

METROPOLITAN COUNCIL
 390 North Robert St., St. Paul MN 55101
REGULAR MEETING OF THE TRANSPORTATION ADVISORY BOARD
 Wednesday, September 15, 2010

MEMBERS PRESENT:	Hargis, William	Bennett, Tony	Berg, Dennis
Petryk, Becky	Johnson, Ken	Have, Ron	Heffelfinger, Thomas
Hovland, James	Meyers, James	Lilligren, Robert	Mussell, Richard
Craig, Matthew	Lampi, Steve	Stark, Russ	Krause, Paul
Smith, Jill	Thornton, David	Leppik, Peggy	Whalen, Julia
Ward, Bart	Gepner, David	Callison, Jan	Reinhardt, Andrew
Hegberg, Dennis			
ABSENT:			
Tjornhom, Bethany	Maluchnik, Randy	Haik, Chuck	Gustafson, Dan
Peilen, Lisa	McBride, Scott	Swanson, Dick	Ulrich, Jon
LIAISON/STAFF PRESENT:	Kevin Roggenbuck, TAB Coordinator		

I. CALL TO ORDER

A quorum was present when Chair Hargis called the meeting to order at 1:30 pm, September 15, 2010, RCRRA Offices, Union Depot Building, St. Paul.

II. ADOPTION OF AGENDA

Hargis revised the agenda to hold the special agenda item (tour of the Union Depot Building) after the end of TAB business. Motion by Meyers, seconded by Bennett, to adopt the revised agenda for the September 15, 2010 TAB meeting.

Motion passed.

III. APPROVAL OF MINUTES

Motion by Mussell, seconded by Whalen, to approve the minutes from August 18, 2010 TAB meeting. Motion passed.

IV. COMMITTEE REPORTS

A. Technical Advisory Committee

Mayasich reported that the TAC met on September 1, 2010 and heard information on the Jobs Access Reverse Commute (JARC) New Freedom Funds and that Frank Pafko from MnDOT gave an overview of MnDOT environmental process for applications for federal funds.

The TAC also acted on items that are on the TAB agenda today.

Mayasich reported that the USDOT changed the administration of the TIGER grant for the Union Depot from FTA to FHWA, as requested by RCRRA. The RCRRA will be working with FHWA and MnDOT on the Union Depot TIGER grant.

B. Policy Committee

Johnson reported that the Policy Committee met and approved the following items:

Item 2010-57: 2011 Unified Planning Work Program

Motion by Johnson, seconded by Krause that the Transportation Advisory Board recommends adoption of the 2011 Unified Planning Work Program (UPWP) for the Twin Cities Metropolitan Area to the Metropolitan Council.

Motion passed.

Johnson also reported that the Policy Committee heard an update on the development of Transitway Guidelines through the Regional Transitway Guidelines Advisory Committee (Charleen Zimmer-Zan Associates). The committee will hear another update in about six months as to the progress of the Transitway Guidelines. This was an information item at this time – no action necessary.

C. Programming Committee

Hargis reported that the Programming Committee met and approved the following items.

Item 2010-55: Transportation Improvement Program Amendment: Include SP#8816-1438: Pre-implementation study for a priced managed lane on I-94

Motion by Hargis, seconded by Mussell:

That the Transportation Advisory Board (TAB) amends the 2010-2013 Transportation Improvement Program (TIP) to include SP# SP#8816-1438: Pre-implementation study for a priced managed lane on I-94.

Motion passed.

Item 2010-56: Transportation Improvement Program Amendment: Include three high speed rail crossing safety improvements in Washington and Dakota Counties

Motion by Hargis, seconded by Mussell:

That the 2011-2014 Transportation Improvement Program (TIP) include three high speed rail crossing safety improvements in Washington and Dakota Counties.

Motion passed.

Information and Discussion:

1. 2011 Regional Solicitation: Policy Issues

Kevin Roggenbuck reported that the TAC F&P has discussed eight policy issues and generated a short list of pros/cons on each issue and additional points or questions to consider. The TAC F&P will continue to work on these items in September. TAB members are asked to review the F&P memo and present any comments to the committee or staff. TAB discussed each of the eight items:

1. Elevating Preservation as a Goal.

TAB comments: Leppik questioned whether reconfiguring lanes within existing right-of-way is considered preservation. Roggenbuck stated that he believed that it would be more of a safety and management project, although it could be considered preservation.

