

Minutes of the

REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD (TAB)

Wednesday, November 21, 2018

Metropolitan Council Chambers, 390 Robert Street North, Saint Paul

Committee Members Present:

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

I. CALL TO ORDER

A quorum being present, Chair Hovland called the regular meeting of the Transportation Advisory Board to order at 12:33 p.m. on Wednesday, November 21, 2018.

II. ADOPTION OF THE AGENDA

It was moved by Anderson, seconded by Hamann-Roland, to approve the amended agenda of the November 21, 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 on recent election results. Chair Hovland also stated that TAB Executive Committee members will be selected at the January 2019 TAB meeting and members interested in serving on the Executive Committee in 2019 should submit an email to TAB Coordinator Elaine Koutsoukos by the end of December 2018. Chair Hovland reported on Dr. Kasarda's Aerotropolis presentation from December 14, 2018 to TAB and Metropolitan Council members. Chair Hovland shared that while Dr. Kasarda was in Minnesota he also visited with the Metropolitan Airports Commission, the University of Minnesota, and Greater MSP.

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

MnDOT, Scott McBride:
McBride had nothing to report.

MPCA, Todd Biewen on behalf of David Thornton:

Biewen reported that David Thornton is retiring on December 4. Chair Hovland presented a certificate of appreciation for Biewen to present to Thornton. The new MPCA Commissioner appointed by the governor-elect will appoint an assistant of air quality, who will serve on the TAB.

MAC, Carl Crimmins:

Crimmins reported that construction is ongoing at the airport and thirty new restaurants will open. Crimmins requested that MAC staff present the State of the Airport at a future TAB meeting which will tie in to Dr. Kasarda's presentation. Crimmins shared that new artwork is coming to the airport, including a 37-foot sculpture, and the baggage area improvements will be completed by 2020.

Metropolitan Council, Katie Rodriguez:

Rodriguez reported that Council Member positions are open. Rodriguez also reported on the milestone with Southwest LRT and thanked the governor and partners at Hennepin County, mayors, and staff for their support and hard work. Callison stated that it holds great promise for the region and she expressed her appreciation for all involved as well. Callison and Chair Hovland invited everyone to attend the groundbreaking on November 30, 2018 at 2:30 p.m.

V. CONSENT ITEMS

1. Approval of Minutes from October 17, 2018

It was moved by Hamann-Roland, seconded by Reich, to approve the minutes of the October 17, 2018 regular meeting of the Transportation Advisory Board. **Motion carried.**

VI. ACTION ITEMS

1. 2018-47 TPP Amendment: Riverview Modern Streetcar

TAC Chair Lisa Freese and Ramsey County Transit Project Manager Mike Rogers presented this item.

Karwoski asked if this would share station planning with the Gold Line. Rogers answered that yes they will both use 5th and 6th street in St. Paul and will coordinate more in depth as it advances. Goins asked about the strategy with commuters, helping the market, applying the system to other areas of the market, overall system development, he wondered how this fits into the overall strategy. Rogers answered that this gives more opportunity to find the right mode to fit into the right market. McGuire expressed her appreciation for the work done by partners and staff along with her excitement for this item.

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

The Transportation Advisory Board recommend that the Metropolitan Council release the draft amendment to the 2040 Transportation Policy Plan for public review and comment to add Riverview Modern Streetcar Locally Preferred Alternative. **Motion carried.**

2. 2018-49 TIP Amendment: TH 212/CSAH 44 Interchange, City of Chaska, release for public comment

TAC Chair Lisa Freese presented this item.

Laufenburger stated that this will be a great economic driver for the community.

It was moved by Maluchnik, seconded by Laufenburger, that:

The Transportation Advisory Board approve an amendment into the 2019-2022 TIP to approve the City of Chaska's project to construct an interchange at TH 212 and CSAH 44 (SP # 196-020-010) for the purpose of releasing it for a public comment period. **Motion carried.**

3. 2018-50 TIP Amendment: CSAH 14, Anoka County, release for public comment

TAC Chair Lisa Freese presented this item.

There were no comments or questions from TAB members.

It was moved by Look seconded by Swanson, that:

The Transportation Advisory Board approve an amendment into the 2019-2022 TIP to change the cost, year, and description to Anoka County's CSAH 14 reconstruction project (SP # 002-614-045) for the purpose of releasing it for a public comment period.

Motion carried.

4. 2018-48 TIP Amendment: I-94, Corridors of Commerce (7W)

TAC Chair Lisa Freese presented this item.

McBride said that this project was selected in the first round of Corridors of Commerce, it is one of the Greater Minnesota projects.

