

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 19, 2016

MEMBERS PRESENT: Tim Mayasich (chair, Ramsey County), Colleen Brown (MnDOT State Aid), Innocent Eyoh (MPCA), Anna Flintoft (Metro Transit), Jack Forslund (Anoka County), Jenifer Hager (Minneapolis), Craig Jenson (Scott County), Jen Lehmann (MVTA), Karl Keel (Bloomington), Jim Kosluchar (Fridley), Elaine Koutsoukos (TAB), Lyssa Leitner (Washington County), Molly McCartney (MnDOT Metro District), Gina Mitteco (MnDOT Bike & Ped) Paul Oehme (Chanhassen), Ryan Peterson (Burnsville), Steve Peterson (Metropolitan Council), John Sass (Dakota County), Nancy Spooner-Mueller (DNR), Carla Stueve (Hennepin County), Michael Thompson (Maplewood), Anne Weber (St. Paul), and Joe Barbeau (staff)

OTHERS PRESENT: Carl Ohrn (Metropolitan Council) and Don Varney (St. Paul Parks and Recreation Department)

1. Call to Order

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

2. Adoption of Agenda

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

3. Approval of the Minutes from the December 15, 2016, Meeting

MOTION: Oehme moved to approve the minutes. Seconded by Stueve. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the January 18, 2017, TAB meeting. Scott McBride, MnDOT, reported that MnDOT has completed two plans, the 20-year Statewide Multimodal Transportation Plan (SMTP) and the highway investment plan, the Minnesota State Highway Investment Plan (MnSHIP). I-94 between Brooklyn Center and Minneapolis will be under construction from March 2017 through summer 2018; the interstate will be reduced to two lanes from May to August.

The following actions were taken:

- Approval of members to serve on the TAB Executive committee in 2017.
- Approval of the “base funding scenario” list of projects for the 2016 Regional Solicitation.
- Approval of the 2016 Highway Safety Improvement Program (HSIP) Solicitation projects.

5. Program Year Extension Request: St. Paul Harriet Island to South St. Paul Regional Trail – Action Item 2017-06

Barbeau said that the St. Paul Parks and Recreation Department was awarded funding in the 2011 Regional Solicitation for its Harriet Island to South St. Paul Regional Trail project. The project was originally programmed for 2016 but was shifted to 2017 due to over-programming. The sponsor is asking for a program year extension to 2018 with the understanding that while the project must be completed that year, federal reimbursement will follow TAB’s Federal Funds Reallocation Policy and could be as late as 2022. Varney said that the key properties that continue to pose land acquisition issues are a railroad crossing and the St. Paul Yacht Club. Sass said that the intent was not to condemn any of the Yacht Club property. The project sponsor was going to pay to move the pool but that proved to be cost-prohibitive so a condemnation may occur.

Ryan Peterson noted that the project has six railroad crossings and asked if there was only one that was still an issue. Varney replied in the affirmative.

MOTION: Thompson moved to recommend approval of the program year extension request to move the Harriet Island to South St. Paul Regional Trail project to 2018. Seconded by Oehme. The motion was approved unanimously.

6. Programming Regional Solicitation Projects for FY 2022 – Action Item 2017-03

Mayasich said that this item was referred back to the Committee by TAC. Peterson shared some history of funding availability to illustrate the purpose of programming 2022 projects.

Koutsoukos said that Brooklyn Park, which sponsors a project the Committee recommended for 2022 funding at its last meeting, can make a commitment to obligate by 2021. She added that there will already be a hole in the program resulting from the program year extension in the previous item.

Steve Peterson said that 2022 projects would be guaranteed funding for 2022 at the latest, though would be able, and expected, to move to 2021 if there is availability.

Stueve asked when it would be known whether a 2022 project comes off the top in the 2018 Regional Solicitation, to which Steve Peterson replied that whether to take anything off the top will be known when selection of projects takes place for that Solicitation.

Hager asked which project between a 2022-programmed project and the project extended in the previous agenda item would get priority for 2021 funding, to which Koutsoukos replied that the 2022 project would have priority.

Kosluchar asked whether programming three projects for 2022 is enough given the likely availability.

Steve Peterson said that once 2021 funding becomes available, a 2022 project would be moved to 2021. Any 2022 project would be first priority if earlier year funds become available. This would occur before the Federal Funding Reallocation process is used. The top priority for 2022 projects would be a project in the same mode as the withdrawn or delayed project. The second priority would be the project with the smallest amount of federal funding from another mode. The Program Year Policy would apply. Once funds are freed up and the project is advanced to 2021, that would become the “program year.” Should 2021 funding not become available prior to TAB release of the 2019-2022 TIP for public comment or release of the 2018 Regional Solicitation (whichever comes first), the project would remain in the 2022 program year. The project would not be scored in the 2018 Regional Solicitation process since it was already competitively scored and selected as part of the 2016 Solicitation. If, upon TAB project selection of 2018 Regional Solicitation projects, any of the projects are still programmed for 2022, less total funding would be available for distribution in the 2018 Regional Solicitation.

Hager said that this seems consistent with the Federal Funds Reallocation Policy and that it may make sense to simply add language to confirm that top-scoring unfunded projects should get priority when funds become available. Ohrn said that in the spring of 2016, unfunded projects were funded for the first time ever and these were not the highest-scoring projects. Programming 2022 projects enables the high-scoring projects to be prepared. Steve Peterson added that the Policy relates to existing projects while funding 2022 projects helps fund additional projects.

Mayasich suggested that staff insert the process into the existing Policy and provide a sample scenario.

7. Other Business

Steve Peterson thanked members for their help with the Regional Solicitation.

Steve Peterson said that the Transportation Policy Plan (TPP) update is just getting underway. An information item will be brought to the Committee next month. The update should be complete in the summer of 2018.

Koutsoukos said that staff will soon send out surveys about the 2016 Regional Solicitation.

8. Adjournment

The meeting was adjourned.