

## TRANSPORTATION ADVISORY BOARD

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

### TAB PROGRAMMING COMMITTEE

Meeting Minutes: September 8, 2011  
Metropolitan Council Chambers.

Members Present: Jim Hovland, Co-Chair, Robert Lilligren, Co-Chair, Jan Callison, Karl Drotning, Dick Mussell, Dick Swanson, David Thornton, Jon Ulrich, Dave Van Hattum, Andy Westerberg.

Guests and Staff: Tim Mayasich, Chair, Technical Advisory Committee  
Fran Crotty, MN Pollution Control Agency  
Kevin McDonald, MN Pollution Control Agency  
Kevin Roggenbuck, TAB Coordinator

---

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

Co-Chair Hovland called the meeting to order at 12:35 PM.

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

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

#### **III. Approval of the Programming Committee minutes from August 11, 2011.**

Mr. Lilligren moved, seconded by Mr. Swanson, to approve the minutes from the August 11, 2011 TAB Programming Committee meeting. The motion passed unanimously by voice vote.

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

##### **(a). Information: 2011 Regional Solicitation.**

Mr. Roggenbuck informed the committee that 140 applications have been received at the August 22 submittal deadline for STP-UG, CMAQ, Transportation Enhancement and bridge funding. Mr. Roggenbuck said a summary page dated September 8 was emailed to the Board members earlier today and distributed copies of the summary to the members. Mr. Roggenbuck and described the number of applications received and federal funds requested in each of the four programs in the 2011 regional solicitation process.

The committee discussed whether the Council's decision to not guarantee Regional Transit Capital bond funds for the local match on selected CMAQ projects would affect the qualifying or scoring of projects. Mr. Roggenbuck said applicants need to only guarantee provision of the non-federal match from an expected source if the project is selected. The committee asked whether CMAQ funds would provided for Transportation Management Organizations consistent with the previous solicitation. Mr. Roggenbuck said yes, the 2011 solicitation would reserve up to \$7 million for travel demand management programs and that the Council will prepare a program-level review of the travel demand management program.

Co-chair Hovland greeted two new members to the committee. Karl Drotning, citizen district H and transit representative Dave Van Hattum both introduced themselves to the committee.

**(b). 2011-60: MPCA Request for CMAQ funds for EV Recharging Station Infrastructure Development Project.**

Mr. Mayasich presented this item to the committee. Mr. Mayasich reviewed the direction given to the technical committees by the TAB regarding the MPCA request for CMAQ funding to purchase and install electric vehicle recharging stations in the metro area:

- to determine whether the proposal was eligible for CMAQ funding,
- to determine whether the proposal could compete within the regional solicitation process, and
- to determine whether the proposal has merits from an air quality standpoint.

Mr. Mayasich described the two options forwarded by the TAC and the concerns expressed by the technical committees who discussed the proposal. Mr. Mayasich then introduced Fran Crotty of the MPCA. Ms. Crotty presented information about the electric vehicle recharging proposal (PowerPoint) and demonstrated how the recharging unit works by using a small model.

Ms. Callison asked about the cost effectiveness of the proposal. Mr. Roggenbuck replied that the EV recharging project is very cost effective compared to other CMAQ projects in the regional solicitation.

The committee discussed why the vote from the TAC was split. Ms. Callison said the action transmittal describes the TAC's concerns and asked Mr. Mayasich why others supported it. Mr. Mayasich said some of the positive comments from the TAC were that a precedent has been set for allocating funds directly to projects outside the solicitation process; this was a good program that could not compete for CMAQ money in the solicitation; and that \$500,000 was a relatively small amount of money that would not affect the regional solicitation. Mr. Mayasich added that the MPCA is committed to providing the non-federal matching funds.

Mr. Thornton said electric vehicle manufacturers will offer more vehicles for sale in markets where the recharging infrastructure is there to support it. This project could position the Twin Cities for this and the MPCA would prefer to fund it in 2012.

Mr. Swanson expressed concern about granting funds to this project when the next federal transportation Act is likely to cut funding and asked why promote electric vehicles over other alternative fuels? Mr. McDonald said the MPCA has been unable to successfully promote compressed natural gas (CNG) and there are just one or two vehicles in production.

Mr. Hovland asked about the source of power for the recharging units. Mr. McDonald said the units are hooked into the electrical power grid but will encourage the owners to purchase wind or solar generated electricity. Mr. Drotning asked what portion of the electricity in the region is produced by wind, solar and hydropower. Mr. McDonald said there is a goal to produce 20% of the electricity through wind sources. Mr. McDonald offered to provide information on the carbon footprint of electricity production vs. gasoline manufacturing.

Mr. Mussell asked if the vehicles need to be attached to the recharger all day or can there be turnover. Ms. Crotty said they could be both; occupied all day or there could be turnover. Mr. McDonald said the MAC has valet service that moves electric vehicles.

Mr. Ulrich asked what a driver might do if all the recharging units at a location were occupied. Mr. McDonald said the recharging stations can be found using a Smartphone or similar device.

Ms. Callison moved to recommend approval of option 1 described in action transmittal 2011-60, seconded by Mr. Lilligren. More discussion followed.

Mr. Drotning and Mr. Swanson said this proposal seems too early; that the region should show more demand for the vehicles before funding the recharging units. Mr. Swanson asked for more information on the life and disposal of the electric vehicle batteries.

Mr. Ulrich said an individual's decision to purchase an electric vehicle is not contingent on recharging the vehicle outside of the home where the vehicles are recharged most of the time. Electric vehicles do not contribute a gas tax toward the upkeep of roads and manufacturers should increase the cost the vehicles and contribute funds to maintain roads. Mr. Lilligren said the gas tax issue will need to be addressed at the state and/or national level. Mr. Mayasich said a western state (Oregon or Washington) charges electric vehicles more for license tabs to compensate for the loss of state gas tax.

The motion stayed unchanged and passed by voice vote.

**(c). Information: Contingency Planning for a New Federal Transportation Act.**

Mr. Roggenbuck presented this item to the committee. Mr. Roggenbuck said the technical committees are considering ways to fiscally balance the local program of projects in anticipation of a new federal transportation funding Act that reduces funding by 33%. Staff will continue to monitor reauthorization and work with MnDOT staff to keep the Board informed.

**V. Other Business.**

Ms. Callison said the Federal Transit Administration approved the Southwest LRT project to proceed to Preliminary Engineering. This is a two-year process and the SW LRT project is one of 11 nationwide in Preliminary Engineering. Ms. Callison said the two biggest issues remaining to be resolved are the diversion of rail freight in St. Louis Park and securing a sustainable source of operating funds.

Mr. Lilligren said the Northern Lights Express passenger rail project received permission to proceed from Alternatives Analysis to Preliminary Engineering.

**VI. Adjourn**

Mr. Hovland adjourned the meeting at 2:10 PM.

Respectfully submitted:  
Kevin Roggenbuck, TAB Coordinator.