

MEETING OF THE FUNDING & PROGRAMMING COMMITTEE

Thursday | May 21, 2020

Remote Meeting Via Webex# | 1:30 PM

Contact Joe Barbeau (joseph.barbeau@metc.state.mn.us) for access to the video conference.

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

February 20, 2020, meeting of the Funding & Programming Committee*

IV. TAB REPORT

V. BUSINESS

1. 2020-24: Draft 2021-2024 Transportation Improvement Program*

VI. INFORMATION

1. Regional Solicitation Before and After Study – Part 2 Update

VII. OTHER BUSINESS

IX. ADJOURNMENT

* Additional materials included for items on published agenda.

Minutes of the REGULAR MEETING OF THE TAC FUNDING & PROGRAMING COMMITTEE

Thursday, February 20, 2020

Committee Members Present: Paul Oehme (Chair, Lakeville), Jerry Auge (Anoka County), Angie Stenson (Carver County), John Sass (Dakota County), Jason Pieper (Hennepin County), Joe Lux (Ramsey County), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Steve Peterson (Metropolitan Council), Anna Flintoft (Metro Transit), Shaker Rabban (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Innocent Eyoh (MPCA), Mackenzie Turner Bargaen (MnDOT Bike & Ped), Aaron Bartling (MVTA), Robert Ellis (Eden Prairie), Jim Kosluchar (Fridley), Ken Ashfeld (Maple Grove), Michael Thompson (Plymouth), Nathan Koster (Minneapolis), Anne Weber (St. Paul)

Committee Members Absent: Nancy Spooner-Mueller (DNR), Karl Keel (Bloomington)

I. CALL TO ORDER

A quorum being present, Chair Oehme called the regular meeting of the Funding & Programming Committee to order at 1:32 p.m. on Thursday, February 20, 2020.

II. APPROVAL OF AGENDA

MOTION: It was moved by Ashfeld and seconded by Brown to approve the agenda. **Motion carried unanimously.**

III. APPROVAL OF MINUTES

MOTION: It was moved by Koutsoukos and seconded by Lux to approve the minutes of the January 16, 2020, regular meeting of the Funding & Programming Committee. **Motion carried unanimously.**

IV. TAB REPORT

Koutsoukos reported on the February 19, 2020, TAB meeting.

V. BUSINESS

1. 2020-11: Scope Change Request: Metro Transit Route 63 Service Improvement

Barbeau said that Metro Transit was awarded \$6,122,444 to improve frequency on Route 63 as part of the 2016 Regional Solicitation. In response to local interest to extend service, Metro Transit requests a scope change to reflect the following changes:

- End Route 63 at Sun Ray Transit Center, removing the eastern end of the route.
- Establish a suburban-local route, Route 323, from Sun Ray Transit Center, along the removed portion of Route 63, and into Maplewood and Woodbury. This would run every 30 minutes.
- Reduce the number of buses purchased from five to three because new buses are only needed for Route 323.

Five projects were funded in the Transit Expansion category. This project outscored the highest un-funded project by 130 points. Therefore, it is probable that the project would have been funded if originally proposed as being proposed now. Service on the small portion miles being shifted from route 63 to 323` will be reduced from 20- to 30-minute service and will require a transfer to get to the remaining Route 63. Staff recommends reducing the original federal award of \$6,122,444 to \$5,345,600, which reflects 80% of the new, lower total project cost of \$6,682,000.

Mike Mechtenberg from Metro Transit said that customers have expressed interest in serving markets to the east of the current route terminus, adding that Woodbury Village and Woodwinds Hospital do not have service at this time.

Oehme asked whether ridership will increase. Mechtenberg said that improved service will increase ridership on the part of Route 63 that remains intact, maintain service on the piece of Route 63 being replaced by Route 323, and add service to the new coverage being provided by Route 323.

Oehme asked whether the original application included a spare bus. Mechtenberg replied that all applications do, usually at 20 percent of the buses needed and at least one bus.

MOTION: It was moved by Lux and seconded by Jorgensen to recommend approval of the scope change request. **Motion carried unanimously.**

2. 2020-12: TIP Amendment Request: Metro Transit Route 63 Service Improvement

Barbeau said that the scope change request reflects the action recommended in Metro Transit's scope change request. He added that some of the funding is moved to 2020, as some funding became available.

