

## TRANSPORTATION ADVISORY BOARD

Metropolitan Council Building, 390 Robert Street No., Saint Paul, Minnesota 55101

### TAB PROGRAMMING COMMITTEE

Meeting Minutes: March 16, 2011  
Metropolitan Council Chambers.

Members Present: Robert Lilligren, Co-Chair, Tony Bennett, Jan Callison, David Gepner, Ken Johnson, Paul Krause, Randy Maluchnik, Scott McBride, James Meyers, Richard Mussell, Becky Petryk, Jill Smith, Dick Swanson, David Thornton, Jon Ulrich, Andy Westerberg, Julia Whalen.

Guests and Staff: Tim Mayasich, TAC Chair, Ramsey County Regional Railroad Authority  
Pat Bursaw, MN/DOT Metro Program Management  
Fran Crotty, Minnesota Pollution Control Agency  
Carl Ohrn, Metropolitan Transportation Services  
Kevin Roggenbuck, TAB Coordinator

---

#### **I. Call to order.**

Co-Chair Lilligren called the meeting to order at 12:05 PM.

#### **II. Adoption of the Agenda.**

Mr. Swanson moved, seconded by Ms. Callison, to adopt the agenda. The motion passed unanimously by voice vote.

#### **III. Approval of the Programming Committee minutes from February 16, 2011.**

Mr. Swanson moved, seconded by Mr. Ulrich, to approve the minutes from the February 16, 2011 TAB Programming Committee meeting. The motion passed unanimously by voice vote.

#### **IV. Information Items and Action Transmittals.**

##### **Information: 2011 Regional Solicitation.**

Mr. Roggenbuck provided the committee with a status report on the 2001 regional solicitation. Mr. Roggenbuck explained the purpose of the regional solicitation - to fund a variety of projects that address a transportation problem important to the project sponsor and helps implement the regional Transportation Policy Plan. Mr. Roggenbuck described the federal funding programs included in the regional solicitation and the processes to qualify, to evaluate and select projects to receive funding. Mr. Roggenbuck described the public input opportunities and reviewed the schedule, but cautioned that the passage of a new federal transportation funding Act could change the programs dramatically. Mr. Roggenbuck said TAB is scheduled to adopt the final 2011 regional solicitation documents on April 20.

##### **2011-28: Sunset date extension request: Minnesota Valley Transit Authority.**

Mr. Mayasich presented this item to the committee. Mr. Mayasich explained that this extension is needed to allow time for the Federal Transit Administration to complete its work on the Station-to-Station Environmental Assessment. This project is unique because it needed to involve both the FHWA and the FTA and each has different

approval processes and requirements. The need for an Environmental Assessment for the bus service was not known prior to review by the FTA.

Ms. Smith moved, seconded by Ms. Petryk, to recommend approval of the sunset date extension request as described in action transmittal 2011-28. The motion passed unanimously by voice vote. Mr. Lilligren recommended this item be placed on the TAB consent agenda.

**2011-29: 2011-2014 Transportation Improvement Program Amendment: Metro Transit.**

Mr. Mayasich presented this item to the committee. Mr. Mayasich said Metro Transit was awarded a grant from FTA's Bus and Bus Facilities Livability Program to increase the number of real time signs and transit signal priority receivers that exist on Marquette and 2<sup>nd</sup> Avenue in Downtown Minneapolis to other locations in Minneapolis and St Paul along high frequency corridors that serve the two downtowns. The local match for this funding will come from the Metropolitan Council's Regional Transit Capital funds. This project is funded with new funds and is exempt from air quality conformity analysis.

Maurice Roers, Metro Transit, answered questions from the committee about how Metro transit would decide where to locate the signs. Mr. Swanson moved, seconded by Ms. Callison, to recommend adoption of the TIP amendment as described in action transmittal 2011-29. The motion passed unanimously by voice vote. Mr. Lilligren recommended this item be placed on the TAB consent agenda.

**2011-30: 2011-2014 Transportation Improvement Program Amendment: Metro Transit.**

Mr. Mayasich presented this item to the committee. Mr. Mayasich said this TIP amendment would split an existing project into two parts – expansion of a park and ride facility from bus purchase and service start-up. Metro Transit wants to build the Maplewood Mall Transit Center expansion in 2012 instead of 2013 because the existing facility has been over capacity, often overflowing into unauthorized areas of the adjacent shopping center property. Mr. Mayasich added that advancing the construction portion of the project does not affect fiscal constraint or air quality

Mr. Bennett moved, seconded by Ms. Petryk, to recommend adoption of the TIP amendment as described in action transmittal 2011-30. The motion passed unanimously by voice vote. Mr. Lilligren recommended this item be placed on the TAB consent agenda.

**2011-31: 2011-2014 Transportation Improvement Program Amendment: Metro Transit.**

Mr. Mayasich presented this item to the committee and said this project has received FTA 5309 discretionary funds as part of the State of Good Repair Grant. These funds will go toward design and construction of a new paint booth to replace the existing paint both, which will improve maintenance operations by providing more efficient systems and increase capacity for painting buses. This is new money and is exempt from air quality conformity analysis. Mr. Mayasich answered questions from the committee. Mr. Thornton noted that Metro Transit will need to obtain an indirect source permit.

