

MEETING OF THE TRANSPORTATION ADVISORY BOARD

Wednesday | June 19, 2019
Metropolitan Council, Chambers | 12:30 PM
390 Robert Street North, Saint Paul, MN 55101

INTRODUCTIONS

Introduction of new TAB alternates: Mike Huang (Chaska alternate), Kris Fredson (Metropolitan Council alternate), and Mike Olson (District H citizen alternate)

REPORTS

1. TAB Chair's Report – Hovland reported on the second and third meetings of the Policy Work Group. Notes attached.
2. Agency Reports –

MnDOT – Jon Solberg reported that the Transportation Economic Development Program application is now open. MnDOT anticipates awarding up to \$20 million for construction projects on Minnesota's state highways that have measurable economic benefits in calendar years 2020-2022. In addition, DEED has an additional \$2.2 million in general obligation bonds available through the TEDI program. Applications are due September 6, 2019.

MPCA – Todd Biewen reported on the continuing comment period for Phase 2 of the VW settlement. The last public meeting is June 25 in Burnsville. MPCA is accepting written comments through August 16.

MAC – Carl Crimmins reported that MSP airport received several more awards. One in particular is 2nd place for "Best 'Green' Concessions Concept or Practice" category. Loaves and Fishes, a Minneapolis-based non-profit that serves free meals, picks up ready-to-eat items donated by airport concessionaires and distributes them the same day to those in need. They are also saving money on waste removal. There is a Food Truck Alley on Concourse E.

Metropolitan Council – Deb Barber reported that they have two finalists for candidates for Metro Transit Police chief. The Transit Values Workshops have been scheduled on July 23 and 24. TAB members and Council members can attend either workshop.

Judd Schetnan, Director of Met Council Governmental Affairs Intergovernmental Relations, provided an update on the 2019 Legislative session.

BUSINESS

TAB approved the following items and they will be forwarded to the Transportation Committee on the dates indicated.

1. 2019-27: Streamlined TIP Amendment: I-35W Stormwater, MnDOT (TC 6-24-2019)
Transportation Advisory Board adopted an amendment into the 2019-2022 TIP to change the description and cost of MnDOT's I-35W stormwater storage project (SP # 2782-347).

2. 2019-28: Streamlined TIP Amendment: MN 5 Reconstruction, MnDOT (TC 6-24-2019)
Transportation Advisory Board approved adopt an amendment into the 2019-2022 TIP to update the project description and add an additional bridge rehabilitation for MnDOT's MN Highway 5 concrete pavement and bridge rehabilitation project (SP # 2732-105).
3. 2019-26: Draft 2020-2023 Transportation Improvement Program Release for Public Comment (Final draft to TC 9-09-2019)
Transportation Advisory Board approved the draft 2020-2023 Transportation Improvement Program (TIP) for release for a 45-day public comment period from June 25 to August 9. TAB will consider public comments and approve the final TIP on August 21. The TIP will go to the Transportation Committee on September 9 for approval.
4. 2019-24: Scott County Functional Classification Principal Arterial Change (TC 6-24-2019)
Transportation Advisory Board approved the following functional classification changes and to administratively modify the 2040 Transportation Policy Plan to reflect these changes:
 1. Upgrade CSAH 42 from an A-Minor Expander to a Principal Arterial.
Upgrade CSAH 17 from an A-Minor Expander to a Principal Arterial.
Downgrade CSAH 21 from a Principal Arterial to an A-Minor Expander.
 2. Continue evaluating CSAH 78 as a future Principal Arterial, but do not change the current functional classification of the roadway at this time.
5. 2019-10: Prog Year Extension: TH5 Regional Trail, Carver Co Parks
Transportation Advisory Board approved the program year extension request to move Carver County's TH 5 Regional Trail project (SP# 010-090-008) to 2020, on condition of not receiving clearance from FHWA by June 26, 2019.

INFORMATION

TAB heard a presentation on changes to the Regional Solicitation being discussed at the technical committees. TAB members were favorable with considering a \$10 million maximum for roadway expansion projects based on that project costs have gone up over the years and the \$7 million has remained the same. TAB members were favorable with moving forward with creating a Spot Mobility application to see what it would look like. TAB members have would like to continue funding smaller projects to continue to distribute funds regionally. TAB members were favorable with Snow Removal for Trails applications and ADA Transition Plans for all applications be qualifying criteria.

