

Minutes of the

REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD (TAB)

Wednesday, January 17, 2018

Metropolitan Council Chambers, 390 Robert Street North, Saint Paul

Committee Members Present:

MEMBERS PRESENT:	Hovland, James, Chair	Laufenburger, Denny	Hamann-Roland, Mary
Bigham, Karla	Tabke, Brad	Maluchnik, Randy	Sandahl, Suzanne
Villella, Sam	Ulrich, Jon	Reich, Kevin	Anderson, Doug
Callison, Jan	Look, Matt	Swanson, Dick	Staples, Jamez
Dugan, Peter	Goins, William	Hansen, Gary	Rodriguez, Katie
Sanger, Sue	Petryk, Becky	Giuliani Stephens, Mary	Thornton, David
Fawley, Ethan (Privratsky, Matt)			
ABSENT:	Tolbert, Chris	Gaylord, Kathleen	Van Hattum, David
Parsons, Rolf	McGuire, Mary Jo	Wosje, Jeff	McBride, Scott
Crimmins, Carl	Christensen, Carrie		
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, January 17, 2018.

II. ADOPTION OF THE AGENDA

It was moved by Hamann-Roland, seconded by Maluchnik to approve the agenda of the December 20, 2017 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

- Introduction of new TAB members

Hovland reported that Jim McDonough is going to be the alternate for Mary Jo McGuire, Ramsey County. Metro Cities will make their appointments tomorrow, January 18, and the Metropolitan Council will make their appointments January 24.

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

MnDOT, Scott McBride: No report given – representative not present.

MPCA, David Thornton: Nothing to report, presentation later in the agenda.

MAC, Bridget Rief on behalf of Carl Crimmins: Nothing to report.

Metropolitan Council, Katie Rodriguez: Nothing to report.

3. Technical Advisory Committee Meeting Report

Freese reported that Chairs have been appointed: Paul Oehme from the City of Chanhassen to the TAC Funding and Programming Committee, Jan Lucke from Washington County to the TAC Planning Committee.

V. CONSENT ITEMS

1. Approval of Minutes from December 20, 2017

It was moved by Laufenburger, seconded by Anderson to approve the minutes of the December 20, 2017 regular meeting of the Transportation Advisory Board. **Motion carried.**

VI. ACTION ITEMS

1. 2018-01 Select TAB Executive Committee Members

TAB Chair Jim Hovland presented this item. Peter Dugan stated that he was withdrawing his name from consideration so that Doug Anderson could continue to serve.

It was moved by Callison, seconded by Hansen, that:
The TAB approve the TAB Executive Committee. **Motion carried.**

2. 2018-14 2018-2021 Streamlined TIP Amendment for Dakota County: CSAH 46 Traffic Management System

TAC Chair Lisa Freese presented this item. Laufenburger asked who serves on the TAC Executive Committee, since they make the decision whether or not to streamline an item. Freese answered that the members are: the TAC Chair, TAC Funding and Programming Committee Chair, TAC Planning Committee Chair, MnDOT TAC member, Met Council MTS TAC member, and TAB Coordinator, Elaine Koutsoukos. She added that the Vice Chair of TAC will be added once they are appointed. Staples asked if the streamlined process is going to be adopted moving forward, Koutsoukos replied that the streamlined process was approved in 2014 but was being brought forward now as information because of questions from members on what the policy is.

It was moved by Hamann-Roland, seconded by Bigham, that:
The TAB adopt the amendment into the 2018-2021 TIP to increase the cost and split into two projects Dakota County's CSAH 46 Traffic Management System Project (SP # 019-030-009). **Motion carried.**

