

TRANSPORTATION ADVISORY BOARD  
Metropolitan Council  
390 N. Robert St., St. Paul, Minnesota 55101-1805

Minutes of a Meeting of the  
FUNDING AND PROGRAMMING COMMITTEE  
January 17, 2013

MEMBERS PRESENT: Karl Keel (Chair), Eriks Ludins, Craig Jenson, Innocent Eyoh, Joe Lux, Brian Isaacson, Colleen Van Wagner, Jon Olson, Ann Pung-Terwedo, Mary Karlsson, Chuck Ahl, Richard McCoy, Tom Johnson, John Sass, Jenifer Hager, Susan Moe, Kevin Roggenbuck, and Heidi Schallberg (staff)

**1. Call to Order**

The meeting was called to order at 1:30 p.m.

**2. Adoption of Agenda**

The agenda was adopted as presented.

**3. Approval of the Minutes from the December 20, 2012, Meeting**

Minutes from the December meeting were approved without change.

**4. TAB Report**

Kevin Roggenbuck said the TAB approved the three TIP amendments and the scope change request from the December Funding and Programming Committee meeting. K. Keel asked if the city resolutions requested by the committee for the Mississippi River Trail project scope change in the cities of Anoka and Ramsey were done before TAB. K. Roggenbuck said that they were and that FHWA was okay with the scope change. Koryn Zewers from MnDOT's Office of Capital Programs and Performance Measures presented about the MAP-21 impact on the current TIP and future programming.

**5. Program Year Policy Implementation: Funding Priority Policy**

K. Keel said this agenda item was a follow up to the new Program Year Policy that TAB approved in December 2012. That policy eliminates the sunset date beginning with projects currently programmed in 2014 while providing for a process to request a one-year program year extension. Metropolitan Council staff met with the TAC Funding and Programming chair and MnDOT staff to discuss options for setting funding priorities as project sponsors request to move projects and it is unclear if adequate funding will be available. The discussion resulted in the following proposed funding priorities for TAB-selected projects within the regional program, in order of preference:

1. Projects in their original program year
2. Projects in their sunset date year (applies only to projects programmed through 2013)
3. Projects with an approved sunset year or program year extension
4. Projects using advance construction (AC) in order of priority based on year
5. Projects that could be advanced if needed but not currently using AC

When projects move to a later year, whether from a grandfathered-sunset date or an approved program year extension, funding will be programmed in the first available year, which could potentially be the last year of the next Transportation Improvement Program (TIP).

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MOTION: Jon Olson made a motion to recommend approval of the policy. Innocent Eyoh seconded, and the motion carried unanimously.

**6. Sunset Year Extension Requests**

*a. Dakota County – Mississippi River Regional Trail*

Dakota County received \$1,032,192 in federal Transportation Enhancement funds for 2012 in the 2007 regional solicitation to build a segment of the Mississippi River Regional Trail. The project's sunset date is March 31, 2013. The county is requesting a one-year sunset date extension to move to 2014. The county is requesting an extension due to right of way acquisition and known design issues. The environmental documentation is not complete but is in progress and plans have not been started. The committee noted the Program Year Policy does not formally apply to this project since it is currently programmed in 2013, but the project would score low in that process if it did apply since it hasn't progressed beyond planning. Alternate alignments were started in 2011. The committee was concerned about the late start for a project that was originally programmed for 2012. The county now has new staff dedicated to completing these trail projects. Few parcels would require condemnation, and the county believes it can make the schedule included in the request.

MOTION: John Sass moved to recommend that the TAC approve the sunset date extension request to move the Mississippi River Regional Trail segment through Spring Lake Park Reserve (SP# 019-090-013) to 2014. Brian Isaacson seconded the motion, which passed with a vote of 10 in favor and 4 against. Jon Olson noted he voted in favor of the motion because the new program year requirements have not yet started. The committee noted that going forward, it will be more difficult for projects to receive extensions.

