

Minutes of the

REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD (TAB)

Wednesday, May 15, 2019

Metropolitan Council Chambers, 390 Robert Street North, Saint Paul

Committee Members Present:

MEMBERS PRESENT:	Hamann-Roland, Mary (Vice Chair)	Look, Matt	Barber, Deb
Gaylord, Kathleen	McGuire, Mary Jo	Boyles, Frank	Ulrich, Jon
Karwoski, Stan	Anderson, Doug	Sandahl, Suzanne	Lindeke, William
Barnes, Michael	Fox, Nick	Dugan, Peter	Goins, William
Reich, Kevin	Windschitl, Mark	Crimmins, Carl	Geisler, Christopher
Bailey, Myron	Hollinshead, Mathews	Swanson, Dick	Giuliani Stephens, Mary
Hansen, Gary (Droste, Bill)	Gorecki, Bruce (Eiden, Mark)	McDonnell, Craig (Biewen, Todd)	
ABSENT:	Hovland, James (Chair)	Goettel, Debbie	Tolbert, Chris
Foster, Amity	Maluchnik, Randy	Petryk, Becky	Wosje, Jeff
Staples, Jamez			
LIAISON/STAFF PRESENT:	Koutsoukos, Elaine TAB Coordinator	Freese, Lisa TAC Chair	Thompson, Nick MTS Director

I. CALL TO ORDER

A quorum being present, Vice Chair Hamann-Roland called the regular meeting of the Transportation Advisory Board to order at 12:35 p.m. on Wednesday, May 15, 2019 and introduced new TAB members.

II. ADOPTION OF THE AGENDA

Motion by Gaylord, seconded by McGuire, to approve the agenda of the May 15, 2019, regular meeting of the Transportation Advisory Board. **Motion carried.**

III. PUBLIC FORUM

Invitation to the public to address the Board about any issue not on the agenda. There was no one in the audience who wished to speak on items not on the agenda.

IV. REPORTS

1. TAB Chair's Report

Hamann-Roland reported on the Regional Solicitation Policy Workgroup covered topics including: maximum funding awards, before and after study findings, transit approaches, TDM and unique projects, equity, and geographic balance.

2. Agency Reports MnDOT, MPCA, MAC, and Metropolitan Council

MnDOT, Michael Barnes:

Barnes reported that construction is under way and June 4, 2019 will be a Twin Cities stakeholder meeting about pathways to decarbonizing transportation, TAB Coordinator Koutsoukos will send out the information.

MPCA, Todd Biewen:

Biewen reported that the Volkswagen settlement will be entering the largest phase, phase two, and the MPCA will have information on the website as they move forward.

MAC, Carl Crimmins:

Crimmins reported on expanding service at the airport since corporations have desired that international travel expand. Delta Airlines will begin providing direct service from MSP to South Korea, Mexico City, and Dublin, Ireland, this summer.

Metropolitan Council, Deb Barber:

Barber reported that the Transportation Committee and Council approved the second amendment to the TPP for I-94 and Gold Line. The C Line is opening on June 8, 2019, and it was partially funded through two different funding rounds of regional solicitation.

V. APPROVAL OF MINUTES

1. Approval of Minutes from April 17, 2019

Motion by Look, seconded by Gaylord, to approve the minutes of the April 17, 2019, regular meeting of the Transportation Advisory Board. **Motion carried.**

VI. ACTION ITEMS

1. There were no action items on the agenda.

VII. INFORMATION AND DISCUSSION ITEMS

1. Strategic Highway Safety Plan

Minnesota Department of Transportation State Traffic Safety Engineer Brad Estochen presented this item.

Hollinshead asked about the pedestrian deaths double in the metro versus statewide and asked if there was data showing contributing factors. Estochen said the root causes have not been dug into yet but it is worth the investment. McGuire asked how the community outreach is being done, how the diverse communities are being reached. Estochen said other agencies are participating who have contacts within diverse communities to bring forward the needs and concerns of diverse communities. McGuire commented that in Ramsey County the lens of equity is added to everything that they are doing and encouraged MnDOT to reach out to Ramsey County. Karwoski asked about cellphones and how the new hands-free legislation will impact this. Estochen said cellphones are wrapped into the inattentive category but the inattentive category is harder to measure because the crash report often requires certainty on the part of the officer. Giuliani Stephens commented that in addition to MnDOT thinking about what should be done they should also think about what should they stop doing. Ulrich said that because of the new legislation there is a lot of opportunity around this. Geisler asked what data there is that things that have been implemented have deescalated incidents. Estochen said there are studies done and fatal and serious injuries both have gone down which means that crashes are being eliminated not just downgraded in severity.

2. Introduction of Transit Planning Basics Workshop and Future Transit Planning Efforts

Metropolitan Transportation Services Multi Modal Planning Manager Cole Hiniker and Nelson/Nygaard Consulting Thomas Whittmann presented this item.

Hollinshead asked about passenger tracking, modal branding, and operation being done by cities versus regions. Whittmann said passenger tracking is done with cell phone data tracking, customers respond to service so the mode is not necessarily what they are as cognizant of. McGuire commented on communities experiencing transportation systems differently. Goins said it is important that commerce and freight be considered since the pick up and delivery times are often tied to rush hours. Droste asked if there is a typical amount of time a consumer will wait. Whittmann said some customers are more time-sensitive than others, 15 minutes is the basic guideline in the industry. Droste asked about technology impacts. Whittmann gave examples of it reducing the perception gap of how long the wait time is. Crimmins asked how weather impacts ridership. Whittmann said infrastructure investments can make the service more useful and livable. Lindeke commented on the design feature of bus branches. Geisler commented on parking spaces and the interaction with transit for land use planning. Ulrich asked how autonomous vehicles will impact transit planning. Whittmann said from a space perspective, autonomous vehicles cannot be the answer in a metropolitan area. Windschitl asked about the use of smaller buses to have an economic impact on days with lower ridership. Whittmann said paratransit vehicles or partnerships with private sector companies are both options looked at to fill that need. Barber said that it is important that regional benefit be defined by policymakers.

VIII. OTHER BUSINESS AND ITEMS OF TAB MEMBERS

Anderson shared his concern that the general public is getting narratives not based on fact, especially seen recently with the gas tax, he brought up that good projects are turned away because of a lack of funding. Barber said that the need for long-term funding should be communicated to legislators regardless of which plan. McGuire echoed this need for sustainable funding and said more information needs to be put out to help legislators understand the need. Barnes said 50 percent of the state roadways are 50 years or older and 39 billion dollars are needed just to maintain not to expand. Goins said it is hard to mobilize people unless they understand the return on investment. Crimmins mentioned that funding needs to be broader than a gas tax because transit will take people off the roads. Look said that there has been an influx of dollars into transportation previously and the first 6 cents of the 20 proposed cause a break-even. Look added that transportation could be funded in the bonding this year even though it is not a bonding year because construction inflation would be the only difference. Karwoski said that maybe the TAB should consider a resolution similar to what counties and cities have done, simply to express the need and educate, and let the legislators figure out the funding details. Ulrich noted that in the history of TAB it has been stronger and better when it has stayed away from bipartisan politics and each member is part of a group that has lobbyists so the TAB would benefit the most from not getting partisan. Look stated that he would like to see a constitutional amendment dictating that surpluses go to transportation.

IX. ADJOURNMENT

Business completed, the meeting adjourned at 2:51 p.m.

Jenna Ernst
Recording Secretary