

# DRAFT Minutes of the

## REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD (TAB)

Wednesday, September 19, 2018

Metropolitan Council Chambers, 390 Robert Street North, Saint Paul

### Committee Members Present:

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

### I. CALL TO ORDER

A quorum being present, Vice-Chair Hamann-Roland called the regular meeting of the Transportation Advisory Board to order at 12:31 p.m. on Wednesday, September 19, 2018.

### II. ADOPTION OF THE AGENDA

It was moved by Look, seconded by McGuire, to approve the agenda of the September 19, 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

Vice-Chair Hamann-Roland reported that Ethan Fawley took a position with the City of Minneapolis and stepped down as a TAB representative. The non-motorized transportation representative will be filled by the alternate, Matt Privratsky. Dugan shared an article written by Ethan Fawley on walking and biking in downtown Minneapolis in 2040.

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

MnDOT, Lynne Bly on behalf of Scott McBride:

Bly reported that next Thursday, September 27, 2018 from 4:45-7:30pm will be the close-out report of the Rethinking I-94 Phase 1. The event will be hosted by Reconnect Rondo as Phase II begins.

MPCA, Todd Biewen on behalf of David Thornton:

Biewen reported on the first phase of the Volkswagen Settlement which will include a \$11.75 million distribution between 2018 and 2019.

MAC, Carl Crimmins:  
Crimmins was not present.

Metropolitan Council, Katie Rodriguez:

Rodriguez reported that in response to the national shortage of bus drivers, Metro Transit has started an apprenticeship program funded by the Minnesota Departments of Employment and Economic Development (DEED) and Labor and Industry (DLI) to assist in filling operator positions. McGuire asked how long the apprenticeship program will be and what challenges have been discovered. Rodriguez shared that there is a workforce shortage in general and millennials are not showing as much interest in the profession. Foster asked if safety was a factor in the shortage. Rodriguez said that there are several aspects of safety that are being worked on with the Amalgamated Transit Union and the Metro Transit Police Department. Rodriguez added that Metro Transit has a similar mechanic apprenticeship program that has been beneficial in helping teach technical and soft skills.

## V. CONSENT ITEMS

### 1. Approval of Minutes from August 15, 2018

Hansen corrected the minutes to show that he was present at the meeting, not both present and absent. It was moved by Anderson, seconded by Hansen, to approve the amended minutes of the August 15, 2018, regular meeting of the Transportation Advisory Board. **Motion carried.**

## VI. ACTION ITEMS

### 1. 2018-45 Regional Solicitation Qualifying Review

TAB Technical Advisory Committee Funding & Programming Chair Paul Oehme and MTS Highway Planning & TAB/TAC Process Manager Steve Peterson presented this item. Saint Paul Senior City Planner Bill Dermody introduced HourCar CEO Paul Schroeder and Xcel Energy Emerging Customer Programs Manager Kevin Schwain who also presented.

Hamann-Roland inquired if the \$500,000 amount for funding electric vehicle charging stations in 2012 came from Congestion Mitigation and Air Quality (CMAQ) funding and if it came from money that was returned or if it was new federal funding. Peterson answered that it was additional funding received in the region. Hamann-Roland asked if Xcel had matched it, Peterson said Xcel had matched about \$50,000. Hamann-Roland requested clarification about the \$2.7 million STIP 2016 Regional Model TBI shown and if it was the highest amount that the TAB had ever given for a unique project, Peterson answered that it was. Rodriguez added that the request for the TBI this funding cycle is less than \$600,000. Callison asked if the HourCar project meets the qualifying criteria of the Regional Solicitation regardless of which category it falls into. Peterson answered that it does. TAB Coordinator Koutsoukos added that the TAB has greater restrictions such as not funding B-minor arterials or trails that are non-transportation-related. Hamann-Roland asked if the TAB has ever funded vehicles before. Koutsoukos added that this HourCar project does meet the qualifying criteria for Regional Solicitation funding and when the application was initially reviewed it appeared eligible under the Travel Demand Management category. Hollinshead asked for clarification on FTA CMAQ funds and what percentage of the \$40 million in the Transit Expansion category comes from FTA CMAQ and thus cannot be used for this application. Koutsoukos answered that the current CMAQ money that comes in is FHWA and can be transferred to FTA. Future funding for CMAQ is unknown, and car sharing projects are not eligible for FTA CMAQ

