

## Minutes of the

### REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD (TAB)

Wednesday, September 18, 2019

Metropolitan Council Chambers, 390 Robert Street North, Saint Paul

#### Committee Members Present:

MEMBERS PRESENT:	Hovland, James (Chair)	Look, Matt	Barber, Deb
Barnes, Michael	Hamann-Roland, Mary	Boyles, Frank	Ulrich, Jon
Karwoski, Stan	Anderson, Doug	McDonnell, Craig	Lindeke, William
Gaylord, Kathleen	Fox, Nick	Dugan, Peter	Goins, William
Reich, Kevin	Windschitl, Mark	Wosje, Jeff	Geisler, Christopher
Bailey, Myron	McGuire, Mary Jo	Staples, Jamez	Maluchnik, Randy
Tolbert, Chris	Petryk, Becky	Goettel, Debbie	Giuliani Stephens, Mary
Hollinshead, Mathews	Hansen, Gary	Crimmins, Carl	Swanson, Dick
Foster, Amity	Sandahl, Suzanne		
ABSENT:	Gorecki, Bruce		
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 11:31 p.m. on Wednesday, September 18, 2019.

#### II. ADOPTION OF THE AGENDA:

Motion by Anderson, seconded by Dugan, to approve the amended agenda of the September 18, 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. Julia Rappaport addressed the Board.

#### IV. REPORTS

##### 1. TAB Chair's Report

Hovland reported on the recommendations from the policy working group.

1. Increase the mid-point of the modal funding range for the Transit application category by \$5 M (from \$49 M to \$54 M) and proportionately reduce the modal funding ranges for the Roadway and Bicycle and Pedestrian application categories. The rationale for this increase to \$54 M is to allow at least two non-BRT projects (of \$7 M) to be funded within the transit applications with the remaining \$14 M - \$15 M after allocating \$7 M for TDM/TMOs, \$25 M for ABRT, and \$7M for BRT (assuming that a BRT project scores high enough to be funded in the competitive transit categories). This results in the recommendation for the modal funding ranges as shown at the end of this document.
2. Exclude Arterial BRT applications in the Transit Expansion and Transit Modernization categories and instead set-aside up to \$25 M for one Arterial BRT project. Metro Transit will complete its Network Next process which will provide a prioritization of the next Arterial BRT projects to be implemented within the region. The Network Next results will be presented to TAB along with a recommendation on a project to potentially receive the funding. TAB will

make a final decision on the ABRT project and the funding amount at the time it selects the other Regional Solicitation projects.

3. All other BRT projects (on existing BRT lines, highway BRT, and dedicated or New Start BRT projects) will compete in the Transit Expansion or Transit Modernization categories and be subject to the category maximum funding amount of \$7 M.
4. To assure that non-BRT transit projects continue to compete and receive funding, no more than \$32 M will be allocated to BRT projects in total, including the selected ABRT project and any other high scoring BRT projects in the other categories.
5. Include a New Transit Market Project Guarantee to assure that at least one project that is outside of transit market areas 1 and 2 for at least one end of the project receives funding. (A funded BRT project could fulfill this guarantee.)

Goettel commented on the midpoint in the transit category and the TDM projects. TAB Coordinator Elaine Koutsoukos broke down what goes to the TMOs; there is \$7M in the TDM program (\$1.2M is part of the TDM solicitation and \$5.8M is for the TMOs). Hamann-Roland asked for clarity on Transit Expansion and Transit Modernization. Peterson said the maximum for each is \$7 M. Hamann-Roland mentioned over-programming was brought up as an option. Ulrich said it is important to ensure that the language allows for future flexibility. Lindeke asked about proportionality. Wosje called a point of order on making decisions during report section. Geisler commented that this moves funding so that ABRT does not take up all of the funding.

## V. APPROVAL OF MINUTES

### 1. Approval of Minutes from August 21, 2019

Motion by Wosje, seconded by Bailey, to approve the minutes of the August 21, 2019, regular meeting of the Transportation Advisory Board. **Motion carried.**

## VI. ACTION ITEMS

### Consent

Motion was made by Wosje, seconded by Bailey and carried, to approve the following consent items:

### 1. 2019-37 Scope Change request for Scott County's CSAH 2 and CSAH 91 Roundabout

The Transportation Advisory Board approve Scott County's request to change the scope of its CSAH 2 and CSAH 91 roundabout project (SP # 070-602-022) to revise adjacent trail connections and allow the HSIP funds to be used on new project elements.

### 2. 2019-38 2020-2023 TIP Amendment Request for Scott County's CSAH 2 and CSAH 91 Roundabout

The Transportation Advisory Board approve an amendment to modify the geometry and trail connections for Scott County's CSAH 2/CSAH 91 roundabout project (SP # 070-602-022).

### Non-Consent

### 3. 2019-48 Streamlined TIP Amendment: CSAH 42, Dakota County

TAC Executive Chair Lisa Freese presented this item.

There were no questions or comments from TAB members.