MOTION: It was moved by Ellis and Seconded by Jorgensen to recommend approval of this TIP amendment request. **Motion carried unanimously.**

VI. INFORMATION

1. Regional Studies Update Cycle

Steve Elmer from the Metropolitan Council discussed updates of the Regional Bicycle Transportation Network (RBTN), Regional Bicycle Barrier Crossing Improvement Areas, and the Regional Truck Freight Corridors Study. Peterson discussed updates for the Principal Arterial Intersection Conversion Study, Congestion Management Safety Plan (CMSP) opportunity areas, and Congestion Management Process (CMP) speed data.

Koster suggested that CMP speed data efforts include context sensitivity related to balancing speed and mobility with safety. Kosluchar asked whether the five-year timeframe for CMSP indicates that the plan is static, to which Peterson replied that it is, as projects are scoped out five years in advance. Lux asked whether the bicycle and freight studies will be brought through TAC Planning Committee to which Elmer replied that the bicycle projects will, and the Regional Truck Freight Corridors Study will go through TAC Planning and/or Funding & Programming.

Koster asked whether other studies will be considered before the 2022 Regional Solicitation. Peterson said that the Pedestrian Safety Action Plan might.

2. TPP Work Program.

Peterson, Elmer, Heidi Schallberg, and Daniel Pena, all of the Metropolitan Council, discussed various studies coming up in the near future.

VII. OTHER BUSINESS

Barbeau said that room reservations have been fluid at the Metropolitan Council and asked whether members have a preference among Room LLA, Room 1A, and the Council Chambers. Some members expressed preference toward Room 1A. Barbeau said that the meetings will be held there.

VIII. ADJOURNMENT

MOTION: It was moved by Eyoh and seconded by Lux to adjourn the meeting. **Motion carried unanimously** and the meeting was adjourned.

Joe Barbeau
Recording Secretary

ACTION TRANSMITTAL No. 2020-24

DATE: May 13, 2020

TO: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Adoption of the Draft 2021-2024 Transportation Improvement Program (TIP) for release for a public comment period.

REQUESTED ACTION: The Metropolitan Council requests that the Transportation Advisory Board (TAB) adopt the draft 2021-2024 Transportation Improvement Program (TIP) for release for a public comment period.

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC adoption of the draft 2021-2024 Transportation Improvement Program (TIP) for release for a public comment period.

BACKGROUND AND PURPOSE OF ACTION: The Transportation Improvement Program (TIP) is a four-year list of federally funded transportation projects required for all metropolitan planning organizations (MPOs). The TIP must include all projects funded with federal transportation funds along with all regionally significant projects. Federal regulations require that a TIP be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with the Minnesota Department of Transportation's State Transportation Improvement Program (STIP). The draft 2021-2024 TIP and its development process will meet applicable federal requirements once the public input process is complete. The public comment period is scheduled to run from June 22 to August 6.

The 2021-2024 TIP approval schedule is as follows:

- June 17, 2020 – TAB approves draft TIP for public review
- August 6, 2020 – Public review/comment period ends
- August 19, 2020 – TAB considers public comments and approval of the final TIP
- September 14, 2020 – Transportation Committee recommends concurrence with the TIP to the Metropolitan Council
- September 23, 2020 – Metropolitan Council concurrence with TAB approval of TIP
- September/October 2020 – MnDOT inclusion of TIP into State Transportation Improvement Program (STIP)
- November/December 2020 – USDOT approves Minnesota STIP

The 2021-2024 TIP includes projects valued at approximately \$4.8 billion for highway, freight transit, bicycle, and pedestrian projects. Roughly 15% is from the Regional Solicitation. The sources of funds over the four years are summarized as follows:

- Total – \$4.7 Billion
 - Federal Highway – \$1.3 Billion
 - Federal Transit – \$1.2 Billion
 - Property Tax and State Taxes – \$1.6 Billion
 - Trunk Highway – \$524 Million

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially- or fully-funded with federal funds must be in an approved Transportation Improvement Program and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity and opportunity for public input. It is the Metropolitan Council's responsibility to adopt and amend the TIP according to these four requirements.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Release for Public Comment	
Transportation Advisory Board	Review & Recommend	
Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

