

**Minutes of the  
REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD (TAB)**

Wednesday, September 17, 2014  
Metropolitan Council Chambers, St. Paul, MN

MEMBERS PRESENT:	Hargis, William, Chair	Stark, Russ	Butcher, Gerry
Crimmins, Carl	Hansen, Gary	Drotning, Karl	Fawley, Ethan
Petryk, Becky	Look, Matt	Swanson, Dick	Miron, Fran
Van Hattum, David	Sanger, Sue	Goins, William	Ulrich, Jon
Callison, Jan	McKnight, Kenya	Lilligren, Robert	Duininck, Adam
Reich, Kevin	Maluchnik, Randy	Gallagher, Steven	Slawik, Nora
Krause, Paul	McBride, Scott	McGuire, Mary Jo	Hamann-Roland, Mary
Thornton, David	Janovy, Jennifer		
ABSENT:	d'Almeida, Anani	Donahoe, Margaret	Gunyou, John
	Hovland, James		
LIAISON/STAFF PRESENT:	Elaine Koutsoukos, TAB Coordinator		

**I. CALL TO ORDER**

A quorum was present when Chair Hargis called the regular meeting of the Transportation Advisory Board to order at 12:35 p.m. on Wednesday, September 17, 2014.

**II. ADOPTION OF THE AGENDA**

Motion by Hansen, seconded by Lilligren to adopt the agenda. Motion carried.

**III. PUBLIC FORUM**

Invitation to the public to address the Board about any issue not on the agenda. There were no members of the public present to address the TAB at today's meeting.

**IV. REPORTS**

**1. TAB Chair's Report**

Hargis reported that he met with MC Chair Haigh and Regional Administrator Pat Born on 9/10 to discuss administrative issues, update on TAB and the Regional Solicitation. These meetings are planned to take place a few times a year.

**2. TAB Bylaws Task Force**

Hovland was not present at this meeting and the TAB Bylaws Task Force has not met since the last TAB meeting.

**3. Agency Reports (MnDOT, MPCA, MAC and Metropolitan Council)**

MnDOT: Scott McBride noted Elaine Koutsoukos' reminder that the Corridors of Commerce request for projects ends today. There is approximately \$25 M statewide in the program this year, and a list of chosen projects will come out sometime mid-October.

MAC: Carl Crimmins reported that MAC has approved a draft Capital Plan and are moving into environmental review. Also, a parcel of land adjacent to the Mall of America was sold to the MoA and adjoins the existing LRT.

Metro Council: Adam Duininck reported that the Metro Council adopted the I-494 and I-694 2030 TPP and TIP Amendments.

#### **4. Technical Advisory Committee**

Pat Bursaw reported that the TAC met on 9/03/14 and discussed and approved items that are on the TAB agenda today.

A work group was established to address federal funding allocations. This work group will review current policy and process and develop proposed changes regarding allocation of funds when projects are deferred or withdrawn or when additional federal funds are made available to the region.

#### **V. CONSENT ITEMS**

Motion by Hamann-Roland, seconded by Callison and passed to approve the consent items below.

1. Approval of the Minutes from August 20, 2014 with Hamann-Roland's correction to the spelling of her name in one motion.

#### **VI. Action Items**

1. 2014-61: Streamlined TIP Amendment – West St. Paul Safe Routes to Schools

Bursaw presented this item.

Motion by Fawley, seconded by Hamann-Roland that the TAB adopt the amendment into the 2014-2017 TIP to include additional funding for preliminary engineering on Safe Routes to School pedestrian/bicycle improvement (SP#173-591-001). Motion passed.

2. 2014-60: 2014 Regional Solicitation for 2017-2019 Funds

Bursaw presented this item. Elaine Koutsoukos and Heidi Schallberg also presented information. SRF consultants were present to answer questions.

Some TAB member comments are as follows:

Sanger – explain reference to serving children, elderly, and people with disabilities. Nearly everywhere has these populations and why have that language in the document? Koutsoukos explained this is one of four bullet points that will be selected by the applicant, with explanation given. Krause – poverty is poverty, no matter what race or minority.

Maluchnick – There is GIS capability to collect data at a block level, and why not do that? Jonathan Ehrlich explained.

Maluchnick – would like to continue the education part of this meeting, but is concerned about the public comment situation with the TPP that is going on now. Public comment provides for critical foundation for making sound public policy decisions. The process of allowing input promotes legitimacy and ensures that agencies and their staff act fairly approaching these issues with an open mind and listening respectfully to the broad spectrum of perceptions. Allowing public comment also helps ensure transparency which is especially important with dealing with issues that have broad impacts on multiple stakeholders and large amounts of public funding.

Maluchnick moved to table any action on the Regional Solicitation process by the TAB until the TPP public comment period has concluded and a summary of comments can be submitted to the TAB members.

Seconded by Krause.

A hand vote was taken on the motion to table the action. The motion to table the action failed.

Members asked for and received clarification on the action, since the TAC recommendations are on a separate sheet and not included in the entire Regional Solicitation document attached to the action memo. Callison asked for examples of dramatic changes in the Regional Solicitation since the last solicitation. Schallberg explained the changes relating to equity and housing performance and the benefits and impacts. Krause – suburban areas cannot meet criteria to compete for funds, and if they can't, then it is not a level playing field.