3. 2018-08 MnDOT Performance Measures Memorandum of Understanding

TAC Chair Lisa Freese presented this item. Hamann-Roland asked Ulrich if he's heard anything from Minnesota Valley Transit Authority (MVTA). Ulrich said that to his knowledge there have been no concerns expressed by MVTA, he queried if any other opt-outs have expressed concern and Freese said she was not aware of any concerns. Laufenburger added that SouthWest Transit has not expressed concern either. MTS Senior Planner Katie White informed the TAB that the signature block in the item was incorrect, the suburban transit providers do not need to sign off on the agreement because they have given permission to Metro Transit, and thus the Metropolitan Council

to sign on their behalf. Sanger wanted to verify that the performance measures themselves are set by the federal government and this item simply details who is responsible for what. Freese answered that MnDOT has to respond to federal guidelines, and each MPO has to then respond as well. Staples asked for an example of measures Freese referenced. Freese said the Safety Performance Measure that was brought forth a couple of months ago was one. Staples inquired if this would be a deviance from existing requirements for minority or women in participation, Freese answered no it would not be. Giuliani Stephens said she will abstain from voting on this item since she has not had a chance to review the procedures documents. Freese let her know the procedures document is attached to the packet.

It was moved by Hamann-Roland, seconded by Rodriguez, that:
The TAB adopt the metropolitan planning organization memorandum of understanding for performance measures for the Twin Cities Metropolitan Area. **Motion carried, with Giuliani Stephens abstaining.**

4. 2018-05 Scope Change Request for Metro Transit’s Penn Avenue (C-Line) Corridor Bus and Technology Improvements Project

TAC Chair Lisa Freese presented this item. Privratsky shared that he was excited about this project and this will pay for itself over the life of the project and improve air quality in neighborhoods.

It was moved by Privratsky, seconded by Reich, that:
The TAB approve a scope change request for Metro Transit’s Penn Avenue (C-Line) Corridor Bus and Technology Improvements Project (SP # TRS-TCMT-17C and TRS-TCMT-17B) to add a new project electrifying buses and related charging equipment. **Motion carried.**

5. 2018-06 2018-2021 TIP Amendment: Metro Transit Electrification of C-Line Buses

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

It was moved by Reich, seconded by Rodriguez, that:
The TAB approve an amendment to the 2018-2021 Transportation Improvement Program (TIP) to add a project electrifying buses and related charging equipment. **Motion carried.**

6. 2018-07 Scope Change Request for MnDOT’s TH 41 ATMS Installation and Signal Optimization Project

TAC Chair Lisa Freese presented this item. Hovland asked Maluchnik for comments. Maluchnik said that the northern part of the project in particular has been collaborative with MnDOT and the City of Chaska, as well as a private party.

It was moved by Maluchnik, seconded by Look, that:
The TAB approve a scope change request to MnDOT’s TH 41 ATMS Installation and Signal Optimization Project (SP # 1008-91) to eliminate signal cabinets and fiber optic interconnect with a federal funding reduction from \$591,840 to \$381,600. **Motion carried.**

7. 2018-09 Scope Change Request for West St. Paul’s Oakdale Avenue Multiuse Trail Project (SP # 173-020-016)

TAC Chair Lisa Freese presented this item. Privratsky said that he spoke to folks who advocated for the trail and they feel comfortable with the change. Sanger asked why the project has been reduced but the price has increased. She further asked what the score has been recalculated to once the additional right-of-way cost has been added and how does that compare to the top unfunded

