not meant to be a mechanism to “skirt” federal rules, it is to help deliver projects. MnDOT also gave insight and the TAC discussed. The TAB has the final approval whether to allow defederalization of a project. There have been two projects to date that have requested defederalization. The proposed policy on defederalization will come before the TAB as an information item in May.

## **V. CONSENT ITEMS**

Motion by Callison, seconded by Maluchnik and carried to approve the consent items below:

Approval of the Minutes from March 16, 2016.

## **VI. ACTION ITEMS**

1. 2015-26: Roadway Functional Classification Map for the Seven-County Twin Cities Region  
Albrecht presented this item and explained that the item is administrative in nature and is to adopt the map showing current roadway functional classifications so that it is available for reference for the next Regional Solicitation as applications are being prepared.

Motion by Bigham, seconded by Hamann-Roland:

That the Transportation Advisory Board adopt the Roadway Functional Classification Map for the Seven-County Twin Cities Region.

Motion passed.

2. 2016-27: Intelligent Transportation Systems (ITS) Architecture Resolution 2016-9

Albrecht presented this item. There were no questions from committee members.

Motion by Gaylord, seconded by Maluchnik:

That the Transportation Advisory Board recommend to the Metropolitan Council the adoption of the statewide ITS architecture through the attached Resolution 2016-9.

Motion passed.

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3. 2016-28: Scope Change Request for City of St. Louis Park-Beltline Boulevard LRT Station Park-and-Ride Structure

Albrecht presented this item with the proposed recommendation from the TAC. As background, Albrecht explained that St. Louis Park received the maximum funding (\$7M-now inflated) in the 2014 Regional Solicitation. All P&R's were directed by Metro Council SWLRT Project Office to cut back the scale in order to lower the SWLRT budget. The city is the applicant – Metro Transit will operate; the project is allowing for TOD. The City is proposing a different reduction to their local match. Three options were considered by the TAC, as noted in the action item.

St. Louis Park Principal Planner Meg McMonigal and City Community Development Director Kevin Locke presented on behalf of the City of St. Louis Park.

Some TAB comments/discussion are as follows:

Look – clarify if the project is independent from the SWLRT project. It is a city project, but the project wouldn't be happening without SWLRT. It appears that the cuts made to reduce SWLRT budget have been shifted to the locals to arrive at the \$1.79B cost for SWLRT. Hesitant to make a decision not knowing when/if the SWLRT will be funded by the legislature. Would like to postpone action until the decision about SWLRT is made, and discourages cutting the P&R back because of future needs and increased construction costs in the future.

Sanger: Reiterated that all P&R's were directed by Metro Council SWLRT Project Office to cut back the scale. This is a regional project. Asked how much burden the city should take for regional project (local match 20% vs 32%). Agreed that a larger P&R would be good, but the financial resources are not there right now.

Hovland: What is the timing, can approval wait until a decision is made by the end of May by the legislature whether to fund SWLRT? McMonigal/Locke: There is a long lead time for construction. Want to be ready from day one of SWLRT operations, also need to know for budgeting purposes and to help in finding developers for the site. The P&R won't be built if there is no SWLRT.

Callison: TAB is putting city in a bad position and setting precedent. Cities may not be willing to partner in the future.

Look: Anoka had a similar situation. This would be setting a precedent if the TAB deviates from TAC recommendation.

Members: TAB has the final approval, based on circumstances of individual projects.

Lunde: Asked for clarification about past practices. Precedence does matter and actions taken today could be considered by cities in the future as new lines are considered.

McBride: TAC has made a good recommendation. SLP has made a good recommendation – torn between the two.

Motion by Look, seconded by Hansen to approve the TAC recommendation contingent on SWLRT moving forward:

That the Transportation Advisory Board approve the scope change request with a CMAQ funding reduction from \$7,560,000 to \$5,470,610.

An amendment to the motion was made by Callison to accept the City of St. Louis Park's recommendation, seconded by Sandahl:

*That the Transportation Advisory Board approve the scope change request with a CMAQ funding reduction from \$7,560,000 to \$6,541,453,054.*

Members voted to accept the amendment.

A vote was taken on the amended motion. The amended motion (*in italics above*) passed.

#### 4. 2016-29: 2017-2020 TIP Development Schedule

Albrecht presented this item. There were no questions from committee members.

Motion by Hamann-Roland, seconded by Parsons:

That the Transportation Advisory Board adopt the proposed implementation schedule for the 2017-2020 Transportation Improvement Program (TIP).

Motion passed.

### VII. INFORMATION AND DISCUSSION ITEMS

#### 1. FAST Act

Serge Phillips – MnDOT presented this item. Information was provided in the TAB materials packet and includes a review of the highway funding, highway programs, new freight provisions, mass transit, and new passenger rail information.

#### 2. Allocation of 2017 and 2018 Federal Funds

Due to time constraints, Metropolitan Transportation Services Deputy Director Planning & Finance Amy Vennewitz shared this information with the TAB members and volunteered to return to a future TAB meeting for comments/questions if desired by TAB. The information is also linked to the TAB agenda on the Metro Council website.

#### 3. Legislative Update

Metropolitan Council Government Affairs Director Judd Schetnan presented this item. He reported on the session so far pertaining to the proposed Transportation Bill and the Bonding Bill. The tax bill being brought forward will inform the transportation and the bonding bills.

The governor's supplemental budget proposal for transit funding includes a ½ cent transit dedicated sales tax. In answer to McGuire about who will receive the ½ cent sales tax, Schetnan replied that this proposal has the money going to Metro Council to fund bus and transitways.

Schetnan also stated that the Senate bill proposes ¾ cent sales tax, with ¼ cent going to the counties for road investments, etc. and ½ cent going to the Metro Council & CTIB (91.5 percent to Council and 8.5 percent to CTIB).

Hovland asked whether the Metro Council has a position on metro governance. Schetnan replied that the governor has opposed elected councilmembers as it may be a conflict of interest - perceived or not - and lose the regional perspective. The governor hasn't weighed in on staggered terms or expanding nominations committee positions. The governor's priority right now is passing a funding bill.

Pahoua Hoffman and Sean Kershaw from the Citizens League presented on the Citizens League recommendations to the Governor pertaining to Metro Council reforms.

#### 4. A Line Bus Rapid Transit

Metro Transit Project Manager BRT/Small Starts Katie Roth presented on the status of the A Line BRT. The opening of the line is scheduled for June 11, with a ribbon cutting at approximately 10:00. Plans are still being finalized. More information will be available at the May TAB meeting, which may include a tour of the A Line BRT.

### VIII. OTHER BUSINESS AND ITEMS OF TAB MEMBERS

Randy Maluchnik shared information with the TAB regarding a possible reorganization of the Metropolitan Transportation Division of Metro Council. He requested from Rodriguez that the TAB receive information regarding this subject.

### IX. ADJOURNMENT - Business completed, the meeting adjourned at 3:10 p.m.