*b. Dakota County – North Urban Regional Trail*

Dakota County received \$794,080 in federal Transportation Enhancement funds for 2012 in the 2007 regional solicitation to build the segment of the North Urban Regional Trail from TH 110 to Garlough Elementary School. The project's sunset date is March 31, 2013. The county is requesting a one-year sunset date extension to move to 2014. The county is requesting an extension primarily due to right of way acquisition challenges and extensive discussions with the Dodge Nature Center. The nature center board reversed their earlier position to allow the trail on their property, so the original schedule could not be completed. The county anticipates identifying a preferred alignment in March. Right of way would not be needed for other potential alignments. The committee felt the project had similar concerns about plan development as the previously discussed project, but the right of way changes with the nature center were beyond the county's control.

MOTION: C. Ahl moved to recommend that the TAC approve the sunset date extension request to move the North Urban Regional Trail project (SP# 019-090-015) to 2014. Craig Jenson seconded the motion, and the motion passed unanimously.

*c. Minneapolis – St. Anthony Bridge*

The City of Minneapolis received \$8,960,000 in federal Bridge funds for 2012 in the 2007 regional solicitation for the St. Anthony Bridge over the Burlington Northern Santa Fe Northtown Yard. The project's sunset date is March 31, 2013. The city is requesting a one-year sunset date extension to move to 2014 in consideration of the extended process and significant challenges they have had in addressing requests from the Federal Highway Administration and the State Historic Preservation

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Office (SHPO) as part of the NEPA process. The bridge replacement is agreed on as the preferred alternative, and the city is working with FHWA and SHPO on finalizing the mitigation of losses, which they anticipate being finalized within a month.

MOTION: C. Ahl moved to recommend that the TAC approve the sunset date extension request to move the St. Anthony Bridge (no. 90664) over the Burlington Northern Santa Fe Northtown Yard in Minneapolis (SP# 141-454-001) to 2014. Jenifer Hager seconded the motion, and the motion passed unanimously.

### *d. St. Paul – Kellogg Blvd Bridge*

The City of St. Paul received \$1,400,000 in federal Bridge funds for 2012 in the 2007 regional solicitation to reconstruct the Kellogg Blvd. bridge at Market Street. The project's sunset date is March 31, 2013. The city is requesting a one-year sunset date extension to move to 2014. The city has been working to resolve issues with utility coordination and obtaining a temporary easement from the county. The extension would also enable coordination with a separate project to replace another Kellogg Blvd. bridge a block away at St. Peter Street, which would minimize traffic disruption due to construction.

MOTION: C. Ahl motioned to recommend the TAC approve the sunset date extension request to move the Kellogg Blvd. Bridge no. 92798 at Market Street in St. Paul (SP# 164-158-020) to 2014. J. Sass seconded the motion, and the motion passed unanimously.

## 7. TIP Amendments

### *a. National Scenic Byway Wayside Rest, Dakota County*

K.Keel said that Dakota County received federal National Scenic Byways funding for this project in fall of 2012. The wayside rest will be located on the Great River Road (TH56) at the Rock Island River Pier on the west bank of the Mississippi River at 66<sup>th</sup> Street in Inver Grove Heights. The project will construct a four-season restroom, picnic shelter, parking for motor vehicles and bicycles, and trail connections to the national Mississippi River Trail.

MOTION: C. Ahl moved to recommend the TAB adopt an amendment to the 2013-2016 TIP to add SP#019-060-010, the Wayside Rest at the Rock Island River Pier on the Great River Road with \$450,000 of National Scenic Byways funding and \$430,000 in county funding for a total cost of \$880,000 in 2013. J. Lux seconded, and the motion carried unanimously.

### *b. HSIP-Funded CSAH 10 & Ramsey Co Rd H Improvements, MnDOT*

Brian Isaacson said Ramsey County received \$630,000 of federal Highway Safety Improvement Program (HSIP) funding for the program year 2013, and the county prepared to deliver the project in that program year. MnDOT was also developing a bridge replacement and ramp reconstruction project at the T.C. Arsenal entrance at County Road H in the county for 2015 (#6284-162) using state funds. Due to the proximity of the project locations, moving the county's HSIP-funded project to 2015 to coordinate with the MnDOT project will consolidate construction and provide potential for cost sharing. MnDOT will let both projects. A Scott County HSIP project in the 2015-2016 HSIP TIP amendment currently in process could move forward to 2013 to use those funds to balance the program in combination with additional HSIP funds that have not yet been allocated in 2015.

