

## Minutes of the

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

Wednesday, December 19, 2018

Metropolitan Council Chambers, 390 Robert Street North, Saint Paul

#### Committee Members Present:

MEMBERS PRESENT:	Hovland, James (Chair)	Christensen, Carrie	Hamann-Roland, Mary
Anderson, Doug	Foster, Amity	Gaylord, Kathleen	Maluchnik, Randy
Dugan, Peter	Callison, Jan	Goins, William	Tabke, Brad
Karwoski, Stan	Hollinshead, Mathews	Parsons, Rolf	Laufenburger, Denny
Giuliani Stephens, Mary	Petryk, Becky	Swanson, Dick	Staples, Jamez
McGuire, Mary Jo	Hansen, Gary	Rodriguez, Katie	Wosje, Jeff
Villella, Sam	Tolbert, Chris	Reich, Kevin	Ulrich, Jon
Crimmins, Carl	Sandahl, Suzanne	Gorecki, Bruce	Biewen, Todd (Alt)
Look, Matt (Schulte, Scott)	McBride, Scott (Bly, Lynne)		
ABSENT:	Non-motorized: Vacant		
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 12:35 p.m. on Wednesday, December 19, 2018.

#### II. ADOPTION OF THE AGENDA

Rodriguez moved to amend the agenda to place 2018-62 & 2018-63 after 2018-65 for better clarity. Motion by Hamann-Roland, seconded by Reich, to approve the amended agenda of the December 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. Dave Schultz, Supervisor of West Lakeland Township, spoke to business item 2018-54 and asked that the TAB pause and further research the item before acting on it. Schultz spoke against the road changes at the Lake Elmo airport. Joshua Houdek, Sierra Club, spoke in favor of a transit-heavy funding scenario for Regional Solicitation.

#### IV. REPORTS

##### 1. TAB Chair's Report

Chair Hovland asked the TAB to think about the process that takes place so that there is not information coming in at the eleventh hour. Chair Hovland recognized the outgoing TAB members: Mary Giuliana Stephens, Katie Rodriguez, Scott McBride, Denny Laufenburger, Brad Tabke, and Ethan Fawley. December 31, 2018, is the deadline to contact Elaine Koutsoukos to serve on the TAB Executive Committee.

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

MnDOT, Lynne Bly:

Bly reported that there will be an invitation from McBride coming this week about scenario planning workshops for Connected and Automated Vehicles hosted by MnDOT and the Metropolitan Council.

MPCA, Todd Biewen:

Biewen reported that there are two reports that will be public in January: The Air We Breathe and Greenhouse Gas Emissions, which show that transportation has become the largest source of greenhouse gas emissions. A VW Settlement media event in January will have an announcement of an update.

MAC, Carl Crimmins:

Crimmins reported that new concessions are opening and over the holidays 40,000-46,000 passengers came through TSA. Crimmins said TSA wait times are posted on the MSP airport website and recommended visiting the website before traveling.

Metropolitan Council, Katie Rodriguez:

Rodriguez introduced the new Metropolitan Council Chair-designee Nora Slawik.

## V. APPROVAL OF MINUTES

### 1. Approval of Minutes from November 21, 2018

Motion by Callison, seconded by Anderson, to approve the minutes of the November 21, 2018, regular meeting of the Transportation Advisory Board. **Motion carried.**

## VI. ACTION ITEMS

Motion was made by Hamann-Roland, seconded by Parsons, to approve the following consent items (1-7). **Motion carried.**

### 1. 2018-49 TIP Amendment: TH 212/CSAH 44 Interchange, City of Chaska

Motion: That the Transportation Advisory Board accept the public comments and adopt an amendment into the 2019-2022 TIP to approve the City of Chaska's project to construct an interchange at TH 212 and CSAH 44 (SP # 196-020-010).

### 2. 2018-50 TIP Amendment: CSAH 14, Anoka County

Motion: That the Transportation Advisory Board accept the public comments and adopt an amendment into the 2019-2022 TIP to change the cost, year, and description to Anoka County's CSAH 14 reconstruction project (SP # 002-614-045).