Link to June 19, 2019, TAB agenda and materials - <https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB.aspx>

Summary of Regional Solicitation Policy Work Group Meeting #2

Recap of Meeting #1

1. There was additional discussion on roadway expansion maximum. Changes to the maximum will affect the amount of funding allocated within the Roadway category between applications.
2. Will this change how applicants will consider applying for funding if roadway expansion application has a higher maximum request amount than roadway reconstruction/ modernization application.

Transit

1. Consideration of proportionality of funding to the types of transit needed based on priorities for these types in areas in the metro area (e.g., LRT, BRT, county needs, etc.) Areas have different needs and they should not compete for funding at the consequence of each other, but all worthy should receive some level of funding.
2. How are transit projects selected to be applied for looking through equity lens?
3. The transit system is based on spoke system. It doesn't address suburb to suburb needs.
4. There is capacity in the total park-and-ride system. Are there areas with park-and-rides at capacity? What is the corridor capacity for park-and-rides? Cole Hiniker will provide the information.
5. What is the subsidy for cars compared to subsidy for transit route types? The presentation showed the operating subsidy of transit. The operating subsidy doesn't capture capital investment and maintenance. Can we see a comparison of roadway investments along with transit investments in an area shared, since they are working together to provide transportation and should be planned in conjunction with each other? Capture rolling stock cost for roads (vehicles) in cost comparison. Consider ongoing maintenance.
6. Look at affordable housing related to transitways. Encourage placing affordable housing along transitways and where employment is and/or where employment will expand.

Innovative Category

1. What would be the maximum and minimum?
2. Have a technical committee look at to determine method to rate the projects.

Equity

There was limited discussion on Equity at the meeting. Discussion will continue in meeting #3.

Regional Solicitation Policy Work Group Meeting #3 Notes

Equity

1. Clarification on who is included in the definition of Equity. The Regional Solicitation include the following populations in considering equity: low-income populations, communities of color, children, people with disabilities and elderly.
2. Question on how the region is identifying needs of disadvantaged populations.
3. Option – Increase safety points in roadway expansion projects. Expanding projects creates unsafe pedestrian conditions. In the roadway projects, are the applicants including pedestrian elements?
4. With regards to transit, other funding sources should give funding to communities to increase affordable housing near transit.
5. Housing scores for projects that go through multiple cities can penalize the score of the community increasing affordable housing, when their neighboring city is not. The housing score is based on what is in the ground, not housing that is under construction. Projects are funded in future years, when the construction would be complete.
6. Because the equity score is so low in the roadway applications, are communities applying for equity projects?
7. How big an area do you need to be to be an area of disparity? Comment that mobile home parks are contained in small areas and do not show up on disparity maps. Deb Barber provided a map after the meeting (attached) that can be found at <https://metro council.org/Planning/Projects/Thrive-2040/Photos/Areas-of-Concentrated-Poverty-map.aspx>
8. Disparity data is census tract data, based on population (4,000 per census tract). The outer lying census tracts are larger.
9. What is the definition of equity for roadways? Expanding roads increases travel difficulty for people without vehicles.
10. Communities define their equity needs. Equity needs will be different by community.

Transit

- 1) Three alternatives were presented:
 - a) no changes to the transit applications,
 - b) increase the federal maximum request to \$10 million and include a new transit market guarantee,
 - c) \$28 million set aside for one ABRT project, \$4 maximum for other transit projects, maximum of 25% of project award for bus purchases, and include a new transit market guarantee.
 - Feedback from MVTA - \$4 million federal maximum is too low. The 25% maximum funding for buses in a project would limit the expansion of service. If a project has a total cost of \$5 million, only two buses could be purchased, which would limit service that could be added.
- 2) Asset management is not included in the discussion.
- 3) Does changing from funding four ABRT projects to one ABRT project change community distribution of funds. What is the timeline change between current versus the revised alternative for ABRT opening service?