

METROPOLITAN COUNCIL
Metropolitan Council Chambers, 390 North Robert St., St. Paul, MN 55101
REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD
Wednesday, March 17, 2010

MEMBERS PRESENT:	Krause, Paul	Bennett, Tony	Thornton, David
	Lilligren, Robert	McBride, Scott	Berg, Dennis
	Tjornhom, Bethany	Ulrich, Jon	Haik, Chuck
	Meyers, James	Hegberg, Dennis	Stark, Russ
	Lampi, Steve	Whalen, Julia	Johnson, Ken
	Maluchnik, Randy	Jan Callison	Gustafson, Dan
	Have, Ron		

ABSENT:	Wiski, Donn	Mussell, Richard	Hargis, William
	Stenerson, Sherry	Ward, Bart	Guidera, William

LIAISON/STAFF PRESENT: Kevin Roggenbuck, TAB
Coordinator

I. CALL TO ORDER

A quorum was present when Acting Chair Stark called the meeting to order at 1:40 pm, March 17, 2010, Metropolitan Mosquito Control District, 2099 University Ave. W., St. Paul.

II. ADOPTION OF AGENDA

For the purpose of continuing discussion on Item 2010-19 from the prior Programming Committee, Stark suggested moving Item 2010-19 to the beginning of the business prior to the Policy Committee report. Motion by Ulrich, seconded by Berg to move 2010-19 ahead of the Policy Committee report. Stark also suggested that the TAB take action on items 2010-14, 15, 16, 17, 18 & 25 in one vote, as consent items. Motion by Johnson, seconded by Smith (with no objection from Ulrich) that the TAB also act on items 2010-14-,15,16,17, 18 and 25 in one consent motion. Motion passed to adopt the revised agenda.

III. APPROVAL OF MINUTES

Motion made by Hovland, seconded by Swanson, to approve the minutes from February 17, 2010.

Motion carried.

IV. APPROVAL OF STANDING SUBCOMMITTEE ASSIGNMENTS

Motion by Lampi, seconded by Smith that the TAB approves the assignments to the TAB Programming and Policy Committees in the roster attached to TAB Action No. 2010-26. **Motion carried.**

V. COMMITTEE REPORTS

A. Technical Advisory Committee

Mayasich reported that the TAC met on 3/03 and heard a presentation from Steve Mahowald, Metro Transit, about the Marquette Street Transit Project. The TAC also approved items on today's TAB agenda.

Information and discussion:

I-494/TH169 Interchange Update: MN Dept. of Transportation. As a prelude to Item 2010-19 action, Scott McBride-MN/DOT gave an update on the I-494/TH169 interchange. The MOU between FHWA and MN/DOT has been signed, the FHWA agreed to accept MN/DOT's staged, performance-based proposal. McBride shared a handout including potential funding sources and amounts. Pat Bursaw answered question from Haik that the \$15M shortfall will come from advance construction, Metro District federal target funds from future years (about 3 years out).

Item 2010-19: 2009 Regional Solicitation Funding Options

The Programming Committee did not act on this item; it was forwarded to the full TAB for action.

Discussion:

James Andrew, Metropolitan Transportation Service, gave a recap of the Regional Solicitation Funding Options discussion from the prior Programming Committee. Seven options are being presented using two scenarios. The TAC recommended two options (options 1 & 4), the rationale being previous precedent and keeping distribution as close as possible to the amount that was requested in each category. Andrew briefly explained the other options. Options 1, 2, 3 include \$34M (do not include I494/TH169 Interchange). Options 4, 5, 6a/b do not include \$34M (the \$34M is allocated to I-494/TH169 Interchange).

Motion by Berg, seconded by Hovland to accept Regional Solicitation Option 6b, which allocates \$34M to MN/DOT for I-494/TH169 Interchange, with a change to add project AE-09-10 in Chanhassen, Carver County.

Discussion:

Callison stated that the \$34M is a policy issue, and MN/DOT does not have the funds lined up, the money was originally loaned to MN/DOT. This may set a precedent of “bailing out” MN/DOT and the State of Minnesota. Smith stated that the \$34M to MN/DOT affects the entire region and this process is consistent with prior actions. MN/DOT repaid \$16M that the TAB allocated to projects in the 2007 solicitation. Lilligren stated that this is a different situation and is taking I494/TH169 out of the solicitation projects. He stated he is uncomfortable with the process expanding into an art form and not policy. All entities are struggling for funding. Ulrich stated that when the ARRA money came about, the TAB did a good job of keeping a balance when distributing these funds. Swanson stated that there have been changes in funding in the last year with ARRA and Stimulus funding, the process is not designed to handle these changes. Whalen stated that the TAB waived from policy when granting the \$50M loan to MN/DOT, and now it is the time to decide how to bring the money back into the process. Callison suggested that possible MN/DOT savings from other projects could go toward I-494/TH169 Interchange project first, then use the TAB \$34M. McBride responded that the concept is acceptable, but too difficult to track. He said that if a stimulus bill is passed there would be no problem to swap out stimulus funds for Regional Solicitation funds. In answer to Stark’s question, Andrew stated that the following projects are left out of Option 6B, as opposed to the \$34M being left in: 2 Principal Arterials, most bridges except Hennepin County, and 3 expanders in red. Hovland said that he considers the \$34M to MN/DOT somewhat of a “stimulus adjunct” and that this is appropriate to the process. Gepner stated he would like to see the money be spread among other projects. He stated that we can’t build our way out of congestion and there will be more projects like this in the future.