### 3. 2018-55 Performance Measures

Motion: Recommend adoption of the safety performance measures and short-term targets for the Metropolitan Council Planning Area.

### 4. 2018-57 Program Year Extension: Burnsville

Motion: That the Transportation Advisory Board approve the program year extension request to move Burnsville's Lake Marion Greenway Trail construction project (SP# 179-090-005) to 2020.

### 5. 2018-58 Scope Change Request: Hennepin County

Motion: That the Transportation Advisory Board approve Hennepin County's scope change request for its CSAH 46 pedestrian safety project (SP # 027-646-010) to remove project elements from two intersections with no federal funds reduction.

**6. 2018-59** Program Year Extension: Hennepin County

Motion: That the Transportation Advisory Board approve the program year extension request to move Hennepin County's CSAH 46 (46th Street) pedestrian improvements project (SP# 027-646-010) to 2020.

**7. 2018-60** TIP Amendment: Hennepin County

Motion: That the Transportation Advisory Board approve an amendment to the 2019-2022 Transportation Improvement Program (TIP) to change the cost and program year of Hennepin County's CSAH 46 Pedestrian Safety Project (027-646-010).

**8. 2018-53** Streamlined TIP Amendment: MnDOT Bridges

TAC Executive Chair Lisa Freese presented this item. There were no comments or questions from TAB members.

Motion by Swanson, seconded by Laufenburger, that:

That the Transportation Advisory Board adopt an amendment into the 2019-2022 TIP to increase the cost of MnDOT's I-94 Ramp Bridge Rehabilitation project. **Motion carried.**

**9. 2018-61** Streamlined TIP Amendment: Metro Transit Heywood II

TAC Executive Chair Lisa Freese presented this item. There were no comments or questions from TAB members.

Motion by Reich, seconded by Bly, that:

That the Transportation Advisory Board adopt an amendment into the 2019-2022 TIP to add FTA Section 5339 discretionary funds for Metro Transit's Heywood II Bus Garage (Minneapolis Bus Garage). **Motion carried.**

**10. 2018-54** Metropolitan Airports Commission Capital Improvements Plan

TAC Chair Lisa Freese, MTS Senior Planner Russ Owen, and MAC Planning & Development Vice President Bridget Rief presented this item.

Owen shared that the 30<sup>th</sup> Street relocation is difficult to comment on because the road is a collector and therefore out of the Metropolitan Council's purview and the MAC and the Township hopefully can come to an agreement. Rief said that the Federal and State environmental assessments both determined no potential for significant impact, and the current and relocated road both sit on MAC property. Rief added that relocating the road has safety benefits and equitable access. Giuliani Stephens asked Rief to address the storm water and sewer and water issues raised. Rief said the MAC works with the Watershed District and will continue to work within the requirements and work with permitting agencies. Rief said right now there is no place to connect for sewer and water access adjacent to the property, but it is being worked on for future access. Owen added that the Transportation Policy Plan does state that if possible reliever airports ought to provide those services and Air Lake and Lake Elmo do not provide those services right now. Karwoski asked if

MAC will work with Schultz and the Township to address any concerns not answered today. Rief said yes that is part of the next step.

Motion by Karwoski, seconded by Gaylord, that:

Recommend acceptance of the staff analysis of the MAC 2019-2025 Capital Improvement Program (CIP) and forward these comments and the comments of West Lakeland Township to the Metropolitan Council for its consideration. **Motion carried.**

