

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

Wednesday, October 18, 2017
Metropolitan Council Chambers, 390 Robert St. North, St. Paul

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

I. CALL TO ORDER

A quorum was present Chair Hovland called the regular meeting of the Transportation Advisory Board to order at 12:06 p.m. on Wednesday, October 18, 2017.

II. ADOPTION OF THE AGENDA

A motion was made by Gaylord, seconded by Hamann-Roland, to adopt the agenda. Motion carried.

III. PUBLIC FORUM

Invitation to the public to address the Board about any issue not on the agenda. There was no one in the audience who wished to speak on items not on the agenda.

IV. REPORTS

1. TAB Chair's Report

Hovland invited participation in TAB Executive Committee, and reminded the board members to express their interest by the end of December as selections will be made in January.

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

MnDOT: Scott McBride reported: Nothing today

MPCA: David Thornton responded to a request for an update on the Volkswagen settlement. The trust effective date began on October 3, when the court, plaintiff and Volkswagen agreed to final language on the settlement and filed the final documents with the court. This filing set off a 60-day clock for the state to file with trustees and court to be a beneficiary. The paperwork is now in process, and the necessary signatures from the state are being requested. Once signed, discussions will commence on how to spend the funds. Thornton said he expects to have an open and transparent process to solicit input on categories to distribute the money. The first RFPs are expected to be released in late winter; input could be solicited at an upcoming TAB Committee meeting.

Chair Hovland noted there is another charging station going into Duluth; 2-3 private companies are now getting into the electric car charging business. Today you can drive up the North Shore, and use fast charge stations (stations that charge cars in less than 30 minutes). Volkswagen is establishing charging stations around the country as a part of the settlement. Sanger noted that in her community, she is making a recommendation to the St. Louis Park city council as a condition of approval of building apartments or hotels to install Charging Stations; Thornton noted this is a requirement in California.

MAC: Carl Crimmins reported that bids for the last half of the concession spaces were completed in September, but construction will be held off until after the Super Bowl; there will be a number of new restaurants. Construction will be completed by the end of 2019.

2023 World Expo: The Chair asked Goins for an update on the World's Fair. He reported that on November 15th, the Bureau of Expositions will award either Argentina, Poland, or the US as the site for the 2023 event. He noted that if Minnesota receives the bid, this will have a significantly positive impact on our market concerning building of infrastructure and attracting a large number of visitors. Goins also noted that the theme of the event, *Health and Wellness*, plays to our market's strengths as the international leader in medical device, our strong network of hospitals and the world-renowned health clinics, i.e., Mayo Clinic. The site selected for the event is the Kelley Farm acreage in Bloomington. Goins said the proposal team feels some momentum, but is not underestimating the competition.

Metropolitan Council: Katie Rodriguez reported that the terms for citizen members for Districts A-D and the modal members end in December 2017. The Council announcement will go out October 30; applications are due November 27; and, interviews will be held December 1 – 19, with the new terms starting January 2018. Alternates will also be appointed for modal representatives. Metro Transit's application received an award for innovation; usage has grown 30% each month. A Congestion Management Advisory Group has been established.

3. TAB Bylaws Task Force

Hamann-Roland offered the first reading of the changes to the bylaws. Hamman-Roland characterized the changes as clean up to the language, bringing the bylaws in alignment with current statutes, current practices, and consistent language of the document. One change highlighted was Article 6, which recommends one additional member be added to the Executive Committee to represent citizens and/or the modal and remaining agency board members. This brings the Executive Committee to a total of 10 members.

Discussion: Chair Hovland noted that this is a two-stage process; the minutes will be presented at the November meeting for adoption.

Ulrich called out a change (page one) that eliminates a reference to the statute creating Transportation Advisory Board (1974) (Metropolitan Reorganization Act of 1974). Further discussion ensued re: the importance of keeping this in the bylaws as a historical reference versus revising it to align with current statutes. Ulrich recommended retaining the reference. Callison also recommended some language changes to that revision. Chair Hovland recommended that this issue be returned to staff for further legal counsel and addressed in the second reading.

Sanger called out a reference on page two to "Association of Metropolitan Municipalities" versus Metropolitan Cities. Hamman-Roland explained that the reference aligns with the legal name of the organization change— page 2, subdivision 7: Metro Cities – legal name statute doesn't exist,

that's why it is being taken out. Anderson also referred this issue to the legal staff for further advisement.

Hanson questioned the elimination of language on page 6 regarding the recognition of a quorum. Hamann-Roland noted that the change was made to align Robert's Rules of Order. Bigham explained that in the state legislature, this is "the call of the house", and it must be called out to stop the business of the day, otherwise a quorum will be assumed. The acceptance of the first reading was moved by Laufenberg; Fawley seconded. The motion passed.

4. Technical Advisory Committee Meeting Report

TAC Chair Steve Albrecht reported he has nothing to add other than what is on the agenda at TAB today.

V. CONSENT ITEMS

Motion by Hamann-Roland, seconded by Anderson, and carried to approve the minutes of the September 20, 2017 regular meeting of the Transportation Advisory Committee.

VI. ACTION ITEMS

1. 2017-25: Streamlined TIP Amendment: I-35W and I-494 projects, MnDOT
Albrecht presented one streamlined amendment, reminding members that these are not controversial and need to be included in the TIPP as they not funded with regional solicitation dollars. The requested amendment to the 2018-2021 TIP increases the cost of a traffic management system project on I-35W (SP # 8825-6134) and to amend a project on I-494 to replace a cable median barrier with a concrete median barrier (SP #2785-423).