funds, they are only eligible for FHWA CMAQ funds. Hollinshead shared his concern that if this project is categorized in Transit Expansion it will not be scored as highly. Peterson said if the HourCar project is scored against the other projects in the Transit Expansion category, staff will have to work with the applicant to recalculate some of the numbers because a new car sharing trip does not necessarily translate to a new transit trip. Peterson said the number that needs to be in the application is the number of how many new car sharing users become new transit users, which would be to the detriment of how it is currently scored. Ulrich asked about the scoring process if this project falls under the unique category, he stated that scoring criteria could and should be created for the unique category. Peterson said it hasn't been done to date, but it can be done. Karwoski asked if the projects shown as previously funded were just modest ones, Peterson answered that no, the projects shown were an exhaustive list of everything found. Karwoski asked if there are funds available in the unique category and/or if previously funded projects are limiting the dollar amount given to this project. Peterson said there is less than \$200 million that the TAB needs to allocate in January, so any funding given to this or any other unique project would come out of that \$200 million. The total amount of requested funds is \$419 million. Ulrich asked how comparison of unique project applications would take place, if scoring criteria will be created. Peterson said staff would do an analysis at the TAB's direction to evaluate the project based on regional benefit and past criteria used, it would be more qualitative than other project categories, but it can be done. Hamann-Roland asked if the TAB has ever created qualifying questions for a unique project before, Peterson answered that it has been done in a limited amount. Callison inquired if there would be a modal funding range for the unique project category like the other categories have. Peterson said a modal funding range has not been created because there has been no specific call for projects, so if this is deemed a unique project and selected to be funded, the next question is to decide where the money comes from. Rodriguez said that in 2014 the TAB purposely added the unique project category based on community engagement because transportation was changing so rapidly. Rodriguez stated that the unique project category is a way the public can help shape the new mobility landscape. Rodriguez added that the next unique project could be beyond what's even been conceived currently, and the TAB should have a process in place to evaluate future unique projects. Rodriguez said she feels a system for evaluating unique projects needs to be established so that we do not have a governmental failure to adapt to this new reality. Foster shared that there are a lot of individuals who would like to take transit but have expressed to her that the closest stop is still too far away. Foster said that this HourCar project would bring in new transit riders and that aspect should be incorporated into scoring. Hollinshead added that there is a lot of innovation happening right now and the TAB needs to be able to address it. Hollinshead agreed with Rodriguez and Foster that the TAB needs to be able to address the innovation taking place. Hollinshead said the amount of questions this project generates seems to him to illustrate that this project does indeed belong in the unique category. Hamann-Roland asked about funding sources for previously funded projects, how for instance the TBI was funded 1/3 by TAB, 1/3 by Metropolitan Council, and 1/3 by MnDOT, she asked if this is something that could take place in this project as well, funding being split between Saint Paul, Minneapolis, and potentially TAB. Callison said that part of the issue is that we have a category that we don't solicit projects for, she added that if there is a lot of innovation there should be money and thought put into this category. Callison commented that there is more funding in one category than another and the TAB shouldn't be trying to fit a project into a different category just to allow it to be funded more generously.

Tolbert said he feels this is a great extension of transit and gets into an area that isn't currently being served, the private/public partnership is also a huge opportunity. Tolbert added that this project gives people additional transit options and Minneapolis and Saint Paul have partnered to support this application. Tolbert asked that this project be put into the competition to potentially be funded. Privratsky shared that he agrees that this is a unique collaboration and the onus is on governmental bodies to accept the innovation, ambition, and resources of an entity like a utility company. Privratsky added that HourCar has already worked to integrate with Metro Transit's fare

processing system, and data sharing will enable the TAB to easily see the results. Privratsky said this project provides a reason to create a framework for a unique project category. Reich concurred with the merits of this mode and that the rapidity of change requires the government to not only adapt, but shape changes as well. Reich added that he thinks the unique category would be the correct category just based on the sheer amount of questions this project has generated. Goins said that as the conversation takes place about moving commuters, it should also be discussed how these projects help move commerce and alleviate congestion. Schroeder added that the infrastructure that will be developed will not be exclusive to car sharing or HourCar, it will be public facing and available. Schroeder added that the proposed project is an 8-year project and the underlying infrastructure will have a 30-40-year life and could become the basis for ongoing electrification improvements. Karwoski said he supports this project being categorized as a unique project and he is curious to see how high it would rank once a scoring system is developed. Karwoski added that this is complementary to the Gold Line, and the self-funding aspect is of interest to him. Hamann-Roland asked for more information about operational funding. Schroeder said there is no operational funding being requested, the project will be funded entirely out of revenues. Schroeder added that fueling and maintenance costs are much lower relative to internal combustion vehicles which is a cost savings that can be passed on to the community. Hamann-Roland requested that scorers receive operational cost information to review so that they can ensure the project is operational for a set amount of time. Staples stated his support for this project and stressed the importance of access for low-income users, so everyone can participate. McGuire said she supports the motion but would like process clarification. Koutsoukos said that when unique projects are received, staff will review them and if the TAB wants specific information from the applicant, staff will contact the applicant. Hollinshead said criteria could be mixed and matched from the other categories to come up with criteria for a unique category. Dugan asked for clarification on the dollar amount, if it will be a \$7 million project in total, Koutsoukos answered in the affirmative. Dugan also asked about Chair Hovland's viewpoint on the process. Hamann-Roland shared that in her conversation with Chair Hovland they discussed the fact that in previous unique projects the funding came from 3 sources, and they wondered if that would happen for this project as well. Hamann-Roland said they talked about concern for operational costs and that the TAB would need to see information on operational costs. Hamann-Roland added that they discussed the need for a process to be developed. Dugan questioned the precedent of allowing applicants to make presentations. Koutsoukos stated that applicants are not allowed to make a pitch to the TAB about which category they want to be scored under. Koutsoukos said she had been contacted by HourCar inquiring which category they would qualify under and she recommended that they apply under the Travel Demand Management category since car sharing is an eligible project in that category, but they then submitted under the Transit Expansion category instead. Koutsoukos explained that Funding & Programming didn't know what to do with the application since it is not eligible under Transit Expansion, so Funding & Programming decided to bring the matter to the TAB to decide. Dugan shared his concern for the precedent this is creating, especially since the Travel Demand Management category pays lower and that might be a factor in why the application wasn't submitted in the appropriate category of Travel Demand Management. Dugan said that Car2Go left because they weren't making money, so how does the TAB weigh the risk of the same thing happening, and the TAB being left holding the bag of \$7 million since there is no guarantee that they will stay. Dugan added that public money for private use can also be debated. Koutsoukos said the options before the TAB are: to decide that this project belongs in the unique category, to decide that this project belongs in the Travel Demand Management category, or to disqualify this project for being submitted in the incorrect category of Transit Expansion. Hamann-Roland affirmed the importance of establishing a process and still encouraging the region's growth. Hamann-Roland said the time spent debating this application may partly be because the TAB is not normally part of the process of reviewing applications like this. Callison shared that the decision today should be whether to continue the conversation or to reject the project, the next conversation will be about scoring and operational costs, and what process should be in place moving forward. Dugan asked