## **Special Agenda Item** – Regional Solicitation Funding Scenarios

### **11. 2018-65** Regional Solicitation – Recommendations to F&P and TAC for Number of Scenarios to Advance

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

Chair Hovland asked about the benefit of overprogramming. Peterson said it's an important tool, but the risk is that if there is too much overprogramming, projects are asked to delay and then there may be reduced projects, but the benefit is that projects can get started earlier. Hamann-Roland asked if this happened the last funding cycle. Peterson said the TAB has done it in the past. Laufenburger asked if the TAB is using funds from this solicitation that were overprogrammed from the last solicitation, Koutsoukos answered in the affirmative. Rodriguez clarified that projects could still drop out. Swanson said the TAB benefits by having projects on the table because funding is sporadic and states that have projects ready to go get the money. Goins shared that MnDOT is changing the terminology away from overfunding to "flexible program level", and that this is with the assumption that there are other funding sources that could factor in. Koutsoukos said those other sources would be part of the match they would not replace the federal funding. Maluchnik said the federal government seems to be encouraging infrastructure funding. Goins asked for clarification on matches, Peterson said once the TAB provides some funding typically other funding is sought to fill in the rest. Goins asked if the city could ask for private investment. Koutsoukos said when an applicant applies the intention is that they already have their local match lined up and the local match can be local taxes or private funds. Peterson said it has been discussed whether there should be points for bringing private dollars to the project. Reich said that there is some flexibility within the base scenario to have the regional view, and entities are willing to sacrifice projects. Anderson said there is regional cooperation with the Hennepin proposal. Callison said the base scenario reflects the regional values and reflects a natural point break and by adding the two projects it helps achieve geographic balance. Callison added that the Osseo Road project and ITS upgrades are important to Hennepin County and Minneapolis, but they believe it meets the interest of the region and the interest of innovation to propose this new base scenario. Hamann-Roland voiced her appreciation for the honoring of the base scenario and the TAB reflecting innovation and moving into the future. Hamann-Roland said John Doan's memo would need to be tweaked to reflect flexible programming so that the line that would have been eliminated could at least be partially funded. Ulrich added that the Orange Line BRT is vital to the region as a connector and MVTA is willing to work with the amount of \$1.5 million so he is supportive that the TAB work with that funding. Callison said she understands there are no guarantees, but it would be helpful to know that the Osseo Road project will be well-considered in two years. Rodriguez stated that this is the balanced scenario: balancing regional needs, balancing roadway/transit/bicycle/pedestrian, balancing current needs with innovation. Rodriguez said she can talk with staff to see if \$300,000 can be taken from the Route 6 project to be given to get the MVTA project to get it to \$1.5 million but this would be overprogramming at 11% if the Osseo Road project was included. Parsons said representing the East Side, adopting a proposal that would include the bridge makes a difference in why regional participation and views are important. Giuliani Stephens voiced concern about the process for how this scenario was brought up and commented that in the last TAB meeting the HourCar project had been questioned as regionally significant, so she wondered if this decision was premature. Chair Hovland said that last-minute arrivals

need to be determined how they will be handled moving forward so that the process will be clear. Chair Hovland added that the TAB ought to consider the timing of addressing innovation, whether there should be a soft commitment made for future innovation projects in addition to the projects that fit the current categories. Giuliani Stephens said it should be established first if the TAB wants to fund the HourCar project. Rodriguez said that there is a sense of urgency and there have been many headlines recently about climate change and that car sharing leading to car shedding. Hollinshead said it would be beneficial to have a process set up because we will continue to see similar projects. Hollinshead said transportation is now ahead of power plants in emissions. Villella said the HourCar project is innovative, it addresses climate change. Foster commented that the conversation has shifted into modes and she thinks we should be investing in more transit lines. McGuire said the base has been referred to most often and the Hennepin County amendment to the base scenario morphed out of the conversation. McGuire added that the HourCar project is a good place to start setting aside money for innovative projects. Schulte said that procedure and policies are important and TAC and Funding and Programming ought to have seen all of the documents prior to this meeting. Callison said no decision will be made today but instead of orally sharing the Hennepin proposal it was written up to disseminate beforehand, so individuals would have something to reference in the meeting. Callison added that this shows Hennepin County and Minneapolis have skin in the game in support of HourCar by sacrificing projects. Karwoski said Washington County appreciates the regional balance and the project funded for Washington would touch the different modes. Ulrich asked if this document from Hennepin County could be used as a framework to amend the base.

