

Minutes of the

REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD (TAB)

Wednesday, May 16, 2018

Metropolitan Council Chambers, 390 Robert Street North, Saint Paul

Committee Members Present:

MEMBERS PRESENT:	Hovland, James, Chair	Wosje, Jeff	Hamann-Roland, Mary
Parsons, Rolf	Goins, William	Crimmins, Carl	Sandahl, Suzanne
Villella, Sam	Tabke, Brad	Reich, Kevin	Tolbert, Chris
Hansen, Gary	Look, Matt	Swanson, Dick	Christensen, Carrie
Dugan, Peter	Hollinshead, Mathews	Giuliani Stephens, Mary	Foster, Amity
Petryk, Becky	Fawley, Ethan	Gaylord, Kathleen	McGuire, Mary Jo
Karwoski, Stan	Rodriguez, Katie	Laufenburger, Denny	Anderson, Doug
Callison, Jan	Thornton, David (Biewen, Todd)		
ABSENT:	McBride, Scott	Gorecki, Bruce	Ulrich, Jon
	Staples, Jamez	Maluchnik, Randy	
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 12:32 p.m. on Wednesday, May 16, 2018.

II. ADOPTION OF THE AGENDA

It was moved by Hamann-Roland, seconded by Anderson, to approve the agenda of the May 16, 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 had nothing to report.

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

MnDOT, Brian Isaacson on behalf of Scott McBride:

Isaacson presented an update on the Corridors of Commerce. Four projects were selected; two on I-494, one on TH 169, and one on I-94 in the St. Cloud/Albertville area. The legislation regarding Corridors of Commerce was specific in what MnDOT was asked to do, and what constituted the boundary of the Metro Area. The projects will be discussed in the legislative session regarding the projects in Greater Minnesota. It is unknown what will happen.

MPCA, Todd Biewen on behalf of David Thornton:

Biewen reported that MPCA had no updates.

MAC, Carl Crimmins:

Crimmins reported that JetBlue joins Sun Country, Frontier, and Spirit as a new low-cost carrier at the airport. Crimmins added that MAC has \$1.6 billion of construction ongoing. MAC staff is willing to come out to cities and counties to speak. Contact Elaine Koutsoukos, who will coordinate with Bridget Rief.

Metropolitan Council, Katie Rodriguez:

Rodriguez reported that yesterday the FTA issued the Amended Record of Decision for the Southwest LRT, which finds that the National Environmental Policy Act requirements have been met. Rodriguez added that during the delay of two years of negotiating, the cost of labor, fuel, land, and steel have all increased. Rodriguez stated that the Student Pass Program goes on sale today, 138 high schools have participated. Rodriguez said that the Regional Solicitation went live on Monday, scheduled trainings and online resources are now available, applications are due July 13, 2018.

Look inquired about the status of Southwest LRT project risk with 50% federal contribution; he asked if the federal government has committed to funding. Rodriguez said that the budget that was just passed consists of possibly a historic funding amount and a full funding grant agreement is expected to be awarded in the first quarter of 2019. Callison added that the federal share will not change; the amount is locked in. Reich shared that recently he was a part of a delegation that visited Metro Transit and the delegation felt that many characteristics of the Southwest LRT had many of the things this administration is looking for in transit investment.

3. Technical Advisory Committee Meeting Report

Freese reported that Dakota County presented an information item about their principal arterial study and recommendations.

V. CONSENT ITEMS

1. Approval of Minutes from April 18, 2018

It was moved by Laufenburger, seconded by Wosje, to approve the minutes of the April 18, 2018, regular meeting of the Transportation Advisory Board. **Motion carried.**

VI. ACTION ITEMS

1. 2018-31 2022-2023 Highway Safety Improvement Program Solicitation

TAC Chair Lisa Freese presented this item.

McGuire asked for clarification on where a project gets funding if it is a project that is over the HSIP price range but has a lot of safety issues. Freese answered that the HSIP is targeted at smaller projects because sometimes the smaller projects don't compete as well with major interchange projects that are presented through the Regional Solicitation process.

It was moved by Hamann-Roland, seconded by Parsons, that:

The Transportation Advisory Board recommend that the Metropolitan Council release the draft update of the 2040 Transportation Policy Plan for public review and comment. **Motion carried.**

VII. INFORMATION AND DISCUSSION ITEMS

1. Arterial Bus Rapid Transit Network Update

Metro Transit Arterial BRT Manager Katie Roth presented this item.

