

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

Thursday, August 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), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Cole Hiniker (Metropolitan Council), Anna Flintoft (Metro Transit), Molly McCartney (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Mackenzie Turner Bargaen (MnDOT Bike & Ped), Nancy Spooner-Mueller (DNR), Aaron Bartling (MVTA), Robert Ellis (Eden Prairie), Jim Kosluchar (Fridley), Michael Thompson (Plymouth), Nathan Koster (Minneapolis), Anne Weber (St. Paul)

Committee Members Absent: John Mazzitello (Ramsey County), Innocent Eyoh (MPCA), Karl Keel (Bloomington), Ken Ashfeld (Maple Grove)

I. CALL TO ORDER

A quorum being present, Chair Oehme called the regular meeting of the Funding & Programming Committee to order at 1:34 p.m. on Thursday, August 20, 2020. Due to the COVID-19 pandemic, the meeting was held via teleconference.

II. APPROVAL OF AGENDA

MOTION: It was moved by Koutsoukos and seconded by Brown to approve the agenda with VI-1, Travel Behavior Inventory – Results of the COVID Survey, removed. The roll-call-vote served also to take attendance. The motion was approved unanimously via roll-call vote with McCartney and Koster yet to arrive.

III. APPROVAL OF MINUTES

MOTION: It was moved by Koutsoukos and seconded by Ellis to approve the minutes of the June 18, 2020, regular meeting of the Funding & Programming Committee. The motion was approved unanimously via roll-call vote with McCartney and Koster yet to arrive.

IV. TAB REPORT

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

V. BUSINESS

1. 2020-30: Program Year Extension Request – City of St. Paul Bridge Reconstruction

Barbeau said that the City of St. Paul received \$7,000,000 from the 2016 Regional Solicitation to fund reconstruction of the Kellogg Boulevard bridge from East 7th Street to Market Street in program year 2021. The city is requesting an extension of the program year to 2022 as it awaits the results of its request for state funding from the 2020 legislative session.

Dag Dejene from the City of St. Paul said that the city is committed to completing the project in 2021. Glenn Pagel from the city said that the city can deliver the project on time; the concern is with the funding. Both legislative and Regional Solicitation funding are needed. The city has applied for legislative funding each of the last three years without success.

Motion: It was moved by Thompson and seconded by Brown to recommend approval of the request. The motion was approved unanimously via roll-call vote with McCartney yet to arrive and Ellis having left the meeting.

2. 2020-31: Program Year Extension Request – City of St. Paul Minnehaha Avenue Safety Improvements

Barbeau said that the City of Saint Paul received \$1,080,000 from the 2018 Highway Safety Improvement Program (HSIP) solicitation to fund signal safety improvements on Minnehaha Avenue East from Forest Street North to Ruth Street North. The city is requesting an extension of the program year from 2022 to 2023 so that the project can remain consistent with the construction of another project.

Randy Newton from the City of Saint Paul said that the extension request is meant to reflect its connection to a MnDOT mill-and-overlay project that has been moved from 2022 to 2023.

Motion: It was moved by Brown and seconded by Pieper to recommend approval of the request. The motion was approved unanimously via roll-call vote with Ellis having left the meeting.

3. 2020-32: 220 Regional Solicitation – Arterial Bush Rapid Transit Project Selection Timeline Revision

Peterson said that the Metro Transit is requesting extension of the project selection for the arterial bus rapid transit (ABRT) project selection from December 2020 to April 2021. This would be \$25 million for the F-Line ABRT project.

Charles Carlson provided a presentation on “Network Next,” a 20-year vision for Metro Transit’s future, which includes bus rapid transit (BRT) prioritization. He indicated that the delay enables time for engagement.

Stinson pointed out that other Regional Solicitation applications are not able to complete additional engagement before funding is awarded. Oehme asked that Carlson describe the public engagement that is planned. Carlson replied that an online survey and direct outreach to riders are planned; the plan for the latter is still being developed.

Koster asked how this effort aligns with the Blue Line and Riverview Corridors. Carlson replied that Metro Transit will be connecting with stakeholders.

Bartling asked what would happen if the F-Line does not use the entire \$25 million. Carlson said that the entire amount will most likely be used. Peterson said that in such an event, over programming could be reduced or the funding could be put toward another project.

MOTION: It was moved by Koster and seconded by Hiniker to allow a timeline extension of project selection in the ABRT project funding category from December 2020 to April 2021 and to include \$25 million for the F-Line ABRT.

VI. INFORMATION

1. Draft Regional Solicitation Scores

Barbeau shared the preliminary scores for each of the 11 competitive funding categories in the 2020 Regional Solicitation.

Stenson, who chaired the Roadway Reconstruction and Spot Mobility category suggested that the truck tier corridor measure could be re-examined in the category, given the smaller size of the projects being applied for. She said that negative numbers in the air quality scoring created a challenge. She said that roundabouts were prevalent in the category and that they are different from other project types. She added that cost effectiveness was more impactful than

usual given the smaller cost of the applications being applied for. Barbeau said that the negative air-quality projects have been a challenge because scoring committee meetings because awarding negative points to the worst project can lead to positive points for neutral or even negative projects.

Turner Barga asked whether a separate bicycle/pedestrian bridge category had ever been used or could be considered. Barbeau said that a separate category had never been used and that it is something that could be considered. Hiniker added that there is a lot of flexibility for categorizing pedestrian projects and there may need to be reconsideration. He also stated that pedestrian needs are not a key part of the Multiuse Trails and Bicycle Facilities category.

Hiniker pointed out that the top-scoring project in each of the two transit categories is a bus rapid transit (BRT) project. The Regional Solicitation only allows for one BRT project to be selected from these categories.

VII. OTHER BUSINESS

None.

VIII. ADJOURNMENT

It was moved by Kosluchar and seconded by Auge to adjourn the meeting. Motion carried unanimously via voice vote and the meeting was adjourned.

Joe Barbeau
Recording Secretary