Look – there is disconnect between policy and reality as defined by engineering staff. The Draft TPP appears to propose funneling public funds into mass transit in the urban core while virtually ignoring congestion relief on highways, which are essential to the economic health of suburban communities. The TPP does not support the single-occupant vehicle capacity expansion necessary to support growth

projections and economic development in suburban counties. The imbalance of funding between roadways and transit is despite the fact that less than 2% of the population are transit riders. If high levels of public infrastructure investments in transit and parks were all it took to eradicate poverty, then we would have already succeeded.

Drotning – would like to see true comparisons of old-to-new standings related to housing performance scores in order to understand how it will affect suburban communities.

McKnight – the term “equity” is loose and there is a need to specify “people of color” or “geography”. Need to look at how you serve people in general and regionally.

Sanger – no clear definition of equity within the context of transportation projects. Seems that we’re only looking at perspective of distance/proximity. Do not understand how equity can be considered for highway projects and would choose not to include any equity point scoring on roadway projects. The Regional Solicitation needs more work and more refinement; if TAB members confused, then the communities will be too.

Stark – agree that measuring impacts in roadway projects is difficult. There will be review of this solicitation performance next year.

Hamann-Roland – the word “equity” creates confusion and there is angst and uncomfortableness about trust. She has heard feedback from staff that the process is fair.

Swanson – the scoring criteria do not address the role of the regional transportation system and the importance of commerce. This is hurting economic development. Some cities have gone out of their way to not create centers of low income housing and to scatter it throughout the city. This plan does not give benefit for trying to integrate all income levels into the city.

A motion was made by Maluchnick, seconded by Drotning, that the equity criteria for all modal categories in the Regional Solicitation be reevaluated to allow projects to receive full points assigned to equity if the project’s census tracts contain poverty or populations of color above the regional average or if the project touches a block group that contains areas of poverty or populations of color above the regional average.

Drotning noted that he seconded the motion because it provides an opportunity for the region as a whole – all of the counties – to have an opportunity to serve their communities below the poverty level and have people of color.

TAB member comments following Maluchnick’s motion:

Look – the TAB is not a Housing Board. Metro Council doesn’t have the statutory authority to force communities to change planning & zoning, but does try to force it through the comprehensive planning process. The TAB needs to focus on congestion mitigation and safety, not housing.

Petryk – noted that three modal working groups made one recommendation, while the Steering Committee made another and questioned why. Schallberg offered the make-up of the committees and the discussions that took place within them to reach their recommendations.

VanHattum – disagrees that housing does not have to do with transportation, people need access to both.

Callison – people feel this is unfair in the way that they can’t compete, this discussion is about one category of weighting.

McKnight – remember that these are federal dollars that come with stipulations and requirements as an MPO that are not debatable.

The question was called to vote on Maluchnick’s motion above. A hand vote was taken and the motion to add Maluchnick’s language failed (14/12).

Motion by Duininck seconded by Lilligren that the TAB approve the attached Regional Solicitation package for 2017-2019 with the TAC-recommended application text changes, and using the criteria weightings recommended by the Regional Solicitation Evaluation Steering Committee and release the solicitation.

TAB member comments after Duininck’s motion.

Look – have been told that working group opposes the motion and he opposes.

Duininck – we knew the working group would not be a unanimous vote and it is up to the policy makers to ultimately bring about equity.

Reich – in favor of the motion, good projects will surface and get funded, this is essentially a policy decision.

Krause – this is the worst plan he has seen, there is no equity in this plan and there is no equity in the TAB voting membership, either.

McBride – there has been many hours of work put into this and it is now at policy level. MnDOT supports equity as a component of the process. The Regional Solicitation will be analyzed two years from now and changed, if necessary.

Slawik – in favor of the motion, this is taxpayer money and should be spent where needed and most fair for the most people.

McGuire – in support of the motion, want to automatically review the Regional Solicitation in two years.

Miron stated that the Working Group's recommendation seems to be a reasonable compromise and made the following motion amendment.

Motion by Miron, seconded by Maluchnick to amend the motion to strike "Steering Committee" and replace with "Working Group" in the motion language.

Hamann-Roland stated that three working groups offered 5% for equity in the roadway groups, and she would support this amendment to the motion.

Fawley – the 10% option was a compromise by the Steering Committee, was a broad range of point options considered during the process.

Maluchnick – fear that advocates do not have a practical approach to this and the working group/practitioners are not being listened to.

A hand vote was taken on the amendment to Duininck's motion offered by Miron, which is the Working Group recommendation. The motion to amend failed (15/14) with the TAB Chair being the deciding vote.

A vote was taken on Duininck's motion, which is the Steering Committee recommendation. A hand vote was taken and the motion passed (18/8).

### 3. 2014-62: TDM Solicitation Delay

Bursaw presented this item. Sanger asked for a report in the future about TDM projects and their successes, whether they are useful or not in improving safety, reducing congestion or changing travel behavior.

Motion by Miron, seconded by Petryk that the TAB approve the application for TDM projects and delay the release of a solicitation for TDM projects (using 2015-2017 funding) until spring 2015. Motion passed.

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

None

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

None

## **VIII. ADJOURNMENT** - Business completed, the meeting adjourned at 3:10 p.m.