It was moved by McBride, seconded by Anderson, that:

The Transportation Advisory Board accept the public comments for this amendment approve of amendment to the 2019-2022 TIP to add a project reconstructing and expanding I-94 in Wright County (8680-172). **Motion carried.**

5. 2018-51 TIP Amendment: I-94, NHPP (7W)

TAC Chair Lisa Freese presented this item.

Goins shared his experience of observing the I-94 Coalition and his belief that it's a positive example of community coming together.

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

The Transportation Advisory Board approve an amendment into the 2019-2022 TIP to add a MnDOT-sponsored project replacing two bridges on I-94 in Wright County (SP # 8680-177).

Motion carried.

6. 2018-52 Streamlined TIP Amendment: FTA Section 5310 projects, MnDOT

TAC Executive Chair Lisa Freese presented this item.

There were no comments or questions from TAB members.

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

The Transportation Advisory Board adopt an amendment into the 2019-2022 TIP to include funding for eleven "Enhanced Mobility for Seniors and Persons with Disabilities" projects. **Motion carried.**

VII. INFORMATION AND DISCUSSION ITEMS

1. Regional Solicitation Before and After Study

MTS Senior Planner Katie White and HKGi Lance Bernard presented this item.

McGuire commented on projects that include all three categories and asked how projects incorporating multiple components are studied. White said this topic was discussed at a meeting last week and since roadway projects typically come with a bicycle or pedestrian component, benefits achieved will be multimodal, but projects will still be submitted in one category. Rodriguez thanked staff for reaching out to other metropolitan planning organizations to determine what processes are being adapted for connected and autonomous vehicles and shared mobility. Karwoski asked for a future slide showing the percentage of the total dollar amount of bicycle and pedestrian projects funded.

2. Regional Solicitation Employment Flows

This item was removed from the agenda.

3. Information on Unique Projects

MTS Highway Planning & TAB/TAC Process Manager Steve Peterson presented this item.

Rodriguez shared her excitement for this project and said 4% of funding dedicated to a new mobility mode is a good first goal. Look brought up the limited funding available and he questioned the regional benefit of this project, he said that if this \$6.7 million isn't approved the money can be used for highway/transit/bicycle/pedestrian projects. Look added that the charging station placement proposed doesn't make sense considering mass transit overseas, he also mentioned the concern of pricing factors being unknown and brought up Car2Go's departure after investment. St. Paul Chief Resilience Officer Russ Stark said this would be a two-city project with a lot of regional benefit. Stark said the types of trips identified would include people who work in the cities and may need a car for trips during the day so would otherwise drive, but if they had the opportunity to take transit and then use HourCar to make those shorter trips as needed they would do so. Stark addressed the Car2Go experience saying that this investment would be in the charging infrastructure that would stay, the public would have access to it. Stark added that as the range on electric vehicles is becoming longer more people are finding they do not need to charge their vehicle during the day, but for renters who may not have the capability of charging at night this would be beneficial. Villela agreed that having a place to charge the car removes a major barrier for a renter to make the decision to use an electric vehicle. Goins asked if other cities are using this model. Stark said the model this is most similar to is the BlueLA program in Los Angeles, otherwise this type of program is fairly unique in the United States but common in European cities. Stark added that the proximity of the hubs relative to transit is not so that an individual can use the car to drive to the nearby transit station, it is to offer transit users a complimentary service for trips they may need to make that are not along the transit route. Look said that the TAB should be clear on its role because subsidizing a business is quite different than focusing on charging stations and the future of vehicle electrification. Stark added that HourCar is a non-profit and the goal is to make this available to people of all incomes while having it operationally pay for itself. Hamann-Roland commented on the importance of this being useful to all people, taking into account if an individual does not have a driver's license or cannot afford it, she asked for more information on the additional transit ridership. Stark said that surveys from car share providers show that many members use transit more after joining, with the supposition being that people either let go of a car or decide not to purchase a car that they otherwise would have. Stark said some users did say they use transit less. Karwoski asked if the

increased ridership can be quantified when talking about the transit trips. HourCar CEO Paul Schroeder shared that Go2 card integration was funded so that individuals can more easily use both systems, there is an ongoing data sharing that is still being analyzed that will help understand what the transition of car sharing to transit and back again looks like. Goins commented on Xcel Energy's involvement and his positive experience with Xcel. Dugan asked about an Xcel contingency and inquired if Xcel was absolutely committed. Xcel Energy Emerging Customer Programs Manager Kevin Schwain said Xcel is fully committed but they need regulatory approval and would be recovering costs from all customers just like any other investment made. Dugan expressed concern for the infrastructure charging stations being level two which is not curbside, making it potentially obsolete in five years. Dugan also brought up the economic cost/benefit if St. Paul is the owner of the vehicles and Car2Go leaves after a few years. Stark said the level two charging is the marketplace standard for overnight charging, which is primarily how this fleet would be charged. Stark added that vehicles such as the Chevy Bolt may only need to be charged a couple of times a week. Stark addressed the vehicle ownership concern, sharing that the same thing happened in Paris and within a week or two another operator was found. Schroeder said that HourCar has had conversations with Car2Go and there are distinct differences in the organizations.