The Programming Committee was generally in support of preservation.

2. Improving Cost Estimating.

TAB discussion centered on the cost to applicants to present an improved and more accurate cost estimate. Smith suggested an additional process (possibly a 2-step application process) with limitations on deviation from the cost estimate. Berg stated that if the application process and development of the application becomes too involved and costly, then local communities may not apply. In answer to Hargis question about the weight of the cost effectiveness on the total score, Roggenbuck stated that 1/4 to 1/3 of the total points are based on cost effectiveness.

3. Non-Freeway Principal Arterials and Consistency with the new 2030 Transportation Policy Plan.

No specific comments were made by TAB members at this time.

4. Integration of Modes.

No specific comments were made by TAB members at this time.

5. CMAQ System Management.

TAB Programming Committee and F&P and MnDOT will continue to discuss this topic.

Berg stated that lowering the minimum amount for a project would not necessarily mean more applications if it is not cost effective to apply, perhaps local governments could “bundle” projects into an application. He also pointed out to the TAB that the investments spent to work on signal timing may be undone by bus, LRT, BRT, and emergency vehicle signal overrides, as the signal timing is interrupted for 5-10 minutes after an override takes place.

6. CMAQ Transit Expansion: Implement a shorter timeframe between application and program year. Lilligren discussed the benefit of long-term planning and the TAB questioned whether the timeframe should be shorter than capital and service plans, which are typically 5-6year/long-range.
7. CMAQ Transit Expansion: Setting aside \$5 million per year in CMAQ to build a preservation account to buy replacement buses. Smith stated that transit has an aggressive timeframe for expansion and that these funds should be used for expansion and not on operation/maintenance. Krause also expressed concern that the money should be used on bus purchases and not on repairs to facilities, which could be a much greater cost. Smith added that all agencies are suffering for lack of funds, and this could be considered as an interim solution if it is a short term funding problem that impacts service. Lilligren expressed concern with removing funds from the competitive process.
8. CMAQ Transit Expansion: Better align the solicitation with the region’s transit expansion priorities after the development of the Regional Service Improvement Plan (RSIP). Krause expressed concern that this would be a way for Metro Council to secure funds without having to go to the Legislature like other entities must do. Lilligren stated that there are many things going on right now, such as the Legislative Auditor report, the dynamics amongst the transit providers within the region. He stated the solicitation process gives the TAB an opportunity to evaluate a broader array of projects and a way to fairly score projects.

Hovland stated that much time has been spent and a lot of good ideas have been brought forth in the meetings to aid in identifying policy issues. The concerns brought forth today will be returned to the F&P and further discussion will take place.

Roggenbuck laid out the proposed schedule for the Regional Solicitation Policy Issues to be addressed: TAC F&P discuss policy issues in September and bring forth a fully developed list of pros/cons and the F&P general recommendations, and list resources to develop policy issues - perhaps an extra meeting in October; staff working on the issues simultaneously.

November – F&P completes policy issues and brings forth to the Programming Committee and TAB in December.

December 2010 – TAB adopt Regional Solicitation criteria for a public workshop in February,

V. SPECIAL AGENDA

Tour of the Union Depot Facility

Tim Mayasich, Director Ramsey County Regional Railroad Authority gave an overview of the Union Depot project including past and simulation of future facilities. A tour of the Union Depot facility led by Mayasich followed the regular business of the TAB.

VI. ITEMS OF TAB MEMBERS

None

VII. AGENCY REPORTS

Pat Bursaw, MnDOT, reported that there will be a TIP amendment coming from MnDOT in October for a corridor feasibility study for MnPASS improvements on the I-35W corridor. The funds were 2009 funds and

must be used along the I35W corridor. The funds must be authorized by the end of the fiscal year; the FTA has agreed to authorize the funds as long as the TIP amendment is in process.

VIII. OTHER BUSINESS

None

IX. ADJOURNMENT

Hargis adjourned the regular meeting of TAB at 2:50 pm on Wednesday, September 15, 2010.

Respectfully submitted: LuAnne Major, Recording Secretary