

Minutes of the

REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD (TAB)

Wednesday, June 20, 2018

Metropolitan Council Chambers, 390 Robert Street North, Saint Paul

Committee Members Present:

MEMBERS PRESENT:	Hovland, James, Chair	Gaylord, Kathleen	McGuire, Mary Jo
Anderson, Doug	Reich, Kevin	Gorecki, Bruce	Sandahl, Suzanne
Dugan, Peter	Goins, William	Giuliani Stephens, Mary	Staples, Jamez
Karwoski, Stan	Hollinshead, Mathews	Wosje, Jeff	Tolbert, Chris
Maluchnik, Randy	Look, Matt	Ulrich, Jon	Petryk, Becky
McBride, Scott	Laufenburger, Denny	Rodriguez, Katie (Elkins, Steve)	Thornton, David (Biewen, Todd)
Villella, Sam (Geisler, Chris)	Sandahl, Suzanne (Sanger, Sue)	Callison, Jan (Goettel, Debbie)	Fawley, Ethan (Privratsky, Matt)
Christensen, Carrie (Johnson, Conor)			
ABSENT:	Hansen, Gary	Parsons, Rolf	Hamann-Roland, Mary
	Crimmins, Carl	Tabke, Brad	Foster, Amity
	Swanson, Dick		
LIAISON/STAFF PRESENT:	Koutsoukos, Elaine TAB Coordinator	Freese, Lisa TAC Chair	Thompson, Nick MTS Director

I. CALL TO ORDER

A quorum being present, Committee Chair Hovland called the regular meeting of the Transportation Advisory Board to order at 12:35 p.m. on Wednesday, June 20, 2018.

II. ADOPTION OF THE AGENDA

It was moved by Anderson, seconded by McGuire, to approve the agenda of the June 20, 2018, 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

Chair Hovland reported that the issue of geographic balance was discussed in the TAB Executive Meeting and will be expounded on later in the meeting.

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

MnDOT, Scott McBride:

McBride reported on the Corridors of Commerce (COC) and the legislative bonding bill that set aside an additional \$400 million for COC. The bonding bill included the stipulation that the money be spent on the same COC list, and the next two Greater Minnesota projects be selected. McGuire asked what the final result was as far as geographic balance between Greater Minnesota and the Metro

Area. McBride answered that \$335 of the \$800 million is now going to the Metro District, but some people voiced the opinion that the Greater Minnesota projects that are close to the Metro should count as a Metro project.

MPCA, Todd Biewen on behalf of David Thornton:
Biewen had nothing to report.

MAC, Carl Crimmins:
Crimmins was absent. Bridget Rief responded to a question that the airport hotel opening is scheduled July 14.

Metropolitan Council, Katie Rodriguez:
Rodriguez was absent.

3. Technical Advisory Committee Meeting Report

Freese reported that the MnDOT Project Selection process was discussed, and feedback provided to MnDOT. Freese said an overview of the MnDOT Asset Management Program was discussed as well.

V. CONSENT ITEMS

1. Approval of Minutes from May 16, 2018

It was moved by Hollinshead, seconded by Reich, to approve the amended minutes of the May 16, 2018, regular meeting of the Transportation Advisory Board. **Motion carried.**

VI. ACTION ITEMS

1. 2018-36 Streamlined TIP Amendment: MN 77, MnDOT

TAC Executive Chair Lisa Freese presented this item. There were no questions or comments from TAB members.

It was moved by McGuire, seconded by Goettel, that:
The Transportation Advisory Board adopt an amendment into the 2018-2021 TIP to increase the cost and total project length of MnDOT's MN 77 bridge rehabilitation project (SP# 1925-56). **Motion carried.**

2. 2018-37 Streamlined TIP Amendment: I-94, MnDOT

TAC Executive Chair Lisa Freese presented this item. There were no questions or comments from TAB members.

