

Minutes of the

REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD (TAB)

Wednesday, February 21, 2018

Metropolitan Council Chambers, 390 Robert Street North, Saint Paul

Committee Members Present:

MEMBERS PRESENT:	Hovland, James, Chair	Laufenburger, Denny	Hamann-Roland, Mary
Parsons, Rolf	Wosje, Jeff	Maluchnik, Randy	Sandahl, Suzanne
Villella, Sam	Ulrich, Jon	Reich, Kevin	Tolbert, Chris
Callison, Jan	Look, Matt	Swanson, Dick	Staples, Jamez
Dugan, Peter	Hollinshead, Mathews	Hansen, Gary	Foster, Amity
Gorecki, Bruce	Christensen, Carrie	Gaylord, Kathleen	McGuire, Mary Jo
Karwoski, Stan	Fawley, Ethan (Privratsky, Matt)	Thornton, David (Biewen, Todd)	Anderson, Doug (Huebsch, Timothy)
Rodriguez, Katie (Elkins, Steve)			
ABSENT:	McBride, Scott	Goins, William	Tabke, Brad
	Petryk, Becky	Crimmins, Carl	Giuliani Stephens, Mary
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 12:35 p.m. on Wednesday, February 21, 2018.

II. ADOPTION OF THE AGENDA

It was moved by Hamann-Roland, seconded by Callison, to approve the agenda of the January 17, 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

- Introduction of new TAB members

Hovland reported that the TAB Executive Committee discussed future information items that they want to come before TAB, one issue mentioned was the autonomous future. Hovland then introduced the new TAB members: Stan Karwoski replacing Karla Bigham after her election to the State Legislature; Bruce Gorecki replacing Sue Sanger; Matt Hollinshead moving to be a permanent transit representative; Amity Foster, a newcomer to TAB, and joining as a transit representative as well; Todd Biewen replacing Shannon Lothhammer as an alternate to David Thornton; Timothy Huebsch as a new District A alternate; Erika Dani as the alternate for Jamez Staples.

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

MnDOT, Brian Isaacson on behalf of Scott McBride:

Corridors of Commerce received 300+ suggestions, removing duplicates it came to around 150, and 75 of those were in the Metro.

MPCA, Todd Biewen on behalf of David Thornton:

The Beneficiary Mitigation Plan for the Volkswagen Settlement has been released for public comment and they are requesting input on the plan through March 19, 2018. Villella said school districts where 40% of students are eligible for free and reduced lunches is the benchmark; he asked where that number comes from. Biewen said he will have to follow up on why that is a component to which projects are chosen. Hamann-Roland added that she read in the report that there are higher level of children exposed to pollution in areas that have a higher level of free and reduced lunches. Biewen agreed. Villella said his concern is if there are not enough districts that qualify, school buses then won't be invested in. Hamann-Roland shared that she was on the school board before she was Mayor and that even in a lot of suburban communities there are high levels of free and reduced lunches, she thinks there would be an even distribution. Reich shared that where the strongest confluence of poverty and pollution is found, there is often 80-90% free and reduced lunch. Chair Hovland asked if the targeted percentages will remain consistent through the grant phases. Biewen answered that these are the targets for the first two years and then they will be evaluating and considering adjustment. Hovland asked what the electric vehicle charging station goal is statewide in terms of geographic disbursement. Biewen answered that rest stops are included, and this is something in the strategic plan so they're still working on the goal targets and can bring it back to TAB. Hovland asked who provides the data to the legislature on electrification. Biewen said that MPCA is one of many agencies that provide data to the legislature. Privratsky said a lot of the data is an amalgam of various reports, a mix of local sources and national sources. Hollinshead commented that there are ten buses listed, he wondered if they will all go to Metro Transit.

MAC, Bridget Rief on behalf of Carl Crimmins:

Sun Country is now outsourcing some of their ground services which is affecting a number of jobs, Jet Blue is starting service in May to one destination, Chicago. Construction will soon be moving to the next phase of remodeling. The hotel is scheduled to open in July. Laufenburger shared that as a Crew 52 member he heard a number of appreciative comments concerning how the airport handled the traffic of over 60,000 people for the Super Bowl. McGuire asked for dates on construction completion. Rief shared that areas will be opened up as they go. Hovland asked Rief to share the amount of money the MAC reinvests in the airport every year from a capital standpoint. Rief stated that MAC averages 100 million dollars a year invested, mostly into the terminal model.

Metropolitan Council, Steve Elkins on behalf of Katie Rodriguez:

A week from Friday, March 2, there will be a summit on the D Line at the Heywood Garage. There is additional funding that is required from the legislature, the governor has 40 million of the 75 million in the bonding bill, 35 million dollars are still needed in the bonding bill. State and local money is currently on target. It is uncertain how the federal administration will impact funding.

Hovland shared that MnDOT has released a preliminary view of the Trump Administration Infrastructure Plan.