Transit Funding in the TIP

Both transit capital and operating projects are in the TIP and are funded almost exclusively by four federal sources:

- FTA formula funds: The largest source of funds allocated to the Council as the major transit operator in the region.
- Regional Solicitation funds: Projects funded with FHWA flexible funds – CMAQ or STPBG - that are allocated through the Regional Solicitation process. These funds are transferred from FHWA to FTA during the grant-making process.
- FTA and DOT discretionary award funds: Bus and Bus Facilities and Low No Emission Grants are FTA discretionary award programs. The Better Utilizing Investments to Leverage Development (BUILD) is a USDOT discretionary award. The Council has received all these types of discretionary awards in the past. New discretionary awards are amended into the TIP when the awards are announced by the federal agency.
- FTA New Starts/Small Starts funding (Section 5309): This is funding for major Capital Improvement Grants (CIG) and has funded the Blue Line, Northstar, the Green Line, and the Orange Line. Future projects funded with CIG funds include the Green Line Extension, the Blue Line Extension, the Gold Line BRT, and Rush Line BRT transitways.

Regional Solicitation transit awards in the TIP include

- Metro Transit creation and expansion of St. Paul bus routes including additional buses and operating funds;
- Travel Demand Management (TDM)/transportation management organization (TMO) projects;
- Route 724 transit service expansion;
- Route 68 transit service expansion;
- Route 32 transit service expansion;
- Route 4; transit service expansion;
- SouthWest Transit mobility hub at SouthWest Station;
- Orange Line connector bus service to Burnsville Center;
- Route 6 corridor bus and stop modernization;
- Chicago-Portland Avenue corridor bus stop modernization;
- Emerson and Fremont Avenue bus stop modernization; and
- Lake Street – Marshall Avenue corridor bus stop modernization

Projects that are not discretionary or CIG are selected from the Metropolitan Council Transit Capital Improvement Program (CIP) for inclusion in the TIP. The CIP is published for public comment before adoption by the Council. Federal formula funds are then used to fund these projects as follows:

- **Section 5307** - Funding for any improvement or rehabilitation of preservation projects, fleet vehicle procurement and new capital projects. This is the most flexible funding.
- **Section 5310 Mobility of Seniors and Individuals with Disabilities Program** – This program funds the purchase of lift-equipped vehicles by nonprofit organizations that provide transportation for seniors and individuals with disabilities. This can include

projects specifically designed to meet the needs of seniors and individuals with disabilities, transit projects that exceed ADA standards, and transit projects that improve access to fixed-route transit and decrease reliance on paratransit.

- **Section 5337 State of Good Repair** – Funding for preservation projects only. This funding has two parts:
 - High Intensity Fixed Guideway – Funding used for fixed guideway preservation including light rail and commuter rail, i.e., LRV overhaul/maintenance, rail maintenance, locomotive or other commuter rail preservation. Funding may also be used for preservation of BRT on BRT-dedicated roadway (not shoulders or HOV lanes).
 - High Intensity Bus – Funding used for bus and bus facilities preservation including bus replacement and maintenance, passenger facility rehabilitation, and park and ride maintenance and rehabilitation.
- **Section 5339 Bus and Bus Facility** – Funding used for replacement bus procurement, bus maintenance and other bus facilities improvements or rehabilitation.

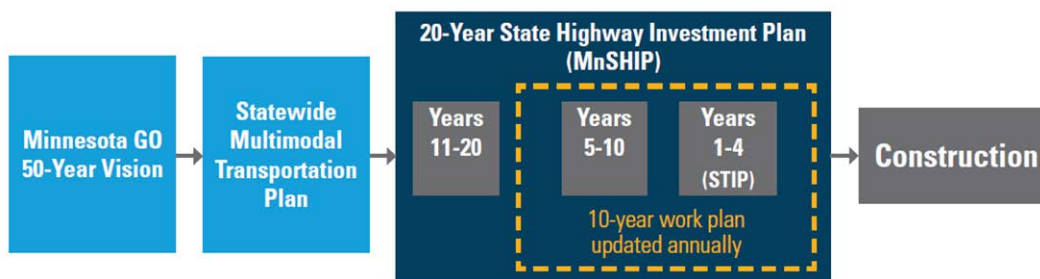
The TIP only includes those transit projects that are federally funded. Therefore, looking only at the TIP does not provide a picture of all transit capital projects as some projects are funded with only local funds. These projects will not appear in the TIP.

