

### MEETING OF THE TRANSPORTATION ADVISORY BOARD

Wednesday | November 17, 2021  
12:30 PM

#### REPORTS

1. **Chair's Report** – Hovland reported that TAB members interested in serving on the TAB Executive Committee next year to send email of interest to Elaine Koutsoukos. The board will select two members representing the county Board members; one member representing the Board members from the cities of the first class; two members representing the Board members from the remaining cities; one member representing the citizen Board members; and one member representing the modal and remaining agency Board members at the January TAB meeting.
2. **MnDOT Report** – Barnes reported that the infrastructure bill includes the reauthorization of the surface transportation act, which is the current method that federal transportation funds come to the state of Minnesota, including the TMA/MPO allocation to the Metropolitan Council that TAB makes funding decisions on through the Regional Solicitation. Congress still needs to do additional work before funding becomes available, but it is understood that the Met Council would receive an increase in annual funds. Approximately \$100M - 150M to the state. Region will receive approximately \$10M. The appropriations bill still needs to be passed for the funding to be available.

**MPCA Report** – Biewen reported that the state Subcabinet on Climate is seeking input on goals that will help form a climate action framework for the state. Opportunities to submit input can be found at <https://climate.state.mn.us/>. Anticipate releasing a draft Climate Action Framework in early 2022, with a final framework published in mid 2022.

**MAC Report** – Crimmins reported that in the Infrastructure bill just passed, \$25B will be earmarked for airports over 5 years. MSP has put off \$200-300M of infrastructure projects. MSP will be competing for dollars. Sometimes funding is distributed by passengers. Based on 2019 passenger levels, they are looking at \$37.5M for MSP. About 75-70% of concessions are open full time. Concessionaires are having trouble finding staff. Held a Job fair on October 24 and 350 people attended. There were 40 concessionaires at the job fair. Another job fair will be held in January. On Thursday of MEA week, passenger levels were 36,5000. Parking improving; it's getting crowded. Vaccination sites are still up at least to end of year.

**Metropolitan Council Report** – Hovland reported on behalf of Barber. Charles Carlson has been named as the new Executive Director of MTS. Hovland announced that an invite will be sent to all TAB members giving those interested an opportunity to participate in workshops that will provide background information for regional scenario planning work that is part of preparing for the 2050 plan updates. The workshops are voluntary, and we are inviting a cross section of policy makers who participate on various Council advisory committees. Participants will be asked to participate in one workshop in December that will be a brainstorming exercise on the various uncertainties facing the region into the future. This will be followed with a second workshop in January where participants will identify strategies/actions that the council, cities, counties and others can take to help address and reduce/change the identified uncertainties.

**TAC Report** – Solberg provided background information on the Consent Items on the TAB agenda.

## BUSINESS

TAB approved the following items (*forwarded to the Transportation Committee*).

1. **2021-50:** Streamlined 2022-2025 TIP amendment for MnDOT: Three Project Cost Changes (*November 22, 2021, Transportation Committee*)

Transportation Advisory Board recommended that the Metropolitan Council adopt an amendment to the 2022-2025 TIP to adjust the funding and scope for MnDOT's US 169 noise wall project (SP # 2772-121), adjust funding and termini for MnDOT's I-94 maintenance project (SP # 8282-145), and increase funding for MnDOT's MN 3 railroad bridge rehabilitation (SP # 6217-52).

2. **2021-44:** Draft amendment to the 2040 Transportation Policy Plan to amend arterial bus rapid transit and freight projects (*November 22, 2021, Transportation Committee*)

Transportation Advisory Board recommended that the Metropolitan Council release the draft amendment to the 2040 Transportation Policy Plan for public review and comment to revise the arterial bus rapid transit network and add six freight projects.

There was discussion on the removal of North Snelling Avenue and American Boulevard from the ABRT increased revenue scenario. MTS staff is talking with Bloomington about including American Boulevard as a corridor they would like to continue to study. Bloomington is considering putting some funding forward to continue to keep that in as a corridor under study. There is an opportunity to revisit the corridors during the update of the 2050 plan in a few years. Consider adding it to a future discussion list or make it part of the upcoming discussion group. With the Orange Line startup, Metro Transit is building more connecting transit lines along American Boulevard. There was a discussion on whether TAB can be an advocate voice for the bus driver shortage and freight drivers to help correct the employment problem. Think about the role that the Center for Transportation Studies at the University of Minnesota could have in studying the economics of this situation and also with the Regional Council of Mayors. Updating the transit corridors through the Regional Solicitation has been important to improving transit by making it more convenient and appealing.

3. **2021-45:** Regional Transit Safety Performance Measures (*November 22, 2021, Transportation Committee*)

Transportation Advisory Board recommended that the Metropolitan Council adopt the regional Transit Safety Performance targets and approval of an amendment to the 2022-2025 TIP to incorporate the targets.

There was concern on goals for transit operators and an oversight of these goals. There was discussion on whether there was public input in setting the goals. Each of the transit providers conducted their own input process to set the performance targets. This action adds the safety performance targets of the transit providers into the TIP per federal requirements. Other additional performance targets can be set up by the transit providers. There was a request to see Met Council identify specific goals to address poor behaviors of transit riders and public health issues. Without added attention to this, there will not be increased ridership.

4. **2021-48:** Distribution of \$5,044,400 in Returned CMAQ Funding

Transportation Advisory Board recommended moving roughly \$5,044,400 in CMAQ funding to the 2022 Regional Solicitation and to refer the Federal Funds Reallocation Policy to the Funding & Programming Committee for discussion on possible revision related to past funds.

5. **2021-49:** Distribution of \$20M of Coronavirus Response and Relief Supplemental Appropriation Act federal funding (*December 13, 2021, Transportation Committee*)

Transportation Advisory Board recommended that the Metropolitan Council approve distribution of \$20M of Coronavirus Response and Relief Supplemental Appropriation Act federal funding to State Aid communities to cover transportation revenue loss.

6. **2021-46:** Updated Regional Truck Corridors for 2022 Regional Solicitation  
Transportation Advisory Board recommended that the Metropolitan Council accept the updated Regional Truck Corridors for the 2022 Regional Solicitation.
7. **2021-47:** Functional Classification Map for Use in the 2022 Regional Solicitation  
Transportation Advisory Board recommended that the Metropolitan Council adopt the Roadway Functional Classification Map for use in the 2022 Regional Solicitation.
8. **2021-51:** 2022 Regional Solicitation Public Comment Report and Approve Release of the 2022 Regional Solicitation (*December 13, 2021, Transportation Committee*)  
Transportation Advisory Board recommended that the Metropolitan Council concur the acceptance of the public comments for the 2022 Regional Solicitation and release of the 2022 Regional Solicitation.
9. **2021-52:** Release of 2022 Highway Safety Improvement Program (HSIP) Application and Acceptance of Public Comments (*December 13, 2021, Transportation Committee*)  
Transportation Advisory Board recommended that the Metropolitan Council concur the acceptance of the public comments for the 2022 Highway Safety Improvement Program (HSIP) application and release of the 2022 Highway Safety Improvement Program (HSIP).

Link to November 17, 2021, TAB agenda and materials - [111721 Agenda - Transportation Advisory Board \(metrocouncil.org\)](https://www.metrocouncil.org/Agenda/111721-Agenda-Transportation-Advisory-Board)