3. Technical Advisory Committee Meeting Report

Freese reported that a working group was established to work on Scope Change Policy which was prompted by action items on this agenda. Ted Schoenecker from Ramsey County Public Works will be serving as Freese's Vice Chair.

V. CONSENT ITEMS

1. Approval of Minutes from January 17, 2018

It was moved by Hamann-Roland, seconded by Laufenburger, to approve the minutes of the January 17, 2018, regular meeting of the Transportation Advisory Board with typographical edits from Callison. **Motion carried.**

VI. ACTION ITEMS

1. 2018-21 Streamlined 2018 UPWP Amendment

TAC Chair Lisa Freese presented this item. Dugan passed around copies of the streamlined TIP amendment procedure from MTS Senior Planner Joe Barbeau.

It was moved by Hamann-Roland, seconded by McGuire, that:
The TAB adopt one amendment to the 2018 UPWP to reflect the System to System Interchange Study. **Motion carried.**

2. 2018-18 2018-2021 Streamlined TIP Amendment for MnDOT: Traffic Management System Projects

TAC Chair Lisa Freese presented this item. There were no questions or comments.

It was moved by Callison, seconded by Hamann-Roland, that:
The TAB adopt the amendment into the 2018-2021 TIP to increase the cost of a MnDOT traffic management project (SP # 8825-614) and add another (SP # 8825-664). **Motion carried.**

3. 2018-19 2018-2021 Streamlined TIP Amendment for MnDOT: Water Resources Projects

TAC Chair Lisa Freese presented this item. Hovland commented that the TAB Executive Committee also observed that this is a positive item with funding going towards projects that often get put on the backburner: pond restoration, pipes and culverts cleanouts, etc.

It was moved by Parsons, seconded by Wosje, that:
The TAB adopt the amendment into the 2018-2021 TIP to add two MnDOT water resources projects (SP # 8825-558 and SP # 8825-681). **Motion carried.**

4. 2018-20 2018-2021 Streamlined TIP Amendment: Travel Behavior Inventory, Metropolitan Council

TAC Chair Lisa Freese presented this item. Hovland asked if funding is being aligned with the project, Freese answered in the affirmative.

It was moved by Swanson, seconded by Callison, that:

The TAB adopt the amendment into the 2018-2021 TIP to add the Metropolitan Council's Travel Behavior Inventory project (SP # 090-070-023). **Motion carried.**

5. 2018-10 Scope Change Request for Minneapolis's 6th Street Overhead Signal Additions Project

TAC Chair Lisa Freese presented this item. Reich commented that there is a kind-for-kind shift from one project to another, with no need to double dip from a funding source. Reich said he is glad a task force will help clarify this. Callison asked if this was consistent with what has been done in the past. Freese said yes, it is, with nuances. Wosje asked if historically we have handled scope changes by taking things out, reducing the scope, reducing the federal funding that goes with it, but this one seems to be adding more work back in even though the TAC Funding and Programming Committee said that has not been done historically. Freese said she feels that TAC has gotten more detailed in how they review scope change amendments. Wosje voiced his concern for setting a precedence. Hovland stated that he does not think that this has precedential value and the cost change is de minimis. Reich concurred and voiced his appreciation for the task force helping clarify kind-for-kind. Ulrich added that the lesson for the applicant seems to be not to include so many details in their application. Freese shared that she doesn't think we should be digging into details that are de minimis, that a scope change, in her estimation, would be if a project was shortened by a street, etc. TAB Coordinator Elaine Koutsoukos shared that when applicants ask for advice they are told to put in elements but not too much detail: add "landscaping" but do not say specifically "ten trees", etc. Hovland shared that in the Executive Committee it was discussed that there is the need to decide how these situations should be viewed, a dollar amount, principles regardless of dollar amount, etc. Hollinshead shared that a useful analogy might be design-build versus bid-in-spec, favoring design-build based on trust in the applicant.

It was moved by Reich, seconded by Hamann-Roland, that:

The TAB approve a scope change request for the City of Minneapolis's 6th Street Overhead Signal Additions Project (SP # 141-030-036) to remove two pedestrian curb ramps, two accessible pedestrian signals, and two pedestrian countdown timers; add two curb extensions; and fund the project at 90% federal, thereby reducing the federal award by \$9,900. **Motion carried.**

6. 2018-11 2018-2021 TIP Amendment: City of Minneapolis 6th Street Overhead Signal Additions Project

TAC Chair Lisa Freese presented this item. There were no questions or comments.

