

Minutes of the REGULAR MEETING OF THE TAC PLANNING COMMITTEE

Thursday, December 12, 2019

Metropolitan Council Chambers, 390 Robert Street North, Saint Paul

Committee Members Present: Nathan Abney, Holly Anderson, Joe Barbeau, Charlie Cochrane, Paul Czech, Bill Dermody, Innocent Eyoh, Jack Forslund, Jason Gottfried, Anne Kane, Elaine Koutsoukos, Michael Larson, Paul Mogush, Kevin Roggenbuck, Angie Stenson

CALL TO ORDER

A quorum being present, Committee Vice Chair Roggenbuck called the regular meeting of the TAC Planning Committee to order.

APPROVAL OF AGENDA AND MINUTES

The agenda was adopted after amending it to include the TPP Schedule Update item before the UPWP amendment action item. The November 2019 minutes were approved without correction.

SPECIAL INFORMATION ITEM

Air Quality Conformity

Jonathan Ehrlich presented this item.

<https://metrocouncil.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2019/TAC-Planning-12-12-19/IV-Air-Quality-Conformity.aspx>

Comments were made about 14% of emissions being from highways seemed low. In response to questions, staff clarified that this includes all streets. Transportation overall represents 25% of emissions, but this includes other modes such as aviation, rail, marine, ATVs; the 14% represents on-road vehicles for transportation. Council staff are working on developing a greenhouse gas emissions inventory and will share once more information is available. Consequences for not meeting standards would involve developing a plan, analyzing the cause of violations, and revising the State Implementation Plan (SIP) and revising the TPP and TIP to be compliant with the SIP. If in non-attainment, sanctions could be made on transportation funding. Once PM₁₀ maintenance expires, MnDOT could use Congestion Mitigation and Air Quality (CMAQ) funding outside the region.

ACTION ITEMS

1. 2020-02 Safety Performance Measures

Dave Burns presented this item. There is no penalty for MPOs if they don't meet these federally-required targets. In response to a question, Burns said the methodology MnDOT used for their targets was a 1.5% reduction from the base year for fatalities and a 5% reduction for serious injuries. The MnDOT 2020 targets used 2018 as the base year. Jason Gottfried agreed it would be discouraging for the MPO to send a message that an increase in fatalities or serious injuries is acceptable.

Actual numbers of these crashes should be included for 2018 to provide context for these targets in the communication to TAC.

Bill Dermody moved to recommend adoption of Option 1B for the 2020 safety performance targets. Paul Mogush seconded. **The motion carried unanimously.**

Elaine Koutsoukos moved to recommend the establishment of a Safety Performance Work Group to identify a methodology for calculating future safety performance targets. Angie Stenson seconded. Dermody asked for clarification on the purpose and scope of the work group. Heidi Schallberg said the immediate scope for the group would be the methodology for these safety targets, but the work could

evolve if local partners support doing additional safety analysis and work at the regional level. **The motion carried unanimously.**

2. 2020-03 2020 UPWP Amendment and TPP Update Schedule

Amy Vennewitz presented information on the update schedule for the Transportation Policy Plan (TPP). There is no flexibility in the federally-required schedule for updates. By doing an update in 2020, the plan could remain a 2040 plan. If done after 2020, it will need to extend to 2050 to meet the federal requirements for the long-range plan. The Parks Policy Plan is also scheduled for minor updates in 2020. Fiscally, nothing for transportation has changed since there is no new revenue or major investments. The focus for this plan update will be on the work program and what needs to be studied in preparation for the 2050 plan that will be done in 2024. System statements for local governments would be updated and it's a local review and decision if their comprehensive plans need amendments. With the 2018 TPP update, the Council heard comments on transit electrification and pricing and fares, and changes were made to the TPP related to those issues. The Council is committed to vehicle electrification and has it in the capital budget, but there are also issues to address with existing electric vehicles. The Council also heard comments on the 2018 plan related to shared mobility; this is a good area for local governments to look at since they are more involved on these issues.

Dave Burns presented the UPWP amendment, which includes adding funding, changing scopes, and adding the TPP update work. In response to a question from Innocent Eyoh, Burns said the PM₁₀ work will be outlined in the base air quality task.

Michael Larson moved to recommend the proposed amendment to the 2020 UPWP. Innocent Eyoh seconded. **The motion carried unanimously.**

INFORMATION

1. Pathways to Decarbonizing Transportation and Clean Cars Minnesota

Amanda Jarrett Smith from the Minnesota Pollution Control Agency (MPCA) presented this item.

https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2019/TAC-Planning-12-12-19/VI_2-Clean-Cars-MN.aspx

2. Pedestrian Safety Study

Due to time, slides for this item were emailed to committee members after the meeting with any comments to be sent to Heidi Schallberg.

https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2019/TAC-Planning-12-12-19/VI_3-Ped-Safety-Scope-Discussion.aspx

OTHER BUSINESS

None

ADJOURNMENT

After business was completed, the meeting adjourned.