Mr. Thornton moved, seconded by Ms. Smith, to recommend adoption of the TIP amendment as described in action transmittal 2011-31. The motion passed unanimously by voice vote. Mr. Lilligren recommended this item be placed on the TAB consent agenda.

**2011-32: 2011-2014 Transportation Improvement Program Amendment: MN/DOT.**

Mr. Mayasich presented this item to the committee and said MN/DOT's Office of Transit conducts a solicitation for projects to be funded through the Section 5310 Program. Mr. Mayasich explained that the purpose of the Section 5310 program is to provide capital funding to private non-profit organizations where public transit was inadequate or inappropriate. The program awarded grants to serve the transportation needs of elderly persons and persons with disabilities. Ms. Bursaw explained that the solicitation for these funds is out of synch with the adoption of the TIP so every year, so a TIP amendment is required to add these projects into the TIP. This is new money and is exempt from air quality conformity analysis. Additional background material is attached.

Ms. Smith moved, seconded by Mr. McBride, to recommend adoption of the TIP amendment as described in action transmittal 2011-32. The motion passed unanimously by voice vote. Mr. Lilligren recommended this item be placed on the TAB consent agenda.

**2011-33: 2011-2014 Transportation Improvement Program Amendment: MN/DOT.**

Mr. Mayasich presented this item to the committee and said this amendment is needed to address changes to the original project currently in 2011 of the TIP. The project cost has increased from \$606,000 to \$1,150,000 because of a trail alignment shift, a need for sheet piling and a modular block wall. Also, additional federal funds will be added that come from savings due to part of the trail being constructed with a MN/DOT project. The scope of the original project has not changed. This TIP amendment does not affect fiscal constraint as the federal funds are being adjusted but not increased and all increased costs are the responsibility of Dakota County.

Ms. Smith moved, seconded by Ms. Whalen, to recommend adoption of the TIP amendment as described in action transmittal 2011-33. The motion passed unanimously by voice vote. Mr. Lilligren recommended this item be placed on the TAB consent agenda.

**2011-34: Request for CMAQ funds to install electric vehicle recharging stations.**

Mr. Mayasich presented this item to the committee and described the MPCA proposal. Mr. Mayasich said the TAC Funding & Programming Committee voted to recommend delaying a decision on funding this project until more information is available as to the location of the charging stations and the process used to determine those locations. There was also a desire for MPCA to show more coordination with local units of government and to provide more information about the source of the local match.

Mr. Mayasich said the TAC supported the findings and recommendation from the TAC Funding & Programming Committee and took further action to form a small advisory group to assist the MPCA in preparing a TIP amendment that more clearly identifies the potential locations for the electric vehicle recharging stations. Mr. Roggenbuck added that the original questions asked by the TAB were answered satisfactorily.

Mr. Lilligren asked what additional information the technical committee was looking for. Mr. Ohrn said struggled with how the MPCA will decide where to locate the rechargers and who will own and maintain them. Mr. Ohrn said a small group of TAC members volunteered to help the MPCA staff put together a rationale and bring back to the TAC Funding & Programming Committee in the form of a TIP amendment. Mr. Mayasich said the Union Depot will have three electric vehicle recharging stations, but have not yet begun discussions about where to install them.

Ms. Smith said the increased use of electric vehicles will have a negative effect on gasoline sales tax revenues used to maintain the highways, and noted other concerns. The committee discussed the future of electric vehicles, potential impacts on transportation revenue and the next steps in the MPCA proposal. Ms. Crotty said the MPCA wants a commitment from the region by July so they can leverage more federal support through other programs. She also noted that the state of Washington increased the license tab fees for electric cars to offset the loss of gasoline tax revenue.

Ms. Callison moved, seconded by Mr. McBride, to recommend approval of the motion to assist the MPCA as described in action transmittal 2011-34. Discussion followed. The committee asked that their questions about the loss of gasoline tax revenues be answered before approving the request. Staff agreed to bring more information to a future meeting.

The motion passed unanimously by voice vote.

**2011-35: Process to evaluate scope change request for regionally selected projects.**

Mr. Roggenbuck presented this item to the committee. Mr. Roggenbuck said the region has established procedures to approve sunset date extension but does not have a process to evaluate project scope change requests. Mr. Roggenbuck said project sponsors, the TAC and TAB would benefit from an adopted methodology to quantify some of the impacts of project scope changes. It is important to know that the requested change in project scope still provides about the same estimated benefit as the original scope to be fair to the projects that were not awarded funds through the regional solicitation.

Ms. Smith moved, seconded by Ms. Whalen, to recommend adoption of the process to evaluate project scope changes as described in action transmittal 2011-35. The motion passed unanimously by voice vote.

**V. Other Business.**

Members did not raise any other business.

**VI. Adjourn**

Mr. Lilligren adjourned the Programming Committee meeting at 1:20 PM.

Respectfully submitted:  
Kevin Roggenbuck,  
TAB Coordinator.