2021-2024 STIP & 2025-2030 CHIP Overview

2021-2024 Draft State Transportation Improvement Program (STIP)

The [STIP](#) is a comprehensive four year schedule of planned transportation projects in Minnesota for state fiscal years 2021, 2022, 2023, and 2024. These projects include state trunk highways, local roads and bridges, rail crossings, and transit capital, and some operating assistance. Statewide, the STIP represents over \$5 billion in federal, state, and local funds over the four years. Metro District’s STIP reflects the Metropolitan Council’s TIP, with the addition of Chisago County projects and omission of the urbanized areas in Sherburne and Wright counties.

The STIP is developed from policy and plans in the MnDOT Family of Plans, starting with the 50-year vision, [MinnesotaGO](#). The [Statewide Multimodal Transportation Plan \(SMTTP\)](#), [Minnesota State Highway Investment Plan \(MnSHIP\)](#), and the [Project Selection Policy](#) further inform how MnDOT districts prioritize investments and select projects for construction. Investment categories include System Stewardship, Travelers Safety, Community Connections, Regional and Community Investments, and Project Support.



Changes from last year’s STIP

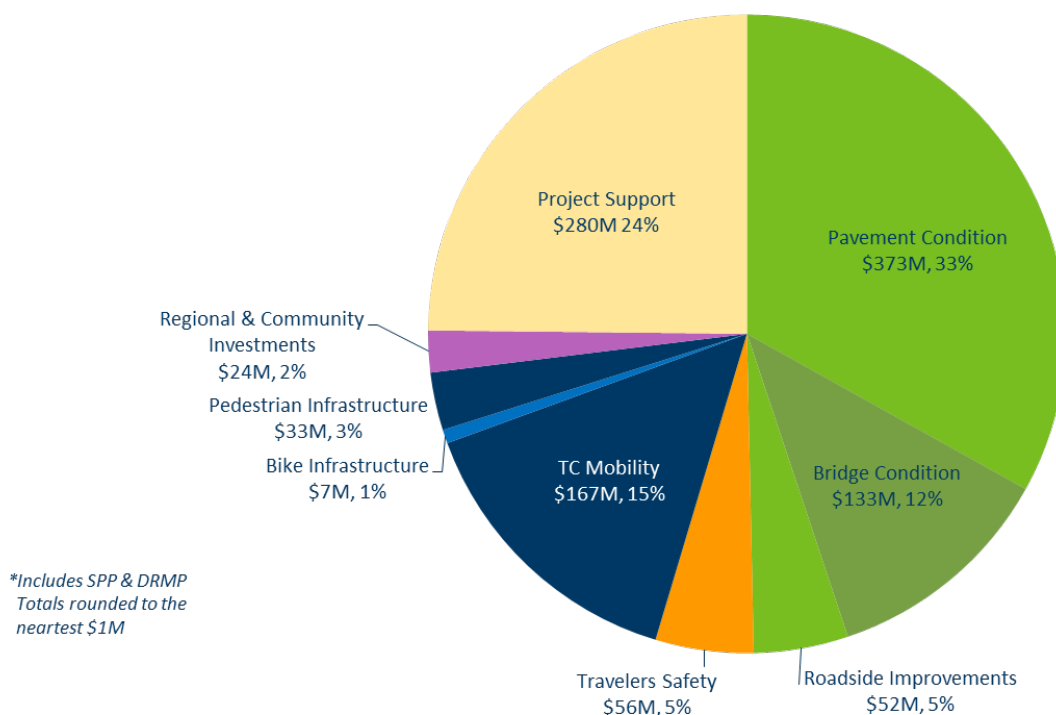
MnDOT districts receive annual funding targets for the STIP and CHIP from MnDOT’s Office of Transportation System Management (OTSM), based on known information about transportation funding forecasts. In this year’s guidance there was a small decrease for FY2024 which results in a number of projects not advancing into the STIP. The 2021-2024 STIP targets were also based on forecasts from fall 2019, prior to the COVID-19 pandemic.

Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT’s Office of Financial Management released an [interim budget projection the first week of May 2020](#), produced to assess the revenue impacts in the current FY2020-21 biennium only. With a significant degree of uncertainty, the impacts of the pandemic are still unknown. MnDOT Metro District will continue to work with regional partners such as TAB and its committees to help to prioritize future changes for funding.

STIP Investments

MnDOT identifies the type of construction work through investment categories of System Stewardship (Pavement Condition, Bridge Condition, and Roadside Infrastructure), Travelers Safety, Critical Connections (Twin Cities Mobility, Accessible Pedestrian Infrastructure, Bicycle Infrastructure, and Freight), Regional and Community Investments, and Project Support. Over the four years of the STIP, MnDOT Metro District’s investment in its own projects (and support to local agency projects on the TH system) total over \$1 billion. The following table shows the amount of investment in the STIP by these categories.

2021-2024 STIP Investments = \$1.1B



Major projects (\$15M+)

The following major pavement and bridge projects listed are significant repair or reconstruction projects that will have major traffic impacts of more than \$15 million.

- 2021 –all MnDOT major projects are related to multiyear construction projects.
 - I-94 from Maple Grove to Rogers. Year 2 of 2. (Hennepin)
 - 3rd Ave Bridge (Hwy 65) over the Mississippi River in downtown Minneapolis. Year 2 of 3. (Hennepin)
 - I-35W Downtown to Crosstown. Year 4 of 4. (Hennepin)
 - I-35W/42nd St. Stormwater storage facility. Year 2 of 2. (Hennepin)

- I-35W North MnPASS. Year 3 of 3. (Ramsey/Anoka)
- There are a number of large local agency projects starting in FY2021 that MnDOT is contributing funding that have also received funding from Regional Solicitation, including the following:
 - Hwy 36/Manning interchange. Washington County. Receiving [Transportation Economic Development \(TED\)](#) program and district funding.
 - Hwy 77/77th St Underpass. City of Richfield.
 - US 212 expansion. Carver County.
- 2022
 - I-94 from Western Ave to Mounds Blvd in St. Paul. Pavement and bridges. (Ramsey)
 - Hwy 36 from Maplewood to Stillwater. Pavement (Ramsey/Washington)
 - Hwy 55 (Hiawatha Ave) from east end of downtown to Hwy 62. Pavement and accessible pedestrian infrastructure improvements (Hennepin)
 - Hwy 55 from Fort Snelling to Inver Grove Heights. Pavement and bridge project (Dakota/Hennepin)
 - 3rd Ave Bridge (Hwy 65). Year 3 of 3. (Hennepin)
 - US 10/Ferry St interchange modernization and US10/Rum River Bridge (Anoka)
- 2023
 - I-94 from Century Ave/Hwy 120 to the St. Croix River (Eastbound). Pavement. Year 1 of 2 (Washington)
 - US 52 from CR 86 (north of Cannon Falls) to CSAH 42. Pavement (Dakota)
 - I35W M&O, auxiliary lanes, drainage and accessible pedestrian infrastructure from W 106th Street 82nd Street in Bloomington (Hennepin)
 - I-494 Resurface Minnesota River bridge and trail (Hennepin)
 - I-35W from W 106th Street 82nd Street in Bloomington. Pavement (Hennepin)
- 2024
 - I-94 from Century Ave/Hwy 120 to the St. Croix River (Eastbound). Pavement. Year 2 of 2 (Washington)
 - Hwy 120, Reconstruct road from 4th St in Maplewood to Hwy 244 in White Bear Lake (Ramsey/Washington)
 - Hwy 65, Resurface road, drainage repairs and ADA improvements on Hwy 65 from CR 10 in Spring Lake Park to Coon Creek in Blaine (Anoka)

Corridors of Commerce projects

Major mobility projects selected in Metro District via the Corridors of Commerce program established by 2017 legislation enter the STIP last year. These projects continue to be developed with design estimates being modified in the future and will remain in the original fiscal years with original scope and budget. It is expected there could be changes in the next year to these projects that would possibly increase scope and/or letting dates.

