

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

Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
August 18, 2016

MEMBERS PRESENT: Tim Mayasich (chair, Ramsey County), Colleen Brown (MnDOT Metro State Aid), Anna Flintoft (Metro Transit), Jenifer Hager (Minneapolis), Jarrett Hubbard (Scott County), Jane Kansier (MVTA), Elaine Koutsoukos (TAB), Jan Lucke (Washington County), Molly McCartney (MnDOT Metro District), Gina Mitteco (MnDOT Bike & Ped), Paul Oehme (Chanhassen), Ryan Peterson (Burnsville), Steve Peterson (Metropolitan Council), Lyndon Robjent (Carver County), John Sass (Dakota County), Amanda Smith (MPCA), Carla Stueve (Hennepin County), Michael Thompson (Maplewood), Anne Weber (St. Paul), and Joe Barbeau (staff)

OTHERS PRESENT: Lance Bernard (SRF), Forrest Hardy (Minneapolis), and Pat Jones (Metro Transit)

1. Call to Order

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

Jane Kansier said that she is leaving MVTA and will be replaced on the committee by Jen Lehmann.

2. Adoption of Agenda

MOTION: Oehme moved to adopt the agenda. Seconded by Thompson. The motion was approved unanimously.

3. Approval of the Minutes from the July 21, 2016 Meeting

MOTION: Kansier moved to approve the minutes. Seconded by Ryan Peterson. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the August 17, 2016, TAB meeting. TAB addressed the following action items:

- Approved the 2017 Unified Planning Work Program.
- Approved a scope change, and accompanying Transportation Improvement Plan (TIP) amendment, for the Dakota County US 52 / County Highway 42 interchange reconstruction.

5. City of Minneapolis Safe Routes to School Scope Change Request – Action Item 2016-47

Barbeau said that The City of Minneapolis was awarded \$603,200 in the Safe Routes to School category in the 2013 Transportation Alternatives Program (TAP) Regional Solicitation to add curb extensions and pedestrian ramps, an on-street bicycle lane, and an overhead stop sign near the Andersen School. The City requests movement of the curb extension from the intersection of East 26th Street and 10th Avenue South to the intersection of East 28th Street and 11th Avenue South, changing the 11th and 12th Street portions of the bicycle facility from a protected bikeway to a bicycle boulevard, and changing the overhead stop installation at the hospital entrance to installation of durable crosswalks. The request was provided to the Scoring Committee members, who did not reduce the score. The project would cause students to bike with traffic on 11th and 12th Avenues South.

The City reports an estimated cost reduction of \$16,500. Adjusting for inflation and federal proportion, staff suggests that the appropriate reduction would be \$18,260.

Forrest Hardy, from the City of Minneapolis, provided clarification on the project.

Robgent asked what is included in the budget line titled “Other construction items,” to which Hardy replied the 28th Street bike lane and the curb extensions make up that line.

Ryan Peterson asked how the change was received by neighborhood residents and what a bicycle boulevard is. Hardy replied that the neighbors are concerned with on-street parking, which cannot be accommodated with the original project. He added that a bicycle boulevard is a bike lane, highlighted by pavement markings, on a low-volume roadway.

Steve Peterson asked whether there has been feedback from the school or the parents. Hardy replied that the school’s principal is supportive of the change.

Mayasich asked what the originally applied-for “protected bike lane” looked like. Hardy replied that there was no illustration. It would have included stripes and bollards creating a nine-foot wide two-way bikeway and a two-foot buffer.

Sass asked about the width of 11th Avenue. Hardy replied that the street is 29 feet wide and includes two travel lanes and two parking lanes.

MOTION: Robgent moved to recommend approval of the request with no federal funding reduction. Seconded by Mitteco. The motion was approved unanimously.

6. TIP Amendment; Minneapolis Scope Change Request – Action Item 2016-48

Barbeau said that because there will be no description change, the scope change recommended for approval in the previous item would only require a TIP amendment if the cost changes, which was not recommended.

MOTION: Thompson moved to table the item. Seconded by Hager. The motion was approved unanimously.

7. 2016 Regional Solicitation Qualifying Review – Action Item 2016-46

Barbeau said that staff reviewed all 149 applications to make sure that they qualified for the regional solicitation. Seven applications were determined to be potential non-qualifiers. The Funding & Programming Committee is the final arbiter of whether or not applications qualify. The committee explored potential non-qualifying applications one-by-one.

A. Hennepin County: Advanced Transportation Management System (Roadway System Management)

The proposal highlighted four corridors, though these corridors are a part of a fiber optic cable system that will tie into a central traffic management center. Staff provided the options to disqualify the project or to allow it to complete suggesting that the geographic-based scoring measures be averaged.

Stueve added that the County selected four corridors based on traffic volumes. While the four roads are not near each other they are not truly independent of each other.

Mayasich asked for a corridor-by-corridor cost breakdown. Stueve replied that CSAH 9 would be about \$520,000, CSAH 5 \$260,000, CSAH 3 \$700,000, and CSAH 1 \$720,000. This is based on proportion of mileage.

Robgent asked what infrastructure aside from fiber optic cable is needed. Stueve said that software is going to be purchased. She added that in regards to scores, they used the scores from CSAH 1, which has the biggest benefit.

Thompson asked whether a software vendor has been picked and how competitive the selection must be. Stueve said a vendor has been picked. Robgent said that it was probably a vendor provide by the State.

