

Summary Report

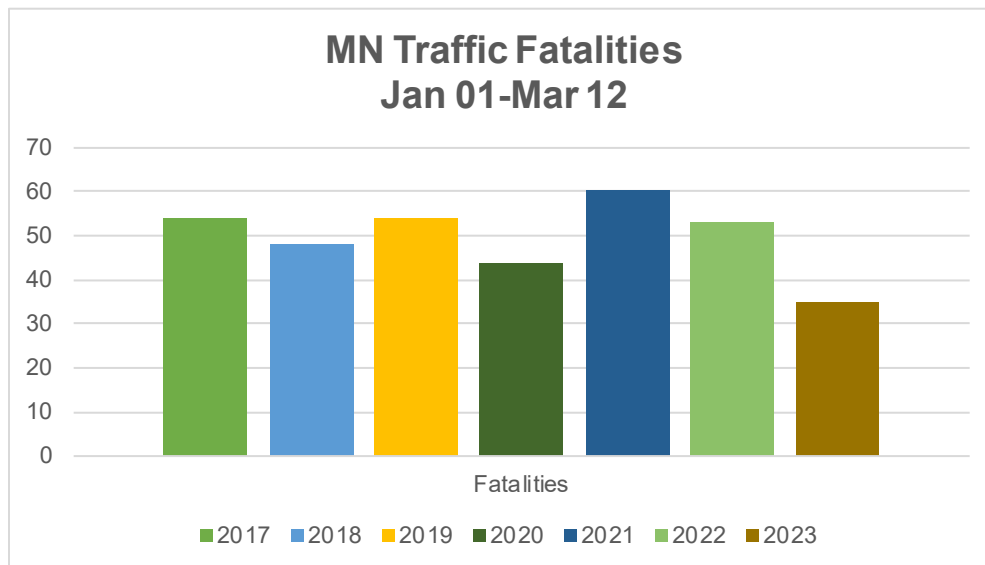
Transportation Advisory Board



Meeting Date: March 15, 2023

Reports

1. **Chair's Report** – Second Vice-Chair MatasCastillo announced that the April TAB meeting will have several information items and recommended that TAB members plan on the meeting lasting until 3:00 pm.
2. **MnDOT Report** – Barnes reported on Toward Zero deaths; in 2023 through March 12th, there were 35 traffic-related deaths on Minnesota roadways. This is 34 percent less than at this time last year, and at least 21 percent less than any of the previous five years (2017-21).



3. **MPCA** – Biewen had nothing to report.
4. **MAC Report** – Crimmins reported that MSP received best airport second year in a row. MSP has received the award six out of last seven years; they did not submit in 2020 during covid. MSP joined Greater MSP in their MBOLD initiative that includes recycling of food packaging, pallet wraps, single use plastic bags, etc. And will now try to use products made from recycled materials, promoting a circular economy. There was a crash at Flying Cloud airport on Tuesday; the three passengers survived. The FAA investigating. In 2022, top busiest days were during spring break. Currently airlines have scheduled 410,00 seats per week through the first week of April. Parking demand is also high.
5. **Metropolitan Council Report** – Barber reported that the Council members were seated last week. There are seven new members; on the Transportation Committee, there are five of nine new members. Barber addressed work on the safety and security on the transit system. A request was made for a legislative update while the legislature is in session. Barber will connect with Council staff Judd Schetnan.

6. **Suburban Transit Association** – Hansen reported that the suburban providers are having consistent slow growth. Maple Grove is exploring increasing its number of EV chargers installed at stations and park-and-rides. Plymouth is exploring further opportunities with route interconnectivity with Maple Grove as the initial connections have proven to be successful. SWTransit has approved their microtransit partnership with Lyft and are moving forward with technical integration. MVTA’s E-Jest Minibus demonstration is ongoing and had no issues during one of the storms in February. There was a request for a presentation on microtransit in the future with Metro Transit and the Suburban providers.
7. **TAC Report** – Michael Thompson, Funding and Programming Committee chair, reported that TAC approved the streamlined TIP amendments and the UPWP amendment on the agenda. TAC had discussion on the Regional Solicitation information item and are looking for direction from TAB to bring to the Funding and Programming Committee the next day.

Business

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

1. 2023-16: Streamlined 2023-2026 TIP Amendment – Four Projects Changes (March 27, 2023, Transportation Committee)

The Transportation Advisory Board recommended adoption of an amendment to the 2023-2026 TIP to amend four projects.
2. 2023-17: Streamlined 2023-2026 TIP Amendment – Chisago County US 8 project extension into Washington County (March 27, 2023, Transportation Committee)

The Transportation Advisory Board recommended adoption of an amendment to the 2023-2026 TIP to add reconstruction of US 8 (Lake Blvd) in Washington and Chisago counties (SP # 013-596-010).
3. 2023-15: 2023 Unified Planning Work Program (UPWP) Amendment 1 (March 27, 2023, Transportation Committee)

The Transportation Advisory Board recommended that the Metropolitan Council adopt the proposed amendments to the 2023 UPWP as shown in the attachment, 2023 UPWP Amendment 1. There was a recommendation to involve the business community in engagement for the EV Study and the EV Charging Stations. There was a question on whether the EV Study is coordinating with Xcel. Staff will follow-up on this question.

Information

1. Potential changes for 2024 Regional Solicitation

Steve Peterson presented the item. TAB members had discussion on the following items:

Emissions – There were questions on no changes to the emissions score for 2024. There is currently a study underway.

Safety – There was discussion on what approach to use. It was noted that adding points dilutes all other measures. The points change needs to have an impact. Directed staff to review a variety of options, including adding even more weight to safety. It was mentioned that EVs are heavier than other vehicles and their crash impact is different. U of M and MnDOT are participating in a study getting crash criteria from other parts of the world where they EVs. Requested a presentation of this data as a future information item.

Breaking a tie score – Clear direction needs to be given before it gets to the decision-making time about how projects will be selected for funding, when there is a tie score at the funding selection line.

Unique projects – A recommendation was made that the scoring needs to change from the 1-5 point range.

BRT rule – There was a question on future ABRT lines. It was noted that there are additional



lines coming forward that will utilize the \$25M set aside for ABRT. In the 2022 cycle, the BRT rule that limited up to \$7M for other BRT was followed and TAB did not fund a second BRT project even though there was additional funding. Options for change include funding up to two additional BRT projects, guaranteeing at least two non-BRT projects are funded, or increasing the \$7M limit to account for additional funding available.

Maximum awards – Recommend looking at how the maximums that were previously established compare to today's costs. Another option is consider how much of a project TAB should be funding. Currently TAB uses the 80 percent federal maximum, but could use a lower percent.

There was a question on whether the trail portions of road projects could be submitted as trail projects separately. Right now, projects can't be submitted in separate categories. This limits a trail from having a chance to be funded, if the roadway does not score well. Would like the technical committees to have a discussion on this.

2. COVID and Driver Shortage Impacts on Transit Planning

Adam Harrington, Metro Transit, presented the item.

TAB members requested information on the dates, times, and locations of the community forums in April. TAB member request MT to check on route frequency when changing routes. With very limited frequency, it makes a route not reliable to use. Consider integrating a regional bikeshare system into transit.

Link to March 15, 2023, TAB agenda and materials, [031523 Agenda - Transportation Advisory Board \(metrocouncil.org\)](https://www.metrocouncil.org/031523-Agenda-Transportation-Advisory-Board).

