

Agenda

TAC Funding and Programming Committee



Meeting date: January 18th, 2024

Time: 1:00 PM

Location: Virtual

Public participation:

This meeting will be streamed and recorded.

[Watch the meeting online.](#)

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAC Funding and Programming Committee by emailing us at public.info@metc.state.mn.us.

Call to order

1. Roll call
2. Approval of the agenda
3. Approval of December 21st, 2023 TAC Funding and Programming Committee minutes – roll call

Public comment on committee business

TAB report

Business

1. 2024-08: Oakdale Program Year Extension Request (Joe Barbeau, MTS) – roll call
2. 2023-09: Anoka County Program Year Extension Request (Joe Barbeau, MTS) – roll call
3. 2024-10: MnDOT HSIP Scope Change Request (Robbie King, MTS) – roll call
4. 2024-11: Regional Solicitation Qualifying Review (Joe Barbeau, MTS) – roll call

Information

1. Regional Solicitation Evaluation Work Group Structure (Steve Peterson, MTS)

Other business

Adjournment

Council contact:

Robbie King, Planner
robbie.king@metc.state.mn.us
651-602-1380

Minutes

TAC Funding and Programming Committee



Meeting date: December 21, 2023

Time: 1:00 PM

Location: Virtual

Members present:

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Bloomington – Karl Keel | <input checked="" type="checkbox"/> TAB Coordinator – Elaine Koutsoukos | <input checked="" type="checkbox"/> Anoka Co. – Jerry Auge |
| <input type="checkbox"/> Lakeville – Paul Oehme (Vice Chair) | <input checked="" type="checkbox"/> MnDOT Metro District – Aaron Tag | <input checked="" type="checkbox"/> Carver Co. – Darin Mielke |
| <input checked="" type="checkbox"/> Eden Prairie – Robert Ellis | <input checked="" type="checkbox"/> MnDOT Metro District State Aid – Colleen Brown | <input type="checkbox"/> Dakota Co. – Gina Mitteco |
| <input checked="" type="checkbox"/> Fridley – Jim Kosluchar | <input checked="" type="checkbox"/> MnDOT Bike/Ped – Mike Samuelson | <input checked="" type="checkbox"/> Hennepin Co. – Jason Pieper |
| <input checked="" type="checkbox"/> Minneapolis – Nathan Koster | <input type="checkbox"/> MPCA – Innocent Eyoh | <input type="checkbox"/> Ramsey Co. – Vacant |
| <input checked="" type="checkbox"/> Plymouth – Michael Thompson (Chair) | <input checked="" type="checkbox"/> DNR – Nancy Spooner-Walsh | <input checked="" type="checkbox"/> Scott Co. – Adam Jessen |
| <input checked="" type="checkbox"/> St. Paul – Anne Weber | <input checked="" type="checkbox"/> Suburban Transit Assoc. – Heidi Scholl | <input checked="" type="checkbox"/> Wash Co. – Madeline Dahlheimer |
| <input checked="" type="checkbox"/> Met Council – Cole Hiniker | | <input type="checkbox"/> = present, E = excused |
| <input checked="" type="checkbox"/> Metro Transit – Scott Janowiak | | |

Call to order

A quorum being present, Committee Chair Thompson called the regular meeting of the TAC Funding and Programming Committee to order at 1:00 p.m.

Agenda approved

Chair Thompson asked if any members had any revisions to the agenda. There were no revisions rendering the agenda approved.

Approval of minutes

It was moved by E. Koutsoukos, seconded by C. Brown, to approve the minutes of the September 21, 2023, regular meeting of the TAC Funding and Programming Committee. **Motion carried unanimously with two abstentions.**

Public comment on committee business

There were no public comments.

TAB report

E. Koutsoukos reported on the November TAB meeting.

Business

2024-03: Scope Change Request for South Saint Paul Marie Avenue Bicycle and Pedestrian Facility (Joe Barbeau, MTS) – roll call

Joe Barbeau of the Metropolitan Council's Metropolitan Transportation Services office presented the scope change request and background information to the committee. South Saint Paul requests a scope change to remove components of the project scope that are already completed as a part of another project. The city also requests to retain its full federal funding amount, as the remaining intersections are estimated to cost \$2,391,600, which is roughly the same as the original estimate of the full project (\$2,380,760).

J. Pieper stated that this scope change is a good example of scope changes for the future as a work group is currently considering changes to the scope change policy.