- 2022 – I-494 projects may be up to 3 years construction
 - I-494/I-35W interchange improvements, northbound to westbound directional ramp (Hennepin)
 - I-494, from France Avenue to Trunk Highway 77 eastbound and from Trunk Highway 77 to I-35W westbound, mobility improvements in both directions. (Hennepin)
- 2023 – Hwy 252/I-94, mobility improvements from Dowling to TH 610 (Hennepin) This project likely to be 2 to 3 years construction.

2025-2030 Capital Highway Investment Plan (CHIP)

The CHIP identifies MnDOT’s planned investments in the six years (2025-2030) after the STIP. While projects are not commitments until they are scoped and added to the STIP, listing potential projects 5-10 years out allows for advanced coordination and improves transparency of MnDOT’s capital investment decision making. The CHIP represents almost \$2 billion in pavement, bridge, safety and mobility improvements the Metro District.

Changes from last year’s CHIP

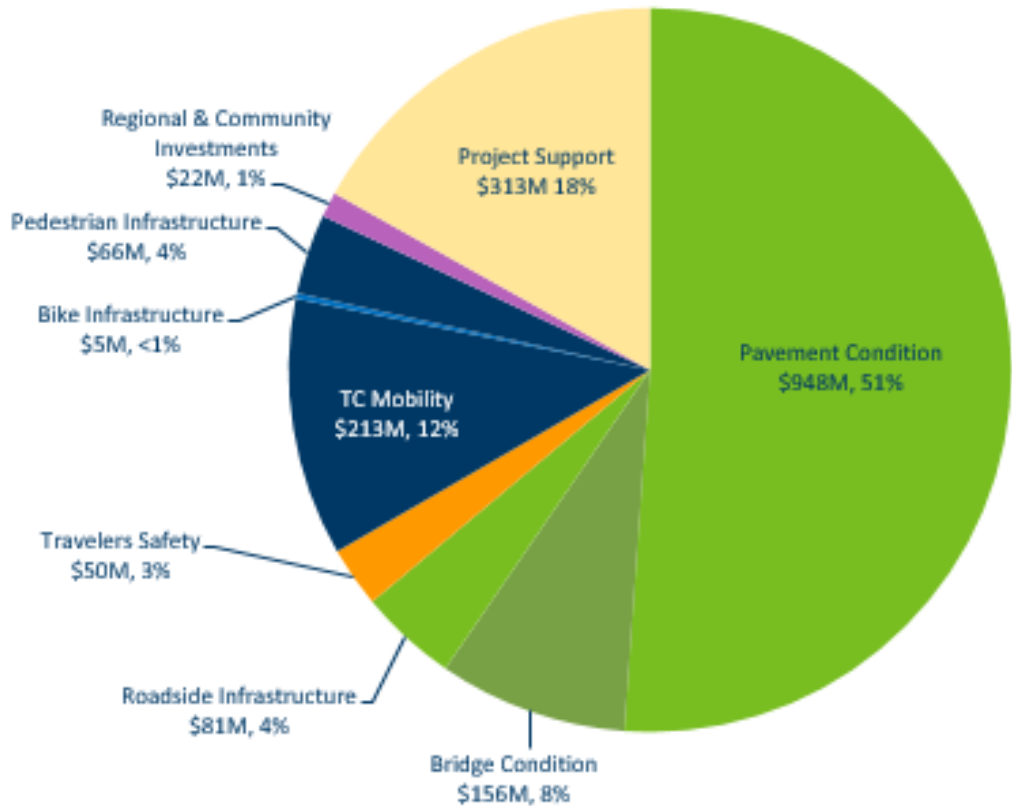
This draft CHIP includes changes due to absorbing projects shifted out of 2024, moving bridge and pavement projects for better project coordination, and limited bridge investments on the National Highway System (NHS) system after 2026. About five projects, mainly on the Non-NHS system, were deferred into the CHIP years. There have been moves to better coordinate pavement and bridge projects, such as projects on Hwy 280, from the I-35E/I-35W split through downtown St. Paul and advancing the John Ireland Bridge over I-94 in downtown St. Paul from 2029 to 2025.

