TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805
Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
November 16, 2017

MEMBERS PRESENT: Tim Mayasich (Chair, Ramsey County), Lynne Bly (MnDOT Metro District), Colleen Brown (MnDOT State Aid), Bob Byers (Hennepin County), Robert Ellis (Eden Prairie), Innocent Eyoh (MPCA), Anna Flintoft (Metro Transit), Emily Jorgensen (Washington County), Karl Keel (Bloomington), Elaine Koutsoukos (TAB), Jen Lehmann (MVTA), Joe MacPherson (Anoka County), Gina Mitteco (MnDOT Bike & Ped), Paul Oehme (Chanhassen), Ryan Peterson (Burnsville), Steve Peterson (Metropolitan Council), Lyndon Robjent (Carver County), Angie Stenson (Scott County), and Joe Barbeau (staff)

OTHERS PRESENT: Michael Corbett (MnDOT), Jim McCarthy (FHWA), and Patrick Weidemann (MnDOT)

1.   **Call to Order**
The meeting was called to order at 1:30 p.m.

2.   **Adoption of Agenda**
Barbeau said that TAB directed the Committee and TAC to consider including a signal re-timing scoring measure for Roadway Expansion and suggested that it be added following agenda item 5.

MOTION: Koutsoukos moved to add signal re-timing to the agenda. Seconded by Oehme. The motion was approved unanimously.

3.   **Approval of the Minutes from the October 19, 2017, Meeting**
MOTION: Brown moved to approve the minutes. Seconded by MacPherson. The motion was approved unanimously.

4.   **TAB Report – Information Item**
Koutsoukos reported on the November 16, 2017, TAB meeting. TAB approved revisions to its bylaws; the memorandum of understanding with MnDOT; a TIP amendment for temporary re-striping of I-394 and Minnesota Highway 62 for the purpose of releasing it for public comment; and a streamlined TIP Amendment to add West St. Paul Wentworth Avenue Trail to the TIP, before approving eight items related to the Regional Solicitation, which it approved releasing for public comment. TAB made the following changes for the Solicitation's release for public comment:
- Addition of a minimum of $10 million will be allocated for bridges.
- The federal maximum and minimum awards were approved, with only the TDM maximum increasing. The maximum for multiuse trails remains at $5.5 million.
- Removed a proposed rule to not skip over higher-scoring projects, as that my tie TAB's hands with geographic balance decisions.
- Removed a proposed requirement to attach letter or resolution committing to local match. Members preferred that it be included in the risk assessment measure.
- Requested that the technical committees consider traffic signal re-timing as a scoring measure rather than an eligibility requirement.

5.   **TIP Amendment – US 169 Termini Change – