

Minutes of the

REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD (TAB)

Wednesday, March 21, 2018

Metropolitan Council Chambers, 390 Robert Street North, Saint Paul

Committee Members Present:

MEMBERS PRESENT:	Hovland, James, Chair	Petryk, Becky	Hamann-Roland, Mary
	Parsons, Rolf	Wosje, Jeff	Crimmins, Carl
	Villella, Sam	Ulrich, Jon	Reich, Kevin
	Callison, Jan	Look, Matt	Swanson, Dick
	Dugan, Peter	Hollinshead, Mathews	Giuliani Stephens, Mary
	Gorecki, Bruce	Christensen, Carrie	Gaylord, Kathleen
	Karwoski, Stan	Goins, William	McBride, Scott
	Rodriguez, Katie	Tabke, Brad	
ABSENT:	Maluchnik, Randy	Thornton, David	Hansen, Gary
	Laufenburger, Denny	Fawley, Ethan	
Liaison/Staff Present:	Koutsoukos, Elaine TAB Coordinator	Freese, Lisa TAC Chair	Thompson, Nick MTS Director

I. CALL TO ORDER

A quorum being present, Committee Chair Hovland called the regular meeting of the Transportation Advisory Board to order at 12:32 p.m. on Wednesday, March 21, 2018.

II. ADOPTION OF THE AGENDA

It was moved by Hamann-Roland, seconded by Look, to approve the amended agenda of the March 21, 2018, regular meeting of the Transportation Advisory Board. **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 shared two documents related to bills before the Minnesota State Legislature, one related to bill proposals from Metro Cities regarding the Metropolitan Council governance, and one related to adding interstate highway projects to the regional solicitation. Look shared that the positions held are listed on metrogovernance.com. Hovland asked for the documents to be made public.

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

MnDOT, Scott McBride:

McBride reported that the Corridors of Commerce program is not in front of the Minnesota State Legislature yet but it will be soon. Many projects overlapped but MnDOT is scoring all of them separately. There were about 89 projects submitted for the Metro area, 150 projects statewide. Rodriguez

asked about the bills introduced to describe funding splits between Greater Minnesota and the Metro. McBride responded that geographic balance was the only specification the Minnesota State Legislature described and after the public comment period MnDOT decided to maintain a soft 50/50 split. Goins asked if the Corridors of Commerce was established as an economic tool. McBride answered that economic development, return on investment, freight investment, etc. are all components. McBride stated that the Corridors of Commerce program was created to address more expansion-type needs to the system. Hovland asked the timeframe that the \$400 million is to be spent within. McBride answered that the \$400 million designated are to be spent over a four-year period. Hovland asked if the \$400 million will be allocated all at once or if there will be multiple solicitations for projects. McBride said the totality of the \$400 million will be allocated at once. McBride said there is a restriction that the money cannot be put towards any projects that are already being planned, thus a lot of projects selected will probably be executed towards the end of the four-year period to allow for environmental studies, etc.

MPCA had no representative present to report.

MAC, Carl Crimmins:

Crimmins reported that 60,000 people went through the airport in the 24-hour period after the Super Bowl. The previous record high was 47,000 people. Spring break will see another spike in airport traffic. Construction is now picking up that the Super Bowl is done, expect 6 months of construction. The MSP airport was voted best airport in North America for its size category the second year in a row, three concessions won best in category.

Metropolitan Council, Katie Rodriguez:

Rodriguez reported that last Thursday was Transit Driver Appreciation Day. Yesterday, ground was broken on the C Line. The Shared Mobility Collaborative is having its third meeting, and the preemption/Lyft bill before the Minnesota State Legislature is one of the topics being discussed. The Minnesota Governor announced a 15-member advisory council on autonomous vehicles and there are five citizen openings, applications can be submitted through the Secretary of State's website.

3. Technical Advisory Committee Meeting Report

Freese reported that two TAC members were appointed by Metro Cities: Anne Kane from White Bear Lake, and Ken Ashfeld from Maple Grove. The Scope Change Work group met last week and Joe Barbeau can provide a report if desired.

V. CONSENT ITEMS

1. Approval of Minutes from February 21, 2018

It was moved by Hamann-Roland, seconded by Reich, to approve the minutes of the February 21, 2018, regular meeting of the Transportation Advisory Board. **Motion carried.**

VI. ACTION ITEMS

1. 2018-22 Scope Change: North Loop Pedestrian Project, Minneapolis

TAC Chair Lisa Freese presented this item. Reich commented that it was essentially the same project, simply more of it done with the City's dollars.

It was moved by Reich, seconded by Crimmins, that:

The Transportation Advisory Board approve a scope change request for the City of Minneapolis's North Loop Improvements Project (SP # 141-030-042) to eliminate seven pedestrian curb ramps and a pedestrian median. **Motion carried.**

2. 2018-23 Scope Change: TH13/CSAH21 Intersection Project, Scott County

TAC Chair Lisa Freese presented this item. Ulrich shared that this was a very public process and the community desired to achieve the same project result with roundabouts instead of traditional intersections.