Roll call vote was taken on the motion, as moved by K. Keel, seconded by M. Dahlheimer, to "approve the scope change request without reducing funding". **The motion passed unanimously.**

2024-04: Scope Change Request and TIP Amendment for Inver Grove Heights Curb Ramp Reconstruction (Joe Barbeau, MTS)

Joe Barbeau of the Metropolitan Council's Metropolitan Transportation Services office presented the scope change request, TIP amendment, and background information to the committee. Inver Grove Heights is requesting removal of four of 30 intersections from the project following completion of two projects. One project (on Carter Path) included the completion of two curb ramps from the original application. Upon completing the other project (on Cahill Avenue), the city determined that removing the two ramps, located mid-block on Carmen Avenue, is safer than completing the ramps. Also included with this request is a TIP amendment request reflecting this scope change request.

Paul Merchlewicz requested that the city retain all of its federal funding.

Jason Pieper asked for clarification that the crosswalk was not repainted. P. Merchlewicz confirmed that the crosswalk was not repainted. Nathan Koster requests additional confirmation that the crosswalk was not repainted after comparing the clarification with Google Street View information from Dec. 2022. P. Merchlewicz confirmed that the crosswalk was not repainted by showing newer satellite images of the street section.

C. Hiniker asked where the closest ADA-compliant crossing is to where this crossing is being removed.

P. Merchlewicz confirmed that the closest ADA-compliant crossing is roughly 200 to 300 feet north of the removed crossing.

Roll call vote was taken on the motion, as moved by K. Keel and seconded by J. Pieper, to "approve the scope change request without reducing funding". **The motion passed unanimously.**

2024-05: Scope Change Request for Saint Louis Park Cedar Lake Road and Louisiana Avenue Improvements Project (Joe Barbeau, MTS) – roll call

Joe Barbeau of the Metropolitan Council's Metropolitan Transportation Services office presented the scope change request and background information to the committee. The City of Saint Louis Park requests a scope change to this project to remove bike lane improvements on Louisiana Avenue and provide parallel routes for cyclists on shared roads. The city requests to retain its full federal funding amount.



J. Shamla noted that extensive community engagement was performed for this project. The scope change request is born out of the need to preserve the tree canopy on Louisiana Avenue, which would be significantly affected by the bike lane improvement.

M. Dahlheimer asked for clarification whether; sidewalks would be improved on Louisiana Avenue and if Hampshire Avenue and/or Pennsylvania Avenue would be improved for cyclists.

J. Shamla noted that sidewalks are present on Louisiana Avenue and that signage will be improved for Hampshire Avenue and Pennsylvania Avenue bike routes.

C. Hinicker asked for clarification on bike facility improvements on Wayzata Boulevard with connection to alternate bike routes on Hampshire and Pennsylvania avenues.

J. Shamla indicated that there are future bike facility improvements to Wayzata Boulevard in the capital improvement plan for the city.

M. Samuelson commented that the pedestrian bridges are MnDOT-owned and reminded city staff to reach out to MnDOT on requested improvements. Additionally, he asked Council staff for guidance on Regional Bike Trail Network (RBTN) corridor changes.

J. Barbeau noted that this change from bike lane improvements from Louisiana Avenue to parallel routes may not constitute a change to the RBTN route here. Additional clarification will be sought.

M. Thompson asked for clarification on ADA compliant pedestrian bridges over 394 for connections from Hampshire and Pennsylvania avenues.

D. Hesier confirmed that these pedestrian bridges are ADA compliant and are heavily used as shown on Strava Heat Maps.

J. Kosluchar asked about plans for bike lane improvements on Louisiana Avenue as the tree canopy ages out and needs to be replaced.

D. Heiser noted that the city is currently discussing this very scenario across the city for planning future tree planting. Louisiana Avenue corridor may be a future “no plant” corridor to accommodate for future bike lane improvement.

N. Koster lost connection during his remarks. After reconnecting, he summarized his remarks that he supports the scope change request and that the city has tried to accommodate multimodal transportation to the extent possible.

Roll call vote was taken on the motion, as moved by K. Keel, seconded by N. Spooner-Walsh, to “approve the scope change request with a reduction in federal funding”. **The motion passed unanimously.**

Information

C. Hiniker noted that the South Saint Paul scope change was interesting because it features a project that straddles the boundary between two cities. He asked how cities handle this type of issue. Chair Thompson responded that in the case of a project that straddles between two cities, one city will take the lead on the project and the cities will enter into a joint powers type of agreement. Jim Kosluchar agreed with Chair Thompson that this is the case for a project in Fridley that crossed into Columbia Heights.