4. Regional Solicitation Scores and Funding Options

MTS Highway Planning & TAB/TAC Process Manager Steve Peterson presented this item.

Hamann-Roland asked about a modernization-heavy option to consider the Suburban Transit Authority and MVTA letters received. Peterson said it would be a good contrast to the expansion-heavy scenario so staff will bring that option back to the next meeting. Petryk said that she was contacted by a Washington County commissioner who expressed concern for geographic balance and asked her to bring it to the attention of the TAB. Petryk said that under all three scenarios the only place Washington County receives anything above a 0.% is the roadway transit expansion scenario with 3% of the available funding which is still concerning because Washington County has 8% of the population. Petryk asked if there is there any scenario where more geographic balance is considered. Peterson said it would be difficult to create a new scenario that wouldn't skip over higher-ranking projects this funding cycle but over time each county/city does go up and down so data is being provided so that the TAB can look at data over time not just in one funding cycle. Petryk said the main concern is a decline since 2014. TAB Coordinator Koutsoukos said that project amounts as well as the cost of the projects submitted both need to be considered. Petryk asked if there was any further recourse, she asked what positive steps Washington County can take moving forward. Peterson said a few months ago the analysis that was done shows a good balance over time, but now there are multiple data points to measure trends moving forward. Koutsoukos noted that an appeal is only for a mistake in the score – additional information is not accepted because the score is made based on the initial information submitted. Karwoski said the expansion-heavy scenario is in his mind the best option because it doesn't drop too far behind the population growth and 2003-2013 when they had 8% of the population they received 8% of the funding. Giuliani Stephens said Karwoski was referring to the Keystone Report's data. She affirmed that it is a positive indicator that new information doesn't change the process of the TAB; it stays consistent. Giuliani Stephens encouraged the TAB to focus on this for the next funding cycle, she said she supports the expansion scenario because it seems to be proportionate to the population. McGuire said that even though the TAB is a regional board the members still look at their own areas and a process needs to be in place to make sure no area is left behind. McGuire reiterated that some of the categories have other categories included within so that should be identified. Peterson said the funding on roadway projects includes funding for bicycle/pedestrian elements as usually every roadway project has some component of those two. Chair Hovland shared that Washington County had 6 submissions and if they had all been funded it would have only been 7% which is still below the population percentage. Rodriguez stated that the TAB focuses on the region using the

transparent, objective criteria that has been developed. Peterson showed where TAB members can see the unique projects funded and unfunded to get an idea of the opportunity costs of what projects would be gained or lost if the HourCar unique project is funded. Hollinshead asked for other ways to measure how far the money is going. Peterson said that because of the \$2.2 million returned to the region it allowed the funding of more projects. Rodriguez commented that the expansion scenario is in conflict with the Transportation Policy Plan because of scarce resources. Chair Hovland spoke to Look's concern that consideration be given to counties/cities own priorities. Maluchnik said other metropolitan planning organizations do have counties and cities that caucus ahead of time and set priorities if that was something our region wanted to adopt. Callison expressed her appreciation for the discussion and agreed that Washington County's point needs to be looked at with the expansion scenario. McBride said every year there are scenarios that impact MnDOT and taking a look at the scenarios this year, it will be extremely difficult to come up with the money to support the projects. McBride said last time there was borrowed money that allowed them to match projects, this time around that money is not available so it would take the money away from other needs, there is no longer discretionary money at the district level. McBride said the advice from MnDOT will most likely be a terminology change of not over programming but instead to flex and put projects on the shelf should money become available. Gaylord commented that the same thing is happening at the local level. Dugan noted the significant amount of money that would go to the HourCar project instead of to a County such as Washington if that project was funded. Look mentioned variables as yet unknown with the governor-elect – a possible gas tax increase and a surplus.

VIII. OTHER BUSINESS AND ITEMS OF TAB MEMBERS

IX. ADJOURNMENT

Business completed, the meeting adjourned at 2:56 p.m.

Jenna Ernst
Recording Secretary