

DRAFT Minutes of the

REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD (TAB)

Wednesday, October 17, 2018

Metropolitan Council Chambers, 390 Robert Street North, Saint Paul

Committee Members Present:

MEMBERS PRESENT:	Hovland, James (Chair)	McBride, Scott	Look, Matt
Anderson, Doug	Foster, Amity	Gorecki, Bruce	Sandahl, Suzanne
Dugan, Peter	Callison, Jan	Goins, William	Hamann-Roland, Mary
Karwoski, Stan	Hollinshead, Mathews	Parsons, Rolf	Laufenburger, Denny
Giuliani Stephens, Mary	Petryk, Becky	Ulrich, Jon	Tabke, Brad
McGuire, Mary Jo	Hansen, Gary	Rodriguez, Katie	Wosje, Jeff
Villella, Sam	Tolbert, Chris		
ABSENT:	Thornton, David	Christensen, Carrie	Crimmins, Carl
	Staples, Jamez	Maluchnik, Randy	Swanson, Dick
	Reich, Kevin	Gaylord, Kathleen	
LIAISON/STAFF PRESENT:	Koutsoukos, Elaine TAB Coordinator	Freese, Lisa TAC Chair	Thompson, Nick MTS Director

I. CALL TO ORDER

A quorum being present, Chair Hovland called the regular meeting of the Transportation Advisory Board to order at 12:38 p.m. on Wednesday, October 17, 2018.

II. ADOPTION OF THE AGENDA

Information Item #3 was removed from the agenda. It was moved by Rodriguez, seconded by Hamann-Roland, to approve the amended agenda of the October 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

Chair Hovland gave an overview of the amended agenda.

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

MnDOT, Scott McBride:

McBride reported that the State Transportation Improvement Program (STIP) will most likely be approved this month. McBride provided updates on various construction projects as well.

MPCA, David Thornton:

Thornton was not present.

MAC, Carl Crimmins:

Crimmins was not present.

Metropolitan Council, Katie Rodriguez:

Rodriguez reported that the final funding has been received for the Minneapolis Bus Garage and she thanked the TAB for the TAB contribution. Rodriguez reported that with this project, the useful bus lives have been extended, as well as supporting the conversion of the fleet to electric.

V. CONSENT ITEMS

1. Approval of Minutes from September 19, 2018

It was moved by McGuire, seconded by Hamann-Roland, to approve the minutes of the September 19, 2018, regular meeting of the Transportation Advisory Board. **Motion carried.**

VI. ACTION ITEMS

1. 2018-48 TIP Amendment: I-94, Corridors of Commerce (7W), release for public comment

MTS Senior Planner Joe Barbeau presented this item.

McBride added that there are three construction projects in the I-94 Corridor that are being coordinated as one project in regard to traffic management, traffic impacts, and communication with the public from now until 2021.

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

The Transportation Advisory Board approve an amendment into the 2019-2022 TIP to add a project reconstructing and expanding I-94 in Wright County (8680-172) for the purpose of releasing it for a public comment period. **Motion carried.**

VII. INFORMATION AND DISCUSSION ITEMS

1. MSP-Memphis Leadership Roundtable

Bill Goins presented this item.

Chair Hovland said that Dr. Kasarda's aerotropolis presentation would be beneficial for TAB members and Metropolitan Council members to see. Foster asked if the conversation came to everyday riders or if it stopped at commerce and commuters. Goins answered that in the one-day timeframe they did not broach those conversations but there is room to start doing so. Sandahl shared her experience meeting with Atlanta's Chamber of Commerce regarding airport expansion driving economic development. Goins is working with the Memphis delegation and Dr. Jack Kasarda to arrange a meeting in mid-November with TAB and Metropolitan Council members.

2. Travel Behavior Inventory

MTS Planning Analyst Jonathan Ehrlich presented this item.

McGuire asked for more details on the survey response. Ehrlich said it is a random sample and there is a demographic difference with older adults less likely to be adept with a smartphone so that is why there is the option to participate without a smartphone. In general, senior citizens tend to be over-represented, whereas younger participants are more difficult to engage. Ehrlich shared that there will be targeted social media and work with community ambassadors as well. Ehrlich added that the survey is available in 5 additional languages. Giuliani Stephens asked about model updates. Ehrlich said in the past, survey data was updated once a decade, so now with more

frequent updates, models will potentially be out of date slightly more often. Giuliani Stephens asked how the model being changed on a regular basis gets tied into the TAB's funding decisions. Ehrlich said the Regional Solicitation is done every two years so presumably it would refer applicants to use the most current data. TAB Coordinator Koutsoukos added that there are measures in the applications asking applicants to provide their own forecasted data and methodology or use the Metropolitan Council's data.