when the deadline is for the decision about which category this project should be placed into, if not disqualified. Koutsoukos said that if it is determined to be a unique project there is no scoring currently set up, so no deadline, but the scorers for Travel Demand Management and Transit Expansion are meeting this next week to score the projects received. Gorecki asked if a scoring process could be put in place quickly and who would be creating the criteria. Gorecki stressed that to create criteria after the project has been received it needs to be a non-biased group to ensure integrity. Rodriguez said that staff has evaluated unique projects in the past and she would encourage staff to create whatever working group necessary for the unique category this time around. Rodriguez reiterated her confidence that staff will bring in the appropriate professionals to evaluate this project, this time. Rodriguez said the TAB should direct staff to address the longer-term questions brought up by Committee Members Callison and Ulrich on how unique projects are handled in the future; how they are going to be evaluated, are they going to be advertised for, etc. and to propose a process.

It was moved by Tolbert, seconded by Hollinshead, that:  
The Transportation Advisory Board assign the EV Community Mobility Project to the Unique Project category, and, in view of its significant value to the region, that TAB request TAC Funding & Programming to include the project in funding proposals presented to TAB after the scoring of other projects is complete. **Motion carried.**

It was moved by Rodriguez, seconded by Reich, that:  
TAB direct staff to bring back to TAB a plan for how to make this a more formal process with the unique projects. **Motion carried.**

## 2. 2018-46          TPP Public Comments, Responses, Information and Recommendation for Final Adoption

Metropolitan Council Public Involvement Manager Michelle Fure and Metropolitan Transportation Services Planning & Finance Deputy Director Amy Vennewitz presented this item.

McGuire asked if people commenting differentiated that moving to electric is not enough, it needs to be clean energy. Fure answered that the majority of comments were for clean energy. Staples commented on the 2003 study being out of date. Fure shared that the 2003 study was the last time the state commissioned a racial profiling study, and statewide there is no requirement to collect racial profiling data on behalf of police departments across the state, but Metro Transit is collecting the data and analyzing it. Staples asked if the Met Council could work with regional partners to collect the information and Fure said she will take this back to the Metro Transit Police Department (MTPD). Staples requested a report back. Privratsky mentioned that bus operators are bringing up their safety and bus riders are bringing up concerns about law enforcement presence on trains which tend to be two separate issues that are presented as one. Privratsky said operator safety concerns are often on buses and fare checking happens on trains, so he would like to ensure that the two concerns aren't blended, especially because the solutions may be opposite from each other. Foster asked if there is any interest within the MTPD of changing the requirement that a peace officer check and enforce fares. Fure said she will ask and report back. Tolbert asked for a report on what is spent on fare enforcement. Fure said she will find out and report back. Parsons expressed his appreciation for the amount of work and care that went into the staff responses. McGuire shared her support of MTPD Chief Harrington's management.

It was moved by Gorecki, seconded by Parsons, that:  
The Transportation Advisory Board recommend the update of the 2040 Transportation Policy Plan for final adoption by the Metropolitan Council. **Motion carried.**

## **VII. INFORMATION AND DISCUSSION ITEMS**

### **1. Regional Solicitation Update**

TAB Coordinator Elaine Koutsoukos presented this item.

There were no comments or questions.

### **2. MSP-Memphis Leadership Roundtable**

This item was deferred to a future meeting due to time.

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

## **IX. ADJOURNMENT**

Business completed, the meeting adjourned at 2:31 p.m.

Jenna Ernst  
Recording Secretary