It was moved by Giuliani Stephens, seconded by Laufenburger, that:
The Transportation Advisory Board adopt an amendment into the 2018-2021 TIP to amend the project description of MnDOT's I-694 interchange reconstruction project (SP# 8286-81). **Motion carried.**

3. 2018-38 Streamlined TIP Amendment: CSAH 14, Anoka Co.

TAC Executive Chair Lisa Freese presented this item. There were no questions or comments from TAB members.

It was moved by Look, seconded by Geisler, that:

The Transportation Advisory Board adopt an amendment into the 2018-2021 TIP to increase the cost of Anoka County's CSAH 14 bridge rehabilitation project (SP# 002-614-044). **Motion carried.**

4. 2018-32 TIP Amendment: Hadley Interchange, Washington Co.

TAC Chair Lisa Freese presented this item. There were no questions or comments from TAB members.

It was moved by Karwoski, seconded by McGuire, that:

The Transportation Advisory Board approve an amendment to the 2018-2021 Transportation Improvement Program (TIP) to increase the cost of Washington County's Hadley Avenue interchange construction project (SP # 082-596-005). **Motion carried.**

5. 2018-33 Scope Change: Hanson Boulevard, Anoka County

TAC Chair Lisa Freese presented this item.

Look asked that the county name be corrected in the motion and body of the action transmittal. Privratsky asked for clarification on how the multimodal reduction would affect the bike trail. Freese answered that the bike trail width would remain the same and not be expanded as originally planned. Geisler asked if the cost reduction is necessary since the project could have possibly been funded at the full \$7 million. TAB Coordinator Elaine Koutsoukos added that out of the two recommendations presented in the item, Anoka County proposed the reduction of \$376,000 of federal funds. Goins shared that he believes this epitomizes what the TAB is about: discussing projects representing full transparency, the scoring system used, etc. Goins stated that this is an example of the TAB supporting transparency in the funding process, if the body or individuals are challenged. Sanger asked why ten feet is the standard for trails, if less is allowed. Freese said that the State multimodal trail standard is eight feet, but a ten-foot trail accommodates two-way traffic better. As far as the six-foot variance for the existing trail, Freese said that this went through the State Aid process and the variance process includes review by at least three county engineers. Privratsky added that the variance might have been granted because of the transmission lines on either side of the bridge. Sanger reiterated her concern for two-way bicycle and pedestrian movement on a six-foot trail and Geisler pointed out that there is a concrete wall separating the bike path from the roadway.

It was moved by Look, seconded by Wosje, that:

The Transportation Advisory Board approve the scope change request for Washington County's Hanson Boulevard Expansion project (SP # 002-678-022) to eliminate widening of the bridge over Coon Creek. **Motion carried.**

6. 2018-34 TIP Amendment: Scope Change: Hanson Boulevard, Anoka County

TAC Chair Lisa Freese presented this item. There were no questions or comments from TAB members.

It was moved by Look, seconded by Petryk, that:

The Transportation Advisory Board approve an amendment to the 2016-2019 TIP to eliminate the widening of a bridge and change the cost of Anoka County's Hanson Boulevard Expansion (SP # 002-678-022). **Motion carried.**

7. 2018-35 Release Draft 2019-2022 TIP for Public Comment

TAC Chair Lisa Freese and Metropolitan Transportation Senior Planner Joe Barbeau presented this item.

McGuire asked who provides comments on this document. Barbeau said MnDOT always provides a comment since this is a moving process, but typically there are zero to five comments from an organization or citizen in support of or against a project. McGuire asked for clarification on the role of TAB members in generating public engagement and requested a list of the entities and individuals who receive the link inviting their comments. Metropolitan Council Outreach Coordinator Sara Maaske offered to share the distribution list with TAB Coordinator Elaine Koutsoukos for dissemination to TAB members.

It was moved by Laufenburger, seconded by Anderson that:
The Transportation Advisory Board adopt the draft 2019-2022 Transportation Improvement Program (TIP) for release for a public comment period. **Motion carried.**

VII. INFORMATION AND DISCUSSION ITEMS

1. Changes to TPP (Corridors of Commerce, \$150M Mobility)

Metropolitan Transportation Services Highway Planning & TAB/TAC Process Manager Steve Peterson presented this item.