Motion by Callison, seconded by Ulrich, to:

Modify the Base scenario as follows using the Hennepin memo: item 1 Osseo Road instead of saying, "guaranteed funding" in 2024 changed to say, "favorable consideration"; item 2 unchanged (ITS unfunded); item 3 MVTA funded at \$1.5 million; item 4 HourCar funded at \$4 million, item 5 unchanged (Lexington Parkway Connection funded); item 6 unchanged (Helmo/Bielenberg Bridge funded). This modified proposal considered the Base Plus scenario. **Motion carried.**

Foster asked if overprogramming would now be 11%. Peterson said if Osseo Road is included then it would be at 11%. Maluchnik said that he supports this Base Plus scenario, though he hopes next time there are innovative projects across the region not just one stand-alone project. Swanson said he is in favor of innovation and the total cost to the region is lessened with Minneapolis and St. Paul working together. Petryk thanked Callison and the TAB for the time and effort spent on helping achieve regional balance. Giuliani Stephens and Sandahl voiced their appreciation as well. Sandahl added that maybe the percentage for a future innovative project category has already been decided with the \$4 million. Laufenburger said that in the future he would suggest the vote be migrated from January to December so that those whose term ends in December are able to vote after they have invested so much time into this. Gaylord said most of the discussion seems to be around Base or Expansion.

Motion made by Schulte, seconded by Reich, to:

Forward on the Expansion-Heavy scenario and the Base Plus scenario. **Motion carried.**

McGuire asked if the TAB should give an indication to the new TAB what the current TAB prefers. Chair Hovland said TAB members serve until they are replaced but elected officials' seats end with their term in office, Metro City appointments will likely be made the third week in January. Rodriguez said alternates can be updated on the scenarios in preparation for the January vote. Hollinshead said the Expansion-Heavy scenario does not include the Route 6 enhancements so he would recommend the Base Plus preference to TAC Funding and Programming and to the January TAB.

Motion by Hollinshead, seconded by Hamann-Roland, to:

Indicate the TAB preference for the Base Plus scenario to the Funding and Programming Committee.

Tolbert made a motion to amend Hollinshead's motion to instead: Move forward with the Base Plus scenario with TAB recommendation to the next TAB that the Base Plus scenario is the suggestion, pending the numbers, and also note that the TAB should look at the Expansion-Heavy scenario, and Bicycle/Pedestrian-Heavy scenario as a third scenario. Seconded by McGuire. McGuire withdrew her second. Seconded by Gorecki. Tolbert withdrew his amendment since there was consensus around the Base Plus scenario, Gorecki withdrew his second.

Schulte stated his opposition to the motion made by Hollinshead because the Technical Advisory Committee should not take into consideration what the TAB's preference may be. Swanson said he would want to see the numbers before committing. Rodriguez said she would support Hollinshead's motion because there was strong consensus at the meeting for the Base Plus scenario and there will be TAB turnover in January. Hollinshead said he would oppose Tolbert's amendment to Hollinshead's motion because the Bicycle/Pedestrian scenario had less funding for transit than the Expansion-Heavy scenario. Gaylord said the TAB will need to talk about overprogramming in January, whether it covers the Osseo Road project or the Dakota County MVTA project. Peterson asked if the Expansion-Heavy scenario should include the \$4 million for HourCar or not. Chair Hovland said no, the HourCar project is only in the Base Plus scenario.

**The vote was 17 in favor and 12 in opposition of Hollinshead's motion to indicate TAB preference. Motion carried.**

**12. 2018-64** Regional Solicitation – Decision on Roadway-Heavy Scenario

The Roadway-Heavy scenario was not included in the scenarios TAB recommended to Funding & Programming Committee for consideration.

**13. 2018-62** Regional Solicitation – Amount of Overprogramming

Staff was directed to provide additional information on overprogramming at the next meeting, following totaling of the scenarios forwarded to TAC Funding & Programming.

**14. 2018-63** Regional Solicitation – Unique Projects

The St. Paul HourCar project was included in the Base Plus funding scenario for \$4 million.

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

### **1. Highway Safety Improvement Projects**

This item was not addressed before the adjournment of the meeting.

### **2. Travel Pattern Flows**

This item was not addressed before the adjournment of the meeting.

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

## **IX. ADJOURNMENT**

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

Jenna Ernst  
Recording Secretary