MOTION: C. Ahl moved to recommend that the TAB adopt an amendment to the 2013-2016 TIP to move the CSAH 10 & Ramsey Co. Rd. H intersection improvements project (SP# 062-610-004) to

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2015 to tie the project to the MnDOT Bridge replacement and ramp reconstruction project at Ramsey Co. Rd. H and the T.C. Arsenal entrance (#6284-162). John Sass seconded, and the motion carried unanimously.

*c. TH 5 Bridge, MnDOT*

B. Isaacson said the TH 5 bridge was identified by MnDOT staff as a high priority for repair and was originally planned for 2017. However, based on the level of need and the rest of the Metro District's construction program, MnDOT has determined the bridge work should be done within the upcoming construction season in 2013.

MOTION: C. Ahl moved to recommend that the TAB adopt an amendment to the 2013-2016 TIP to add the MnDOT TH 5 bridge redeck project from TH 55 to Davern Street in St. Paul in 2013 using advance construction for \$12,000,000 of National Highway Performance Program (NHPP) federal funds and \$3,000,000 of state funds. J. Lux seconded, and the motion carried unanimously.

There was also a separate discussion not specifically related to this TIP amendment request about public involvement in the process from both the MPCA and FHWA perspectives. K. Keel stated that the region has considered the TAC and TAB processes to be the public involvement process for amendments. The process is not currently formally outlined in publications, although previous MPO certification reviews have described this as the process. Staff could schedule a meeting to discuss the issue further in the future.

*d. I-35E MnPASS Managed Lane Extension Study, MnDOT*

B. Isaacson said MnDOT was awarded \$605,000 in federal funds from a 2012 solicitation for the Value Pricing Pilot Program to conduct the I-35E MnPASS Managed Lane Extension Study. The study will evaluate managed lane concepts on I-35E between Little Canada Road and CR 96 that are compatible with the long-term plans for development of I-35E on the eastern side of the Twin Cities metropolitan area.

MOTION: J. Lux moved to recommend that the TAB adopt an amendment to the 2013-2016 TIP to add the I-35E MnPASS Managed Lane Extension Study in 2013 using \$605,000 of federal Value Pricing Pilot Program funding and \$151,250 of local funding (\$30,000 from the University of Minnesota and \$121,250 from MnDOT trunk highway funds). I. Eyoh seconded the motion, and the motion passed unanimously.

**8. HSIP Solicitation**

Brian Isaacson presented the draft HSIP solicitation information for 2014-2016 funding for proactive projects. There was a question about if the years were federal or state fiscal years, and it is based on the state fiscal year. The county highway safety plans MnDOT is funding will prioritize projects for each county. The committee had questions about how the projects would be scored and ranked. K. Keel asked for more details in the solicitation packet on how projects would be compared to others in competition for funding. B. Isaacson reviewed the solicitation timeline, which calls for a release possibly in March, an application deadline in May, recommendations to this committee in July, and an approved list of projects by September. The timeline could change. At this point the solicitation is not aligned with the annual TIP and STIP development. There were also questions about how cities fit in with the county safety plans, especially if points are awarded for having a plan yet cities don't have them.

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MOTION: J. Lux made a motion to approve the HSIP solicitation criteria with more information about how the projects will be evaluated, K. Roggenbuck seconded, and the motion passed unanimously.

**9. Project Tracking Report**

Dan Erickson from MnDOT State Aid provided handouts of the current program status and projects that may move years. He said Anoka County had an STP project that could include the work funded through TE and not require the use of the programmed TE funds. He asked for direction from the committee, and K. Keel said they were comfortable with state aid doing that. Discussion included how the lack of an equity bonus in MAP-21 means MnDOT is much more limited on moving funds around. The MnDOT Metro district staff will work to keep funding in the region, if not programmed by Council committees. Program year changes effectively reduce the amount of funds available for future solicitations. MnDOT staff is still investigating other possible tools to manage the program, such as defederalizing projects and swapping funds. The committee also asked about the status of amending the projects selected in the 2011 solicitation into the TIP. MnDOT recently received more information about funding estimates for 2014 through 2016 and will work with the Council to prepare a TIP amendment for the next committee meeting. D. Erickson said there should be a committee discussion on how to prioritize which projects receive funding first.

**10. Adjournment**

With no other business, the meeting adjourned at 3:00 p.m.