3. Unique Projects Evaluation

This item was removed from the agenda.

4. Regional Solicitation Funding Options

MTS Highway Planning & TAB/TAC Process Manager Steve Peterson presented this item.

Chair Hovland asked about funding smaller projects. Peterson said if the theme was to fund smaller projects it would tend to shy away from funding projects like bridges because of scoring ties and other factors. Rodriguez said that staff has flexibility and if there are natural breaks it would be helpful to have them presented that way with the various options, the bridge category is a good example. Hovland agreed that staff and scorers might benefit from more flexibility as they use the ranges as "bumper guards." Ulrich shared that when federal funds are received it increases the cost of the project by 30% and he wondered if we did a lot of small project would it add on 30% on to all of them. Peterson said there are some inefficiencies to doing small projects because of that and so it would have to be weighed, other regions are having that same discussion. Callison asked if 4 and 6 were different options. Peterson answered they were different, 6 is more bike/ped heavy, 4 increases transit. Hovland shared that some want to see everything scored out before making decisions on flexibility. Hollinshead asked if there is anywhere in the scoring system where the integration of modes receives additional points: intermodal not just multimodal. Peterson said the multimodal criterion does look at the integration of modes and it is in every category. Hollinshead said 4 and 6 seem like places to put more money since there have been a lot of bike and ped applications. Karwoski asked for more description on 7. Peterson said it would look at the size of the request going in ranked order and it is the opposite of 6. Ulrich gave the example of the TAB loaning money to the Crosstown Project and there was a year-long debate whether one large project or multiple little projects should be funded. Ulrich shared that he thought fewer larger projects carried more economic impact than multiple smaller projects. Rodriguez clarified that the TAB can always add a scenario in November for staff to look at as well. Look said it may be helpful to see scenarios spelled out for what specifically will happen if any of these options are chosen. TAB Coordinator Koutsoukos clarified that Peterson is here to ask which options does the TAB want staff to explore initially and come back to TAB with in November, then after the TAB sees those staff can always continue in other directions as the TAB would like. Callison said it makes sense to stick with the historical direction and then once the TAB has more information there can always be another route taken. Koutsoukos said that Funding and Programming will be reviewing draft scores and releasing them to the applicants to appeal, so the final scores will be approved before the TAB meets again. Hovland commented that he hasn't seen politicization of this process in the past and he feels confident that the TAB can work together for the betterment of the region. Goins asked for future clarity of projects tied to expansion versus projects tied to renovation and maintenance which are 2 and 3 on the list. McGuire asked how to maintain flexibility and Peterson said staff will come back to the TAB with options based on today's conversation. Anderson added that the TAB is looking to move the region forward and balancing economic growth and quality of life. Laufenburger asked for clarification on money coming back and overprogramming dollars. Peterson said it is federal money allocated to the region, money trickling back from the other states that don't use it. Koutsoukos said in the last round we overprogrammed in anticipation that projects

would withdraw but they did not. Rodriguez asked if the consensus is to direct staff to show the funding scenarios with or without the HourCar project included. Koutsoukos said that has not been decided. A list of questions from TAB members has been sent to HourCar to find out more about the project. Staff will provide the additional information on the St. Paul/HourCar projects at the November TAB meeting.

5. Scope Change Policy Example and Reallocation Policy

MTS Senior Planner Joe Barbeau presented this item.

Chair Hovland asked about future action, Barbeau said there will be future action items for the Scope Change Policy and the Funding Reallocation Policy. TAB Coordinator Koutsoukos added that every time there is a scope change with funding reduction, all of the applicant agreements that can receive additional funding are redone. Reallocating the funding to fewer projects would improve the process.

VIII. OTHER BUSINESS AND ITEMS OF TAB MEMBERS

IX. ADJOURNMENT

Business completed, the meeting adjourned at 2:19 p.m.

Jenna Ernst
Recording Secretary