Discussion: Anderson noted one typo on page 3, replace "fending" with the word "fencing". It was moved by Anderson, and seconded by McBride, to accept the amendment. Motion carried.

VII. INFORMATION AND DISCUSSTION ITEMS

1. **Regional Solicitations – Transit, Trails, Risk Assessment, Equity Measures.**
Barbeau presented final informational items on regional solicitation. Some of the issues brought up by TAB at recent meetings.

Two-to-three Lane Conversions: Clarification of whether two- to three-lane conversions are considered an expansion or reconstruction/modernization. Barbeau noted the distinction with the example of a roadway project with a single lane going in each direction and adding a turn lane is a reconstruction/ modernization project, changes being made primarily to address safety issues. It does not add through-lane capacity, but only reconstructs or modernizes. However, a two-lane expansion with two lanes in each direction, plus a third through-lane, is considered an expansion; and, eligible in the expansion category.

Discussion: Van Hattum expressed concern for pedestrians across wide, multi-lane intersections. And Sandahl questioned whether the conversion a four-lane to a three-lane and the addition of bicycle lane is a modernization as it reduces capacity of the through-lane.

Barbeau also addressed interest about whether the solicitation could address autonomous vehicles. He reported that TAC felt very strongly that this be considered in the 2020 cycle, not in 2018. Discussion ensued about the potential need to address the impact of autonomous vehicles in approving new Park & Ride facilities to ensure that they are not overbuilt.

Advancing CMSP IV Projects – Barbeau reported on feedback from TAC about how can TAB help get more projects funded. TAC agrees that reconstruction/modernization application could include CMSP projects in a measure under Regional Significance. TAC preferred not to set

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aside funds from the Regional Solicitation for CMSP project due to the amount of funds set-aside already.

Multiuse Trails and bicycle facilities – Barbeau reported that at the last TAC meeting TAB asked about whether clearing snow on multi-use trails should be included/considered in the application process. Discussion: Significant discussion ensued about balancing the use of resources and prioritizing the maintenance of trails; protecting snow pack on trails used for snowshoeing, snowmobiling and other winter activities; and whether trail maintenance should be a requirement or just awarded points in the application process.

A general consensus was reached by TAB that points be used to evaluate applicants in the near-term, with a consideration of making it a requirement in the future that the applicant is responsible to ensure the trails are maintained. Leave scoring in, score a range, versus 0 or 50. This issue will go back to Funding & Programming and TAC to develop the appropriate language. Barbeau will bring back recommended language to TAB next month.

Transit: Barbeau reported that there a question concerning specific geographic areas have an unfair advantage concerning expanding transit routes. Specifically, the question before TAB is whether a policy needs to be put in place to create more of a balanced approach to transit expansion?

Discussion: While there was sympathy by Committee members concerning the situation, suburban routes are getting funded, and there was no support to create a policy to balance the award of new transit routes. TAB requested information on the projects selected in the previous solicitations. Barbeau said he would bring further details on this issue next month.

An additional issue from the Transit Work Group was whether transit maintenance and support facilities/garages be removed from eligibility in the Reconstruction/Modernization application. Barbeau reported that no recommendations had been made by TAC. TAB agreed that facilities/garages should not be removed from eligibility.

TAB members felt strongly about criteria to put emphasis on faster travel times, reliability improvements, and decreasing emissions.

Risk Assessment: Barbeau reported that the Risk Assessment work group recommended focusing on four risk assessment elements in order to increase differentiation between projects and avoid a duplication of efforts to prevent redundancy. The four items include:

- Inclusion of a layout or preliminary plan
- Review of Section 106 Historic Resources
- Consolidation into a simpler scoring system for right-of-way
- Simplified scoring system on railroad involvement.

In addition, the work group also recommended adding a requirement that the applicant attach a commitment from the governing body to cover the non-federal project costs for the entire local match, if funding is not received from other sources.

Equity: Barbeau reported that the Equity Work Group would like to see a change in the equity language. They questioned how to do you achieve equity if the project is not run by the community members affected? Therefore, the work group added a community engagement measure and a measure that requires the applicant address how the negative impacts will be mitigated and improved.

Chair Hovland noted that a reporter at the Star Tribune interested in the role of equity in the last solicitations, and whether equity scoring is making any difference. Koutsoukos will send the information provided to the reporter to the TAB members.

2. MnPASS III Study
Brad Larsen, MnDOT, presented information on the MnPASS III Study.
3. UPWP Revisions
Connie Kozlak, MTS, presented comments from FHWA that resulted in some substantive changes to the narrative portions of the document. The budget information remained the same. There will be several more changes implemented in the 2019 UPWP based on FHWA feedback.
4. TPP Update – Aviation
Due to time constraints, this item was deferred.
5. TPP Update – Transit
Cole Hiniker, MTS, presented information on transit in the TPP. Hollinshead noted that at the August TAB meeting it was agreed that the Board would spend an hour on this discussion. After further discussion, Hamann-Roland announced that an additional Transit discussion/workshop would be held just prior to the next TAB meeting, November 15, 11:30 am – 12:30 pm, and the next TAB meeting would be scheduled from 12:30 – 2:30pm.
6. TPP Update – Overview TPP Challenges and Opportunities
Due to time constraints, this item was deferred.

VIII. OTHER BUSINESS AND ITEMS OF TAB MEMBERS

There was no other business.

IX. ADJOURNMENT

Business completed, the meeting adjourned at 3:00 p.m.

Sayre Darling
Recording Secretary