It was moved by Ulrich, seconded by Wosje, that:

The Transportation Advisory Board approve a scope change request for Scott County's CSAH 21/TH 31 Intersection Project (SP # 070-621-032) to adjust the project limits, change two signals to roundabouts, and adjust intersection access. **Motion carried.**

VII. INFORMATION AND DISCUSSION ITEMS

1. Project Deferrals 2019-3030

TAB Coordinator Elaine Koutsoukos presented this item. There were no questions or comments from Council members.

2. 2019-2022 TIP Development Schedule

Metropolitan Transportation Services Senior Planner Joe Barbeau presented this item. There were no questions or comments from Council members.

3. Transportation Policy Plan (TPP) Update: Overview and Investments Summaries

Communications Manager Michelle Fure, Highway Planning and TAB/TAC Process Manager Steve Peterson, and Finance and Planning Deputy Director Amy Vennewitz presented this item.

Ulrich commented that in Scott County it was discovered that there are 6,000 homes that have wheelage taxes collected but going to another county, which amounts to around \$1 million over 10 years. Ulrich advised his fellow committee members to investigate in their own counties to ensure this is not happening elsewhere.

Staples asked if it has been taken into consideration that as movement towards electric vehicles continues, the gas tax will not be the same source of funding that is currently. Fure answered that this topic has been discussed and flagged as an item to continue to review. McBride said that MnDOT has been involved in national conversations about the future of the gas tax and revenue collection. McBride said that while historically the gas tax grew at a rate faster than inflation, now the gas tax grows less than the cost of inflation, making it a flat source of revenue. Goins said that advanced technology used by FedEx, etc. played a big role in identifying the suspect of the Austin bombings and freight technology will continue to play a role in safeguarding transportation systems in the future.

Metropolitan Transportation Services Finance and Planning Deputy Director Amy Vennewitz said revenue estimates are from MnDOT (and thus the Department of Revenue) and these estimates are based on past history, not future possibilities. Vennewitz also noted that the flat or decreasing gas tax is offset by the motor vehicle registration tax which increases by about 2% a year. Villella, Look, Hollinshead, and Crimmins briefly commented on the gas tax and the cost of electric vehicles. Look and McGuire complemented Steve Peterson and the team for their work on the TPP.

Staples expressed his concern for the D Line being shown as partially funded. Vennewitz said the one source of funding it has is through the Regional Solicitation but that does not fully fund it, so there is a bonding request before the Minnesota State Legislature for the rest of the funding. Staples asked why the C Line was fully funded and selected before the D Line. Vennewitz said both C and D lines were identified as priorities but staff at Metro Transit would have to share further. Staples requested that staff look into how C Line was chosen over the D Line even though there is higher ridership on the D Line. Vennewitz said the D Line is the longest corridor and double the cost of the other BRTs, thus why getting it funded is more difficult. Metropolitan Transportation Services Director Nick Thompson shared that the C Line and D Line both received funding through the Regional Solicitation, but in the case of the D Line, that is the only source of funding for the D Line so far. Thompson said they are seeking other funding to close the \$35 million gap to get the D Line fully funded. Hovland clarified a concern from Staples that the map should identify the partially funded lines as planned projects as well so that the partially funded projects get fully funded before the unfunded planned projects move forward. Karwoski mentioned that TAB should be careful not to interfere with the order of projects if the titles are adjusted. Vennewitz stated that they will work on changing the titles to reflect the messages more accurately. Hollinshead requested the vocabulary clarified before next month when TAB is asked to release the TPP for public comment. Vennewitz stated that most of the revenues are not under the control of the Council, so this is seeking feedback from partners on the direction of funding. Staples commented that the C Line has 4,000 riders a day increased to 5,600 riders and the D Line has 15,000 riders a day. Karwoski thinks route tweaks and marketing could help to increase ridership on the current routes. Foster asked what “regular fare increases” means as far as timelines are concerned. Vennewitz said they have assumed 10% increases every four years, the Council is studying fare policy and identifying how often fare increases should occur. Hollinshead asked how that 2.5% a year compares to inflation. Vennewitz said cost inflation in the current plan is 3% and the MVST revenue growth is 3.4%. Hollinshead said the next 10-15 years will see a demographic bulge in individuals retiring, moving onto a fixed budget due to age and requiring need-based fares, he requested that we investigate age-based fares for those who cannot afford the 10% increase every four years. Dugan stated his appreciation for the plain language of the TPP Overview. Hovland asked what the TPP timeline is for the release for public comment. Vennewitz said TAB acts in April and then staff waits for the Corridors of Commerce results to then incorporate into the TPP.

VIII. OTHER BUSINESS AND ITEMS OF TAB MEMBERS

IX. ADJOURNMENT

Business completed, the meeting adjourned at 2:42 p.m.

Jenna Ernst
Recording Secretary