project. Freese said often local cities do not ask for right-of-way funding even though it has historically been an eligible item, they usually do not ask for federal funding because the process is cumbersome. MTS Senior Planner Joe Barbeau said that when the city applied for the funding they did not expect to be funded for right-of-way. He said that at the technical level there hasn't been a clear history or directive on whether right-of-way cost should be included or not, so the committee members felt they didn't need to reduce points because of right-of-way. City of West Saint Paul Parks and Public Works Director/City Engineer Ross Beckwith said that the City of West Saint Paul applied for this money three times. Initially Marie Avenue right-of-way was not mentioned, then the engineers came in and decided they needed to add 21 parcels of right-of-way that were not included initially. Barbeau stated that an option was to be rescored but there is still the need to buy parcels which increases the cost. Sanger said she doesn't see a revised score that reflects that update. Barbeau said that some calculations were done prior to the technical committee meetings and it has not been clear if the cities are to include cost of right-of-way when they submit, thus it was not rescored. Sanger said we need to clarify the process so this gets resolved. Sanger said she can't support this because she doesn't see credibility in how this recommendation came to be. Giuliani Stephens asked if the right-of-way costs are included or not. Barbeau said there's no history of whether it is or is not. Hovland said some of the confusion is that roadway projects do not include right-of-way, 9 of the 35 non-motorized projects have included right-of-way. Giuliani Stephens asked if they have in the past looked back and adjusted scores. Elaine Koutsoukos said that in the past when it was reviewed, right-of-way didn't come up as an issue or not. It is unknown know if the other of the 35 have right-of-way costs or not, if they are not included in their request for funds. Rodriguez said that Mathews Hollinshead couldn't attend today but had asked how taking up the sidewalk would impact buses. Beckwith said there are two bus pads/shelters respectively, one takes 28 and the other 77 riders per day so there is access to both. Hovland asked why the proposed sidewalk from the north side was removed. Beckwith answered that looking at the corridor, the residential south side is 50% high density low income residential and that is where the trips are generating from. The north side of the road on Marie Avenue is made up of professional buildings and most people use automobiles and park. There aren't many destinations on the north side of Marie Avenue. Hovland said since it was in the initial proposal it must have been thought important at one point, Beckwith agreed. Hamann-Roland said that TAC Funding and Programing as well as TAC reviewed and recommended it.

It was moved by Hamann-Roland, seconded by Rodriguez, that:
The TAB approve the scope change request with a federal contribution of \$1,043,618. **Motion carried with Sanger opposing.**

8. 2018-02 2018 Regional Solicitation: Adopt Functional Classifications Map

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

It was moved by Maluchnik, seconded by Anderson, that:
The TAB adopt the Roadway Functional Classification Map for the Seven-County Twin Cities Region for use in the Regional Solicitation. **Motion carried.**

9. 2018-03 2018 Regional Solicitation: Accept Public Comment

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

It was moved by Look, seconded by Hamann-Roland, that:
The TAB accept the public comments for the 2018 Regional Solicitation for Transportation Projects. **Motion carried.**

10. 2018-04 2018 Regional Solicitation: Adopt Packet for Release

TAC Chair Lisa Freese presented this item. Privratsky stated that it seems they are moving away from vehicle count in regards to emissions, he worries it takes away from the “wear and tear” measurement, he asked if those metrics are captured elsewhere. Freese said vehicle counts are elsewhere so it is duplicative.

Rodriguez said that she supports removing right-of-way as eligible for federal funding and said that when it is last minute it needs to be highlighted and a robust discussion had before coming to TAB. Sanger asked why right-of-way projects are treated differently for bicycle and trail projects than transit projects. MTS Highway Planning and TAB/TAC Process Manager Steve Peterson said that will need to be something discussed for the next round, whether it should be made consistent across the board. It is excluded from roadways, mostly for park-and-rides. Laufenburger asked for clarification that we’re not saying there are not right-of-way expenses but we are going to exclude it from scoring in bicycle/pedestrian projects. Freese affirmed that while it is eligible for federal funding, the region has usually decided not to utilize federal funding. Privratsky noted that in Traffic Management Technologies application, connecting to other multi modal connections gets cut in half and he wanted to know why. Peterson said when the working group looked at the types of projects funded, very few of them impacted a multi-modal project so the point reduction was recommended. Privratsky expressed that it was a big part of pedestrian safety. Hovland brought up right-of-way again and how roadway right-of-way funding isn’t eligible for federal funding but transit is, he asked if Rodriguez has discussed this at the Council level. Rodriguez says this was not discussed at the Council level and she thinks it should be, it was discussed at TAB because it came up from this process but it has not been vetted. Privratsky said that Minneapolis and St. Paul don’t often include right-of-way costs because of the timeline. Reich concurred with Privratsky, that federal applications are cumbersome for smaller projects. Hovland agreed that this policy should be cleaned up. Privratsky commented that in almost every category where air quality and congestion are combined into a family of metrics, congestion is rated almost three times as important as air quality, he recommends that staff look at it because he doesn’t agree with that. Hamann-Roland requested typos be corrected.