C. Hiniker identified this may be an opportunity for emphasis in the regional solicitation to ensure that projects that are close to a border between cities or on the border of two cities consider the



cross-border improvements as well, in particular when considering an adjacent transit route.

Reports

None

Adjournment

Business completed; the meeting adjourned at 2:05 p.m.

Council contact:

Robbie King, Planner
robbie.king@metc.state.mn.us
651-602-1380



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: January 18, 2024

Date: January 11, 2024

Action Transmittal: 2024-08

Program Year Extension Request: Oakdale's Greenway Avenue North Sidewalk Project

To: TAC Funding & Programming Committee

Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

The City of Oakdale requests a program year extension for its Greenway Avenue North Sidewalk Project (SP# 185-236-003) from fiscal year 2024 to fiscal year 2025.

Recommended Motion

That the Funding & Programming Committee recommend that TAB approve Oakdale's requested extension of its Greenway Avenue North sidewalk project (SP# 185-236-003) from fiscal year 2024 to fiscal year 2026.

Background and Purpose

In the 2020 Regional Solicitation, Oakdale was awarded \$400,000 to construct pedestrian facilities on the west side of Greenway Avenue North from Hudson Boulevard North to 7th Street North in 2024. The addition of pedestrian access on Greenway Avenue North would provide direct access to the Gold Line Bus Rapid Transit station at Greenway Avenue North and Hudson Boulevard North. The city is requesting a program year change from 2024 to 2026, to better align with the Gold Line Bus Rapid Transit construction, specifically the station construction at Hudson Boulevard North.

Relationship to Regional Policy

The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

Staff Analysis

The purpose of this project's program year extension request is to ensure that construction on the Gold Line Bus Rapid Transit line is completed prior to beginning the Greenway Avenue North Sidewalk Project. The Gold Line Bus Rapid Transit is currently under construction and expected to be in service in calendar year 2025 so it is reasonable to expect that the sidewalk project would be delivered in program year 2026 (July 1, 2025 – June 30, 2026). The Program Year Policy is written to allow for a one-time one-year program year extension. However, this was written with a focus on responding to traditional project delays. This request, matching many recent requests, is made to better-integrate the project into a larger project. To this point, TAB has been approving such requests. The ongoing policy work group will address this trend when it reviews the Program Year

Policy.

A prompting list of pros and cons is listed within Table 2 for the committees to consider.

Table 2: Pros/Cons of Granting Exception to Program Year Policy

Pros	Cons
Ensures that this relatively small project does not interfere with a new regionally significant transit line.	The approach is not consistent with the program year extension policy and provides no other option to be considered besides approval. Several like exceptions have been made in recent years.
Applications for the 2024 Regional Solicitation have closed. If applied for 2026 regional solicitation, this project might not be completed until program years 2030 or 2031.	Construction on this facility may hinder access to the Greenway Avenue Gold Line station right after the Gold Line opens.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2028 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available.

Routing

To	Action Requested	Date Scheduled/ Completed
TAC Funding & Programming Committee	Review & Recommend	January 18, 2024
Technical Advisory Committee	Review & Recommend	February 7, 2024
Transportation Advisory Board	Review & Adopt	February 21, 2024



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: January 18, 2024

Date: January 11, 2024

Action Transmittal: 2024-09

Program Year Extension Request: Anoka's 44th Avenue Bridge Bike/Pedestrian Trail Project

To: TAC Funding & Programming Committee

Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

Anoka County requests a program year extension for its 44th Avenue Bridge bike/pedestrian trail project (SP# 002-602-015) from 2024 to 2025.

Recommended Motion

That the Funding & Programming Committee recommend that TAB approve Anoka County's requested extension of its 44th Avenue Bridge bike/pedestrian trail project (SP# 002-602-015) from 2024 to 2025.

Background and Purpose

Anoka County was awarded \$2,015,200 in the 2022 Regional Solicitation, within the Multiuse Trails and Bicycle Facilities category, to construct a new bike and pedestrian trail adjacent to the roadway on the 44th Avenue Bridge over the Burlington North Santa Fe (BNSF) railway from East River Road (CSAH 1) to Main Street (CSAH 102) in 2024. During the design engineering process, the county received three separate reports from BNSF that concrete was falling off of the bottom of the bridge and into the railyard.

As a result of these reports, Anoka County, with BNSF and their consultant TKDA, performed an enhanced bridge inspection. This inspection resulted in a downgraded rating for the bridge's Local Planning Index from 80 to 52.3. This represents a significant decline in the bridge condition.