MOTION: Thompson moved to qualify the project with the staff recommendation for scoring. Seconded by Lucke. The motion was approved unanimously.

B. Anoka County: CSAH 22 Bridge Replacement (Bridge)

Because the bridge sufficiency rating of 62.2 is higher than the maximum 50 for a bridge replacement, staff flagged this project. The County has withdrawn the project, so no vote is needed.

C. Washington County: CSAH 5 Bridge (Bridge)

The request for \$940,240 in federal funds is below the \$1 million minimum request in the bridge category. The Committee can disqualify the project or allow it to compete with the lower federal request. Staff does not recommend bringing it to minimum, as that would not be good stewardship of public funds. Staff's recommendation is to disqualify the project since it is not technically within TAB's range, though that was a difficult decision.

McCartney asked whether the project would meet the minimum with inflation. Barbeau said it may but staff did not include such information because what TAB will do about inflation is unknown.

Brown asked when the minimum will be set, to which Koutsoukos replied she is uncertain.

Peterson said that the minimum is lower than \$1 million for most funding categories.

Flintoft asked whether this issue has come up in the past. Koutsoukos said that it has not. She added that disqualification of this proposal could incentivize padding budgets.

Lucke said that the County put together a cost-effective and efficient proposal and hopes to be rewarded for not padding its budget. She added that this amount of federal funding will not be a disproportionate staff burden.

MOTION: Robjent moved to qualify the project at its proposed funding level. Seconded by Oehme. The motion was approved unanimously.

D. Metro Transit: Heywood Bus Garage (Transit Modernization)

The application requested \$67.2 million from the Solicitation. The maximum federal request is \$7 million.

Pat Jones from Metro Transit said that the intent was to apply for \$7 million of federal funding. Mayasich asked who is responsible for the remaining funds. Jones replied that Metro Transit has several applications out and that it intends to fully-fund the project. Koutsoukos said that this is similar to what other applicants do.

Brown said that nobody wants a \$7 million hole created by a project needing to withdraw, to which Flintoft replied that the intent of the General Manager's response letter is to state that Metro Transit will deliver the project.

MOTION: Flintoft moved to qualify the project. Seconded by Thompson.

Robjent said that he wants to be sure that Metro Transit will provide the match. Thompson said that he seconded the motion because he believes that this is the intent.

The motion was approved with one vote against.

E. Metro Transit: Blue Line LRT Enhancement (Transit Modernization)

The application requested \$33,837,120 from the Solicitation. The maximum federal request is \$7 million.

Flintoft said that Metro Transit intends to pay for the entire match.

Mayasich asked whether different staff members submitted these two projects, which both over-requested the federal amount. Jones replied that the intent was to request \$7 million from each.

MOTION: Flintoft moved to qualify the project. Seconded by Mitteco.

Mayasich said that, should the project be awarded, Metro Transit will be responsible for all funds aside from the \$7 million award.

The motion was approved with one vote against.

F. Metro Transit: LRT Station Upgrades (Pedestrian Facilities)

The project should have been submitted in the Transit Modernization category. The Introduction section of the Regional Solicitation states that if an applicant submits a projects in the incorrect category, the application may be disqualified. Options are to disqualify the project, allow it to move to Transit Modernization and for the applicant to provide information for missing replies, and to allow it to remain in the Pedestrian Facilities category. Staff does not recommend the latter.

Flintoft said that this application was submitted in the Pedestrian Facilities category because it's an Americans with Disabilities Act (ADA) improvement and ADA is shown as a sample for Pedestrian Facilities applications. Koutsoukos replied that ADA improvements are eligible in any category.

Mayasich said that allowing the application to move to another category and provide more information could open a can of worms for the future. He added that the applicant is responsible for what it submits. Jones replied that Metro Transit is not asking to move the project to a different category; it believes it fits in the Pedestrian Facilities category.

Koutsoukos said that staff feels it is a transit project. Sass said that transit has historically been funded separately from other modes.

Ryan Peterson asked whether the project would have an easier time being funded in the Pedestrian Facilities category. Koutsoukos replied that it would not.

Mitteco asked whether the applicant was able to reply to all of the application questions. Koutsoukos replied in the affirmative. Mitteco suggested that it should then be up to the scoring committee to determine whether it is funded. Koutsoukos replied with disagreement and said that Roadway Expansion and Roadway Modernization have the same scoring measures but are meant to be kept separate.

Lucke said that this could set a precedent regarding flexibility with categories. She added that transit projects tend to serve pedestrians.

McCartney asked whether all proposed improvements are in the station areas, to which Koutsoukos replied in the affirmative.

MOTION: Thompson moved to disqualify the project. Seconded by Stueve. The motion was approved.

G. Carver County: US 212 Safety Improvements (Safe Routes to School)

The application requested \$1,225,360 in federal funds from the Solicitation. The maximum federal request is \$1 million.

Lance Bernard of SRF, who helped prepare the application, said that the intent was to apply for the \$1 maximum.

MOTION: Ryan Peterson moved to qualify the project. Seconded by Mitteco. The motion was approved unanimously.

8. Other Business

Steve Peterson passed out maps and list highlighting project applications for the 2016 Regional Solicitation.

9. Adjournment

Kansier moved to adjourn the meeting. Seconded by Mitteco. The motion was approved unanimously.