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

The TAB release the 2018 Regional Solicitation for Transportation Projects with removal of right-of-way as eligible for federal funds in bicycle and pedestrian project and addition of a requirement to use Synchro’s automatic optimization to determine cycle, offset and splits with and without the project. **Motion carried with Giuliani Stephens abstaining.**

VII. INFORMATION AND DISCUSSION ITEMS

1. VW Settlement – Information on Settlement and Next Steps, *Amanda Smith, MPCA*

Thornton said this is a request for comments before draft plan goes out. Smith said 60% of registered violating vehicles are in the Twin Cities and the last day for comments on their second survey is today, January 18. Privratsky stated that in his professional life he works with electric vehicles and as a bicycle/pedestrian advocate, electrification reduces noise and air pollution. Staples said he agrees this is a good tool for economic development and TAB should find ways to support this and educate the public. Petryk asked if this ocean-going requirement means that our barges, etc. on the rivers are ineligible. Smith answered that tugs and tows are eligible. Sanger commented on the MPCA assuming that there will be more applications than funds available, she recommends priority goes to publicly owned equipment over money to private entities. Hovland shared that several years ago TAB gave MPCA money for charging stations, Thornton said it was around \$5,000 a plug depending on how hard it is to get electricity there. Thornton said a comment has been to look at corridors around the state versus locations inside the metropolitan area. The majority of people who have or will buy electric vehicles tend to charge them at their home or apartment, they do not need as much infrastructure

support. There is the need to get the stations (that cost \$100,000 each), around the state so that travel distance can be increased. Hovland commented that our rest stops would be a good place to place charging stations. Goins stated that MnDOT uses TED funds which are a core of funds and then accepting proposals from other organizations that have funding tied to it. They look at top projects and then determine selection based on who has other funding involved, he asked if we could use the TED model like MnDOT. Smith said they have talked about it and she will add it as a comment. Smith said we already leverage other funds because the vehicle owner is responsible for 75%. Look asked for comparison between pollution level and average vehicle. Smith said each offending vehicle was producing as much nitrogen oxide as an older heavy duty trucks. Look said he felt it was a larger return on investment to convert older technology trucks to newer technology versus the smaller cars switching to converting electric vehicles. Hovland asked if comparison studies have been done. Smith said that the hope is that investing in electrical charging opportunities will encourage more people to adopt electric vehicles. Smith said an electric vehicle produces significantly less pollution than a gas vehicle but a 1 to 1 comparison has not been done. Villela said that Minnesota is ahead of the curve to clean the grid, and said that Look is correct, commercial vehicles will provide more payback because public vehicles are being used around the clock versus commuter vehicles being used just to and from work. Ulrich asked if electrical vehicles get their source from coal, how does it net out as being cleaner. Smith said they've looked at which is the cleaner option, light duty and heavy duty vehicles and it is cleaner. Sanger asked if we have data on how much usage the electrical charging stations that have been put in the Twin Cities have gotten and what the trend is, Thornton said he does not have data on that right now but will ask. Thornton invited comments the next few weeks as draft was being put together.

VIII. OTHER BUSINESS AND ITEMS OF TAB MEMBERS

Dugan spoke about the Regional Forecast and Technical Meeting, invited up MTS Director Nick Thompson to share. Thompson said that TAB had asked them to form a committee made up of city, county, stakeholders to work on the model for the Travel Behavior Inventory as an advisory committee. They have formed and included representatives from outside the 7-county area. The group met for the first time today and will meet quarterly.

Reich said that comment period for freight funding ended yesterday and he recommended additional attention to first mile and last mile for the future because they are some of the most complicated and expensive parts. Goins expressed his agreement with Reich and commented that ecommerce has put more delivery vehicles in and out of neighborhoods and options need to be considered to reduce trucks traveling through neighborhoods. Goins said that constituents have expressed concern over this and as we see ecommerce grow it will be more of a challenge.

IX. ADJOURNMENT

Business completed, the meeting adjourned at 2:15 p.m.

Jenna Ernst
Recording Secretary