Villella asked what brand the 8 battery electric buses are. Roth answered that all 14 buses running on the line (including the 8 electric) will be manufactured by New Flyer in Saint Cloud. Petryk asked how the ability to load and unload passengers more quickly is accomplished. Roth responded that one way to speed up the boarding process is to have everyone prepay their fare at the station, similar to the train. Hollinshead asked if something can be done during the design period of these projects to evaluate the peak time congestion. Roth shared that while traffic delays cause a minor portion in comparison to other delays in general across the corridors, Metro Transit does realize that for some corridors the traffic delays are more significant. Roth added that Metro Transit is thinking about targeted ways to overcome specific traffic delays, she cited the example of the peak-only bus-only lanes being tested at Hennepin this weekend. Hollinshead brought up the Minnesota United stadium and he asked if a bypass can be discussed with the developer. Roth said she will bring Hollinshead's comment to Metro Transit staff and report back to the TAB. Foster asked if the Metro Transit police force will increase with the increase in lines due to accommodate increased fare inspection. Roth answered that Metro Transit is working on the staffing plan for the C Line. Foster asked if fare inspections are only staffed by Metro Transit Police. Rodriguez shared that the Metro Transit Police does have Community Service Officers currently participating in fare inspections. Tolbert praised the success of the A Line and he shared that the Saint Paul City Council is interested in East Metro BRT routes, he asked that the Metropolitan Council inform cities of what they need to do to prepare a route for expansion. Roth said that prioritization has often been guided by the other investments taking place in the corridors and that corridors that typically perform well with Rapid Bus Transit are those that have strong transit demand and land uses that support transit. Karwoski asked for an update on the Gold Line. Roth stated that the Gold Line is in project development but is not in her program; however, she can ask her colleagues to share a presentation to TAB in the future. McGuire echoed her support for East Metro BRT routes as they help with community development and growth. Hovland asked for the analysis that was done to prompt the decision to create the A Line. Roth answered that the Arterial Corridor Study was done in 2011 and 2012 and Metro Transit also looked to other cities to see what has proven successful.

2. Shared Mobility Collaborative

Metro Transit Strategic Initiatives Director John Levin and East Metro Strong Executive Director Will Schroeer presented this item.

Rodriguez said that the Twin Cities Shared Collaborative Steering Committee has been meeting for a few months, there seems to be a lot of excitement in the Twin Cities around this topic. Karwoski commented that he read the Twin Cities are lagging 10% behind most transit communities in utilizing transit to transport employees to employment. Karwoski said that other cities seemed to get more out of their transit so he brought up the need to revisit grid patterns. Karwoski mentioned that the Gold Line will free up around 1,000 3M parking spots that can be converted to job expansion. Schroeer stated that the Regional Indicators Dashboard released last Friday does show that the Twin Cities has seen a percentage decline in the population with easy access to transit for the second year in a row and slipped a place in peer rankings so there is a sense of urgency. Levin added that jobs are widely distributed outside of the core system and Metro Transit is looking at shared mobility as a way to provide service to low-density suburban job centers. Sandahl shared that she was involved with the Best Buy move to Richfield and she can attest to the fact that employee home origin, transportation options, freeway accessibility, etc. were all factors evaluated.

3. Autonomous Future

Metropolitan Transportation Services Director Nick Thompson, MnDOT State Traffic Engineer Director Jay Hietpas, and University of Minnesota Professor & Director Thomas Fischer presented this item.

Foster asked how the culture shift around cars will be addressed. Fischer stated that just as the switch was made from horse ownership to car ownership, he thinks driven cars will become an expensive hobby like horses are now; people still ride horses, they have horse races, they go out to the country to ride. Fischer predicts a similar response with driven cars. Hollinshead brought up that over the past century the automobile has created legalized barriers to pedestrians. Hollinshead expressed his hope that this time the autonomous vehicle does not also send its bill to the pedestrian. Fischer said that there will be multiple crossing points, the space given to pedestrians will probably double, and fewer pedestrians will be hit so he feels pedestrians will benefit from this. Tolbert shared that during his visit to Lyft headquarters it was brought up that instead of paying for parking individuals might put their cars on autopilot, increasing congestion. Lyft said that the only way to ease congestion is to invest in multimodal transportation. Fischer agreed that there is a first-mile/last-mile solution, he said in California an autonomous vehicle would choose to drop an individual off at a Bay Area Rapid Transit station versus making the entire trip in the autonomous vehicle.

VIII. OTHER BUSINESS AND ITEMS OF TAB MEMBERS

IX. ADJOURNMENT

Business completed, the meeting adjourned at 2:35 p.m.

Jenna Ernst
Recording Secretary