McGuire and Goins voiced appreciation for projects listed. Privratsky asked for more detail on the Rethinking 94 scope. McBride shared that MnDOT has been working with the local community to discuss the investment that needs to be made on, above, and around the freeway. McBride added that there is a \$700 million to a billion-dollar investment that needs to happen over the next 20 to 30 years. There was discussion regarding the fact that some projects cannot be changed despite public comments received. McBride added that while the TAB may not have control over the project, the feedback is still valuable.

2. Geographic Balance in Regional Solicitation

Metropolitan Transportation Services Highway Planning & TAB/TAC Process Manager Steve Peterson presented this item.

Laufenburger asked for clarification on what “employment and population percentage” represents. Peterson said it is the number of jobs in the county. Peterson said the population is not limited to the working age, it includes everyone. Laufenburger asked what other measurements were considered and if income was one of them. Peterson answered that vehicle miles traveled, transit trips taken, miles of roadway, and travel shed have been other measures used by Metropolitan Planning Organizations, but income has not been a measure used. Laufenburger mentioned that there is the trend of individuals working from their homes. TAB Coordinator Elaine Koutsoukos’ suggestion of poverty level being a measure to be looked at as well was also brought up. Geisler asked if the urban/suburban land use designations were based on population density. Peterson responded that it is based on community type, including population density and land use density. Geisler asked if it would be relatively congruent with the population numbers, Peterson answered in the affirmative. Sanger asked if existing data could capture the net gain and net loss between where people live and where they travel to work or school. Peterson directed the TAB to the following slides. Karwoski asked if the data showed those coming from Wisconsin to work, as well as those passing through a county to get to work. Peterson answered that this would show up in the slide listing employment numbers. Look asked where the federal dollar amount shown comes from.

Peterson responded that the federal dollar amount shown is the \$89 million per year of both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program dollars. Look brought up counties competing for expansion or transit funding even if that is not the core need of a county, he suggested the option for counties to prioritize their funding needs. Peterson shared that there are some places across the nation that ask submitting agencies to order their projects by priority and this is something that could be considered. Look responded that he would be interested in exploring counties incorporating a priority list into the process. McGuire stated that balance should include who uses the roads since it has been illustrated that many people who use a given road do not necessarily live or work near that road. Hollinshead asked how the data could determine whether his movement is in a car or on a bus. Peterson responded that the current data does not reflect this difference, but it can be done based on the speed of travel and stops made. Laufenburger clarified that geographical balance is not a measure of scoring currently, but these maps could be used to show that geographical balance is being achieved. Laufenburger added that sometimes development proceeds infrastructure. Peterson said that the TAB should decide whether it wants to use this data to score or simply as a reporting tool. Chair Hovland commented that in the past, the TAB has considered geographic balance in the Regional Solicitation without it being part of the actual scoring system, but the TAB should discuss if geographic balance ought to receive a formal score. Elkins stated that this data shows that over time regional balance has been achieved from a population standpoint. McGuire asked for the timeline on any decision made by TAB. Peterson shared that in the fall the next round of projects will be selected, and this will be brought forward again then.

3. MnDOT Project Selection

MnDOT Project Selection Process Manager Philip Schaffner presented this item.

Sanger commented on the importance of public understanding of how MnDOT makes the project selection decisions and funding distribution by project category. Sanger also stressed the need for focus on public input. Schaffner responded that more details can be added, and a new policy has recently been adopted to help with public engagement. Geisler asked if a reassessment of the scoring model is planned. Schaffner said that revisions will be made as new studies are undertaken, plans are updated, legislative direction is given, etc. and that when changes are made they will be publicized.

4. MSP-Memphis Leadership Roundtable

This item was moved to a future agenda due to lack of time.

VIII. OTHER BUSINESS AND ITEMS OF TAB MEMBERS

IX. ADJOURNMENT

Business completed, the meeting adjourned at 2:25 p.m.

Jenna Ernst
Recording Secretary