It was moved by Hansen, seconded by Gaylord, that:

The Transportation Advisory Board adopt an amendment into the 2020-2023 TIP to combine two CSAH 42 overlay projects into (SP# 019-642-063 and SP# 019-642-065) into one project (to use SP# 019-642-063). **Motion carried.**

**4. 2019-47** 2020 Highway Safety Improvement Program (HSIP) Application for Release for Public Comment

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

McGuire asked about ensuring safety and allowance for bicycle and pedestrian mobility. Peterson said that is a qualitative measure and projects have to be built to ADA standards.

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

The Transportation Advisory Board approve the draft 2020 HSIP application for release for public comment. **Motion carried.**

**5. 2019-39** 2020 Regional Solicitation: Funding Categories

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

McGuire commented on bike and pedestrian components in a transit project. Lindeke said the ABRT and BRT projects are often in places where bike and pedestrian projects wouldn't usually be placed so he thinks it is too much of a cut. Geisler commented that there is a range so each project can be invested in with the midpoint as guidance. Reich commented that he is more comfortable with a four to one split. This would result in an increase of \$5M midpoint for transit category, decrease in \$4M midpoint for roadway category, and decrease in \$1M midpoint for bicycles and pedestrian category. Ulrich asked about highway BRT. MTS Director Nick Thompson said ABRT are the projects ready this solicitation and there are no updates that are precluded for future solicitations. Ulrich asked why the language does not include highway BRT. Thompson said there was not a good scoring process for highway BRT like there is for ABRT. Hovland said the concentration is on the current solicitation. Ulrich voiced concern for precedent. Look commented on Spot Mobility being funded within the highway category and shared concern for pulling money from elsewhere. Look asked if it makes sense to take from Roadways. Karwoski said what is recommended is far from perfect but Washington County will support it. Karwoski said if money should be made and given to highway it should be taken from ABRT. Hollinshead said part of the reason to do this is to protect projects from the high-scoring of ABRT. Hollinshead asked if there are projects that include park and rides. Look said the decision should be made on what Unique projects may come before the TAB in the future. Barber commented that the funding amount for the ABRT was reduced from 28 to 25 and she would not recommend going lower. Goins said anything the TAB can do to get people out of cars is a positive. Goins mentioned the need for educating the public on terms so there is support for funding. Geisler commented on the need for an end to piecemealing lines. Barber brought up Network Next going into communities to educate. Hamann-Roland asked for clarification on the memo.

It was moved by Barber, seconded by Reich, that:

The Transportation Advisory Board approve the funding categories for the 2020 Regional Solicitation, adding Spot Mobility and Safety, ABRT Project, and Unique Projects. **Motion carried.**

**6. 2019-40** 2020 Regional Solicitation: Modal Funding Ranges

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

Goettel asked for staff to look at overprogramming. Hamann-Roland said her thoughts were that it would come out of the Unique category. Look said projects haven't come in yet for the solicitation nor if the TAB will want to award projects that come in for the Unique category. Reich said making changes not knowing what the projects are is actually helpful for policymaking so it does not skew thinking. Hollinshead said he would like to have this out for comment. Foster said releasing it to the public is a good opportunity for the public to have a conversation about this. Maluchnik said despite not agreeing with every single thing it is the responsibility of the TAB to think regionally. Karwoski voiced support to shift back to the current level, there is a need for roads that are more compatible with transit. Barber said she would like the work of the workgroup to go out to the public and it was clear that this was for the solicitation cycle with the intent to look back. Dugan also voiced support for putting the recommendations out to the public out as listed. Dugan reminded the TAB of piecemealing ABRT and that funding of the Unique category was the impetus behind the working group. Wosje asked about the Travel Management surveys results. Peterson said staff will come back to show preliminary findings before November. Wosje said that will help show trends and provide reference points. Goins voiced concern about perception and asked if there is a responsibility for a strategic approach to the system. McGuire reminded the TAB that these are ranges and the TAB has some flexibility and she believes in honoring the work of a workgroup despite wanting to see some changes herself. Look said that when roads get behind, the catchup is much worse than is seen in other categories so he asked what the usage is for roads versus the other methods of transportation since it is far higher so he would oppose the motion. Goettel said it is not ideal but can be moved forward for public comment. Gaylord said there is not an either/or since in most places transit runs on the roads and not all transit is ABRT or BRT; a lot of transit consists of school buses.