The bike/ped trail project is now recommended to be completed concurrently with the bridge rehabilitation that will begin in January 2025. The county requests a program year extension for the 44th Avenue Bridge bike/ped trail project so that it can be constructed along with the bridge rehabilitation.

Relationship to Regional Policy

The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

Staff Analysis

Per the Program Year Policy's progress assessment (attached) a minimum score of 7 is needed to be eligible for an extension. This process helps assess whether the project is in a position to be

able to be obligated with the one-year extension. The request obtained a score of 7. Therefore, staff recommends approval of the request.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2028 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available.

Routing

To	Action Requested	Date Scheduled/ Completed
TAC Planning or TAC Funding & Programming Committee	Review & Recommend	<i>January 18, 2024</i>
Technical Advisory Committee	Review & Recommend	<i>February 7, 2024</i>
Transportation Advisory Board	Review & Adopt	<i>February 21, 2024</i>



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: January 18, 2024

Date: January 11, 2024

Action Transmittal: 2024-10

Scope Change Request MnDOT TH 65 Bumpout and Bikeway Project

To: TAC Funding & Programming Committee

Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

MnDOT requests a scope change to add protected bike lanes to TH 65 (3rd Ave S) between 2nd Street and Washington Avenue (SP# 2710-60).

Recommended Motion

That the Funding & Programming Committee recommend approval of MnDOT's scope change request to add protected bike lanes to TH 65 (3rd Ave S) between 2nd Street and Washington Avenue.

Background and Purpose

MnDOT Metro District was awarded \$1,350,000 in Highway Safety Improvement Program (HSIP) funds in the 2022 HSIP Solicitation, in the Reactive application category. The award was to fund bumpouts, protected intersections, and protected bikeways on TH65 (3rd Ave S) between 1st and 2nd Street. As a result of a mistake, one block between 1st Street and Washington Avenue on TH 65 (3rd Ave S) was not included in the original application materials.

In the original application materials, the following improvements were identified on TH 65 (3rd Ave S):

- Intersection Modifications at 1st Street
- Bike Lane between 1st and 2nd Street
- Intersection Modifications at 2nd Street
- Signal Modifications
- Drainage Modifications
- Lighting Modifications
- Curb Ramps
- APS Modifications

There is mention of the bike lane improvements to TH 65 (3rd Ave S) between 1st Street and Washington Avenue in the original application, though it was contained within a letter titled "HSIP TH 65 at 1st Street S and 2nd Street South pedestrian and bicycle improvements". MnDOT requests that the original intention of this project to include protected bike lanes from 2nd Street to Washington Avenue be recognized with this scope change. There is no change in funding requested with this scope change.

Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

Staff Analysis

Approval/Denial of the Scope Change: Table 1 shows a scoring analysis. This was scored through MnDOT’s HSIP Solicitation process. This project is going to be enhanced so any potential scoring impacts would potentially result in an increase in total points. The application’s score of 370 points is 115 points above the highest scored unfunded project in the Reactive category. Given that the project may have some potential for an increase in scoring and the assertion that the entire project will be built, staff recommends approval of this request.

Table 1: Scoring Analysis

Measure	Max Score	Original Score	Scope Change	Notes
1. Benefit Cost Analysis	600	60	0	No change
2. Meets Intent of HSIP Program	200	176	0	No change
3. Correctable F and A Crashes	100	34	0	No change
4. Ped and Bike Safety Points	100	100	+	Potential for some change
TOTAL	1,000	370	0/+	Likely minimal change

* 0 = no change

+ = small improvement, ++ = moderate improvement, +++ = large improvement

- = small diminishment, -- = moderate diminishment, --- = large diminishment

Funding: The addition of new elements to the original project scope does not result in a change in the original budget. The original application and current cost estimates are shown in Table 2 below. Therefore, there is no need to consider a reduction in federal funding.

Table 2: Federal and Local Costs

	Application Budget	Current Budget
Federal Funding Amount	\$1,350,000	
Local Contribution	\$150,000	
Total Cost	\$1,500,00	\$1,500,000

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	January 18, 2024
Technical Advisory Committee	Review & Recommend	February 7, 2024
Transportation Advisory Board	Review & Adopt	February 21, 2024



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: January 18, 2024

Date: January 11, 2024

Action Transmittal: 2024-11

2024 Regional Solicitation Qualifying Review

To: TAC Funding & Programming Committee
Prepared By: Joe Barbeau, Planning Analyst, 651-602-1705
Elaine Koutsoukos, TAB Coordinator, 651-602-1717

Requested Action

Review of each of the attached applications that may have reason for disqualification.