The Blatnik Bridge in Duluth enters the CHIP in year 2028, and with it the majority of statewide bridge funds for the NHS system. Blatnik is a major bridge for MnDOT, comprising about 2% of the statewide deck area. Under the current revenue scenario, the primary source of funding NHS bridges will go entirely to Blatnik for a number of years starting in 2027. Metro District, along with seven other MnDOT districts, do not have planned bridge work on mainline NHS routes after 2026, but anticipate using district-controlled funds to fund any immediate bridge needs on the NHS.

CHIP Investments

Just like the STIP, MnDOT prioritizes projects listed in the CHIP through investment categories of System Stewardship (Pavement Condition, Bridge Condition, and Roadside Infrastructure), Travelers Safety, Critical Connections (Twin Cities Mobility, Accessible Pedestrian Infrastructure, Bicycle Infrastructure, and Freight), Regional and Community Investments, and Project Support. Over the 6 years of the CHIP, MnDOT’s investment in its own projects total over \$1.8 billion. The following table shows the breakout of the types of investment this amount of funding represents.

2025-2030 CHIP Investments = \$1.8B



Major projects (\$15M+)

The following major pavement and bridge projects listed are significant repair or reconstruction projects that are anticipated to have major traffic impacts of more than \$15 million.

- 2025
 - Hwy 5 (West 7th St.) from Munster Ave to Mounds Blvd in St. Paul. Pavement. (Ramsey). This project was moved from 2024 to 2025 and may be split into smaller segments in the next year of scoping.
 - I-94 John Ireland Bridge in St. Paul, Bridge rehab (Ramsey)
 - US 12 from Wayzata Exit to I-494. Pavement (Hennepin)
 - Hwy 100 from Cedar Lake Rd to I-694, pavement (Hennepin)
 - Hwy 47 from Bunker Lake Blvd to Anoka/Isanti county line. Pavement (Anoka)
 - Hwy 243 Osceola Bridge redeck/replacement (Chisago)
 - I-35W from the 35W/35E split to Lone Oak Rd. Pavement (Dakota)

- 2026
 - Hwy 47 from Bunker Lake Blvd to Anoka/Isanti county line. Pavement (Anoka)
 - I-394 Dunwoody Bridge in Mpls (overlay). May be a 2 year project (Hennepin)

 - Hwy 280 from I-94 to Como Ave. Pavement and bridge (8) project (Hennepin)
 - Hwy 77 from CSAH 23 to MN River. Pavement (Dakota)
 - US 169 from CSAH 15 To Bloomington Ferry Br. Pavement (Scott County)
 - I-35E from south junction I-35E/I-35W to Lone Oak Rd to 10th St. Bridge in St. Paul. Pavement (Dakota/Ramsey)
- 2027
 - US 212 from CSAH 4 to Hwy 62. Pavement (Hennepin)
 - Hwy 5 from Hwy 41 to US 21. Pavement (Carver).
 - Hwy 55 from Wright/Hennepin County line to Fernbrook Ave. Pavement (Hennepin)
- 2028
 - Hwy 7 from Minnetrista to Christmas Lake Rd. Pavement. (Hennepin)
 - I-494 from France to US 12. Pavement (Hennepin)
 - Hwy 55 from Fernbrook to General Mills Blvd. Pavement (Hennepin)
 - Hwy 95 from Chisago/Isanti county line to Sunrise River. Pavement (Chisago)
 - I-35 from US 8 to Hwy 95. Pavement (Chisago)
 - I-94 from Nicollet Av to Western Ave. Pavement (Hennepin and Ramsey). This is an example of the frequency of pavement preservation projects on bad pavement foundation. There is a 2022 pavement project on this same segment.
 - US 52 from Clayton to I-494 and on Hwy 55 from CR 63 to US 52, pavement (Dakota)
- 2029
 - Hwy 95 from Hwy 97 to US 8. Pavement (Chisago)
 - Hwy 610 from US 169 to Mississippi River. Pavement and bridge (Hennepin)
 - I-394 from I-494 to Hwy 100. Pavement (Hennepin)
 - I-35 from Lake Marion to Scott/Dakota county line. Pavement.
- 2030
 - US 8, Resurface road from W Wyoming Ave to Tern Ave (Chisago)
 - US 61, Resurface road from Warner Rd to Bailey Rd (Washington)
 - I-694 from Dupont to I-35W. Pavement (Anoka/Ramsey)