It was moved by McGuire, seconded by Geisler, that:  
 Increase the mid-point of the funding range for the Transit modal category by \$5 million and proportionately reduce the mid-point of the funding ranges for the Roadway by \$4 million and Bicycle and Pedestrian by \$1 million. Table of proposed modal funding ranges:

	Roadways	Transit/TDM	Bike/Ped	Unique*	Total
<b>Modal Funding Levels</b>	<b>Range: 48%-65%</b> \$83M-\$117M	<b>Range: 25%-35%</b> \$45M-\$63M	<b>Range: 9%-20%</b> \$16M-\$36M	<b>2.5% for 2020</b> \$4M-\$5M	\$180M
<b>Midpoint</b>	<b>56%</b> \$100M	<b>30%</b> \$54M	<b>14%</b> \$26M		

**Motion carried.**

**7. 2019-41** 2020 Regional Solicitation: Funding Category Minimum and Maximum Funding Amounts and Inflation Factor

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

Tolbert said the majority of projects that have been funded have been between \$1.5 million and \$2 million. Freese said out of the ones that are submitted, quite a few are in that range. Hamann-Roland said the application process help with Metro Cities was beneficial. Tolbert commented that there doesn't seem to be a problem for the TAB to fix with funding. Geisler voiced support the move down to \$4 million in order to gain more projects. Windschitl said he is in favor as well because it

will help spread funding regionally. Look compared tax-capacity between urban and less populated areas and he said it is not included in our scoring criteria currently. McGuire said she thinks without option 3, some projects will not be able to be completed. Geisler said providing uncertainty is the downfall with option 3 so applicants know what they need to do to make a project happen. TAB Coordinator Elaine Koutsoukos said that is why TAC did not recommend option 3. Goettel said tax-capacity does not negate the high poverty or the fact that others come from outside Hennepin County to work inside of it. Karwoski reiterated that more geographic balance was a goal of the policy workgroup and he feels it was accomplished in several areas. Tolbert said this is the only category that the amount is being lowered when the point system is not liked. Hamann-Roland said the Traffic Management Tech was lowered as well. Karwoski said after public comment then the one project at \$5.5M may be revisited.

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

The Transportation Advisory Board approve minimum and maximum funding amounts for the 2020 Regional Solicitation reflecting the following:

- decrease in the Traffic Management Technologies maximum from \$7 million to \$3.5 million;
- a \$1 million minimum and \$3.5 million maximum for the new Spot Mobility & Safety category;
- an increase in the Strategic Capacity (Roadway Expansion) maximum from \$7 million to \$10 million;
- an increase in the Transit Modernization minimum from \$100,000 to \$500,000;
- an increase in the TDM minimum from \$75,000 to \$100,000;
- and to keep in the Multiuse Trails and Bicycle Facilities the \$5.5 million maximum.

Amended by Maluchnik, seconded by Swanson:

To reduce the multiuse trails bicycle facilities maximum to \$4 million. Amendment carried.

**Amended motion carried.**

#### **8. 2019-42**      2020 Regional Solicitation: Weighting of Criteria and Measures

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

There were no questions or comments from TAB members.

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

The Transportation Advisory Board approve weighting of the criteria and measures for the 2020 Regional Solicitation as shown in Attachments 1 through 5. **Motion carried.**

#### **9. 2019-43**      2020 Regional Solicitation Application Categories

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

Regarding equity, McGuire commented on the importance of defining equity. Look asked if this concept is designed to tilt from suburban to urban. Peterson said this is not the intent. Geisler said this new scoring model allows engagement and opportunity in the applicant's basket. Barber said the intent was to be clearer around equity and to have applicants look at equity earlier in the process. Look asked about outreach. TAB Coordinator Elaine Koutsoukos said this ensures if applicants get the points for equity, they no longer lose them like the current setup based on geography.

It was moved by Barber, seconded by Bailey, that:

The Transportation Advisory Board approve the attached measures and scoring guidance for each application category for the 2020 Regional Solicitation. **Motion carried.**

**10. 2019-44**      2020 Regional Solicitation Policies, Qualifying Criteria, and Project Eligibility

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

Goettel commented on bridges being underfunded. Barber said it is removing a set-aside, not an elimination of bridge funding. Staff can pull historical data for the November meeting to base recommendations on.

It was moved by Goins, seconded by Fox, that:

The Transportation Advisory Board adopt the attached policies, qualifying criteria, and project eligibility for the 2020 Regional Solicitation. **Motion carried.**

**11. 2019-45**      2020 Regional Solicitation: Guaranteed Funding

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

There were no questions or comments from TAB members.

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

The Transportation Advisory Board continue to fund at least one roadway project in each functional classification and to fund at least one “new market” transit project from the Transit Expansion or Transit Modernization categories that is outside of Transit Market Areas 1 and 2 for at least one end of the project and is not an ABRT but could be a BRT project. **Motion carried.**

**12. 2019-46**      2020 Regional Solicitation Release for Public Comment

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

There were no questions or comments from TAB members.

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

The Transportation Advisory Board approve the draft 2020 Regional Solicitation (inclusive of the approvals made in Action Transmittals 2019-39, 2019-40, 2019-41, 2019-42, 2019-43, 2019-44, and 2019-45) for release for public comment and that a meeting for Technical participants be scheduled to review comments and potential changes. **Motion carried.**

## REPORTS

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

Agency reports were deferred to a future meeting.

## VII. ITEMS OF TAB MEMBERS

## VIII. OTHER BUSINESS

## **IX. ADJOURNMENT**

Business completed, the meeting adjourned at 2:27 p.m.

Jenna Ernst  
Recording Secretary