Motion by Maluchnik, seconded by Tjornhom to call the question
Motion passed to call the question and vote on the motion made by Berg above.

Motion made by Berg (above) passed with one no vote (Gepner).

B. Policy Committee

Stark reported that the Policy Committee met and heard information on the following:

Heard an information item about region-level demographic changes and forecasting: Metropolitan Council. There is a projection of one million new residents to the area, and that 60-70% of the growth will be outside the ring. The core can accommodate approximately 100-150 thousand households.

Item 2010-21: St. Paul Downtown Airport Long Term Comprehensive Plan Update: Metropolitan Airports Commission

The Policy Committee passed this item.
There was no further discussion by TAB members.

Motion by Stark, seconded by Gepner:

That the Transportation Advisory Board recommends the preferred development alternative discussed in the attached 2025 Long-Term Comprehensive Plan (LTCP) for the St. Paul Downtown Airport (STP)

Motion passed.

Item 2010-22: Flying Cloud Airport Long Term Comprehensive Plan Update: Metropolitan Airports Commission

The Policy Committee passed this item.

There was no further discussion by TAB members.

Motion by Meyers, seconded by Callison:

That the Transportation Advisory Board recommends the preferred development alternative discussed in the attached 2025 Long-term Comprehensive Plan (LTCP) for Flying Cloud Airport (FCM).

Motion passed.

Item 2010-23: Anoka County-Blaine Airport Long Term Comprehensive Plan Update: Metropolitan Airports Commission

The Policy Committee passed this item.

There was no further discussion by TAB members.

Motion by Berg, seconded by Swanson:

That the Transportation Advisory Board recommends the preferred development alternative discussed in the attached 2025 Long-term Comprehensive Plan (LTCP) for Anoka County Blaine (ANE).

Motion passed.

C. Programming Committee

Hovland reported that the committee discussed and approved the following items. Business items are presented to the full TAB as one consent item for action at this time.

Motion by Swanson, seconded by Lilligren to approve the following items 2010-14, 2010-15, 2010-15, 2010-16, 2010-17, 2010-18 and 2010-25 actions following the items listed below.

Motion passed.

Item 2010-14: 2010-2013 TIP Amendment and Project Scope Change: Minneapolis

That the Transportation Advisory Board approve a scope change for SP#141-090-26: 18th Avenue NE Trail Phase II allowing roughly half of the bikeway to be on road and reducing the federal funding to \$535,000 as well as approve an amendment to the 2010-2013 Transportation Improvement Program (TIP) reflecting the changed scope and cost.

Item 2010-15: Sunset Date Extension: Minneapolis

That the Transportation Advisory Board approve a one year sunset date extension from March 31, 2010 to March 31, 2011 for Minneapolis SP#141-090-26, 18th Avenue NE Trail Phase II.

Item 2010-16: 2010-2013 TIP Amendment: Ramsey County

That the Transportation Advisory Board amend the 2010-2013 Transportation Improvement Program (TIP) to include Ramsey County SP#62-649-27, Rice St./TH36 Interchange Reconstruction.

Item 2010-17: 2010-2013 TIP Amendment: Metro Transit

That the Transportation Advisory Board amend the 2010-2013 Transportation Improvement Program (TIP) to include Metropolitan Council CCLRT-03: Central Corridor Light Rail Transit Preliminary Engineering and Final Design.

Item 2010-18: 2010-2013 TIP Amendment MN Dept. of Transportation

That the Transportation Advisory Board amend the 2010-2013 Transportation Improvement Program (TIP) to include City of Dayton SP#229-020-03 Interstate 94/Brockton Lane interchange Preliminary Engineering.

Item 2010-25: Sunset Date Extension: St. Paul

That the Transportation Advisory Board approve a one year sunset date extension from March 31, 2010 to March 31, 2011 for City of St. Paul SP#164-020-100; Replace Bridge #L8804 (Edgecumbe Road) over Ravine.

VI. SPECIAL AGENDA

None scheduled.

VII. ITEMS OF TAB MEMBERS

Lilligren noted that allowing for Consent Items for voting is a good practice. Roggenbuck stated that the by-laws are being updated, creating a consent agenda could be considered as part of the by-laws.

VIII. AGENCY REPORTS

None

IX. OTHER BUSINESS

None

X. ADJOURNMENT

Acting Chair Stark adjourned the regular meeting of TAB at 2:40 pm on Wednesday, March 17, 2010.

Respectfully submitted: LuAnne Major, Recording Secretary