Recommended Motion

The following qualification issues will be voted on separately. Recommend motions are:

- That St. Louis Park project (20475) be allowed to compete provided a MnDOT letter of support is provided by January 31, 2024.
- That Hennepin County project (20259) be disqualified unless it can provide commitment to year-round maintenance on the entire project by January 31, 2024.
- That Woodbury project (20201) be moved to the Pedestrian category and that the applicant be permitted to respond to measures not yet responded to by January 31, 2024.
- That Anoka project (20242) be allowed to compete provided a MnDOT letter of support is provided by January 31, 2024.

Background and Purpose

Metropolitan Council staff reviewed the qualifying criteria and policy consistency for all project applications submitted in the 2024 Regional Solicitation. Under the TAB policies, the qualifying review decision ends with the TAC Funding & Programming Committee and does not continue to TAC or TAB.

Staff Analysis

The following applications have potential qualifying issues. All applications not discussed below are qualified.

A. St. Louis Park: West End Trail Connection (20475, Multiuse Trails and Bicycle Facilities)

Qualifying Issue: While the proposed trail runs along city-owned roadways, it interacts with infrastructure from the mainline highway bridge. Due to this, a letter of support is needed from MnDOT. No letter of support was initially provided, and the application is now working with MnDOT to obtain a letter.

Options:

- Disqualify the project.

- Allow the project to compete, provided a MnDOT endorsement arrives by February 29, 2024.

Staff Recommendation: Allow the project to compete provided the applicant provides a MnDOT letter of support from MnDOT by January 31, 2024. Anything later than that date would risk creating scoring complications.

Recommended Motion: That St. Louis Park project (20475) be allowed to compete provided a MnDOT letter of support is provided by January 31, 2024.

B. Hennepin County: CR 116 (Fletcher Ln) Bikeway Project (20259, Multiuse Trails and Bicycle Facilities)

Qualifying Issue: A basic principle for trail projects is that they can be used year-round. Therefore, commitment to winter maintenance (i.e., snow and ice removal) is required. The proposed project would be in parts of two cities; Rogers and Corcoran. While Rogers committed to year-round maintenance, Corcoran did not, leaving a portion of this trail uncommitted for year-round maintenance.

Options:

- Disqualify the application.
- Allow the application to proceed as is.
- Allow the application to compete on condition that the entire project has a year-round maintenance (i.e., snow and ice removal) commitment by January 31, 2024.

Staff Recommendation: Allow the project to compete on condition that the entire project has a year-round maintenance (i.e., snow and ice removal) commitment by January 31, 2024. This requirement was added because projects should not go unused for several months out of the year.

Recommended Motion: That Hennepin County project 20259 be disqualified unless it can provide commitment to year-round maintenance on the entire project by January 31, 2024.

C. Woodbury: Valley Creek Road Trail Gap (20201, Safe Routes to School)

Qualifying Issue: Neither the nearby school, nor school district is a participant in this project. While the definition of a Safe Routes to School (SRTS) project only refers to a project's proximity to a school, an additional qualifying criterion, specific to SRTS says that all schools benefitting from the SRTS program must conduct after-implementation surveys. Note also that this application would qualify in the Pedestrian category.

Options:

- Disqualify the project.
- Allow the project to compete in the SRTS category.
- Allow the project to compete in the Pedestrian category:
- As is (i.e., with unfilled score for two measures totaling 300 pts, out of 1,100 points).
- With the opportunity to reply to missed questions (300 points maximum) by January 31, 2024.

Staff Recommendation: Allow the project to compete in the Pedestrian category with the opportunity to respond to questions not included in the SRTS application by January 31, 2024.

Recommended Motion: That Woodbury project (20201) be moved to the Pedestrian category and that the applicant be permitted to respond to measures not yet responded to by January 31, 2024.

D. Anoka: TH 47 at BNSF Railroad Crossing (20242, Roadway Reconstruction and Modernization)

Qualifying Issue: The project is on State Highway 47. Because of this, a letter of support is needed from MnDOT. No letter of support was provided.

Options:

- Disqualify the project.



- Allow the project to compete, provided a MnDOT letter of support arrives by February 29, 2024.

Staff Recommendation: Allow the project to compete provided there is a MnDOT letter of support from MnDOT by January 31, 2024.

Recommended Motion: That Anoka project (20242) be allowed to compete provided a MnDOT letter of support is provided by January 31, 2024.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	January 18, 2024