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

The TAB approve an amendment to the 2018-2021 TIP to change the cost of the City of Minneapolis's 6th Street Overhead Signal Additions Project (SP # 141-030-036), reflective of the federal award granted in the scope change (action item 2008-10). **Motion carried.**

7. 2018-12 Scope Change Request for City of Minneapolis's University of Minnesota Protected Bikeways Project

TAC Chair Lisa Freese presented this item. Reich stated that it is a very similar project just a different term explained. Privratsky said that he thinks this is one of the most heavily biked area in the Twin Cities, and that bikers and drivers seem to like the bollards. Swanson voiced his concern over setting the precedent for TAB. Wosje said that this item is again an example of a small dollar amount making it easy to approve, except the difference is that instead of the last action item where the issue was one of over-disclosure, this one seems like additional funds are causing a project extension. Reich noted that both projects were prompted by outside resources that weren't anticipated when the applications were made. Privratsky shared that he thinks a case-by-case

decision-making process is what he is comfortable with and that each mode is different. Hovland said that in his memory, there have been a number of times they have sent issues back to the TAC to come back with clearly defined issues and both sides of arguments presented. Callison said she is okay even if this does create precedent, because if the change is de minimis and true to the project then maybe this is an appropriate action. Ulrich commented that policies serve TAB and TAB should not feel locked in to a policy. Laufenburger said that as public officials there is the responsibility to give constituents consistency and predictability; however, we should allow a decision to deviate from policy if it is de minimis or extenuating circumstances. Parsons said that he thinks “de minimis” should be defined – a percentage or dollar amount to serve as the trip point.

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

The TAB approve a scope change request for the City of Minneapolis’s University of Minnesota Protected Bikeways Project (SP # 141-030-041) to remove a segment of the project and add an additional segment with no reduction in federal funds. **Motion carried with Wosje opposing.**

8. 2018-13 2018-2021 TIP Amendment: City of Minneapolis’s University of Minnesota Protected Bikeways Project

TAC Chair Lisa Freese presented this item. There were no questions or comments.

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

The TAB approve an amendment to the 2018-2021 TIP to amend the scope of the City of Minneapolis’s University of Minnesota Protected Bikeways Project (SP # 141-030-041). **Motion carried.**

9. 2018-15 Program Year Extension Request: Washington Tech Safe Routes to School Improvements

TAC Chair Lisa Freese presented this item. Privratsky said that this area is one of the hardest areas to walk, there have been a number of pedestrian deaths in this area. Look asked how often extensions are provided. Freese said there are a couple received a year, often because of an applicant’s unexpected issue with a railroad or another entity. Look commented that funding should be provided at the time the project will be completed. Freese said they had applied for 2020 funding, because of the way funding was allocated they ended up with 2018 funding, but their original request was for a different year. McGuire said they applied for the later year funding, but they were asked to do it earlier by TAB. Tolbert said this was a priority for Saint Paul but had trouble with matching funds. City of Saint Paul’s civil engineer Elizabeth Stiffler shared that all local funding available for matches was designated for two other projects and they were not aware of the issue because that designation happened before they received the letter stating that they received 2018 money instead. Gorecki added that there is a limit of one extension per project.

It was moved by Privratsky, seconded by Tolbert, that:

The TAB approve the City of St. Paul’s program year extension request to move the Washington Tech Safe Routes to School improvements project (SP # 164-591-003) to 2019. **Motion carried.**

10. 2018-16 Final Draft Airlake Airport 2035 Long Term Comprehensive Plan (LTCP) Review

TAC Chair Lisa Freese presented this item. Look asked if this has gone through a public process. Freese said it has, in addition to the TAC process.

It was moved by Hansen, seconded by Huebsch, that:

The TAB recommend to the Council that the Final Draft Airlake Airport 2035 LTCP has a multi-city impact as well as conforms to the Council systems and is consistent with Council policies. **Motion carried.**

VII. INFORMATION AND DISCUSSION ITEMS

1. Draft CMP Plan Scope of Work

David Burns, MTS, presented this item. McGuire asked how geographic balance is being maintained, as it looks west-metro heavy with the staff on the advisory committee. Burns invited MTS Highway Planning Manager Steve Peterson to share why all counties are represented but not all cities. Peterson said that the cities were selected based on what cities own a minor arterial. Woodbury would be the addition he would recommend. McGuire asked if this means there are no arterials in the cities not listed. Peterson said there are arterials that run through those other cities, but are not owned by the city it runs through. Peterson said they will take another look at this list of representatives. Hovland suggested Chisago County as well. Peterson said that Chisago County is not in the geographic area of the CMP network. Hovland asked if Wisconsin is in the CMP zone. Peterson said it currently is not, but by the next census it might be included in the Metro area. Karwoski asked to specifically reach out to add Woodbury and other cities. Hollinshead asked to what extent modeling is part of the feedback loop of ongoing performance evaluation. Burns answered that a lot of model outputs will be used to determine the existing network performance and expected congestion mitigation of projects. Hollinshead shared there is a history of trying to involve more factors in surface transportation modeling, including land use and transit. Burns extended the invitation to participate in the CMP Advisory Committee meeting April 3, 2018. Parsons said that there are multiple definitions of congestion and suggested that our notion of what constitutes congestion falls in line with others. Hovland asked who signs off on the final plan. Burns said FHWA and most likely MnDOT.

VIII. OTHER BUSINESS AND ITEMS OF TAB MEMBERS

IX. ADJOURNMENT

Business completed, the meeting adjourned at 2:20 p.m.

Jenna Ernst
Recording Secretary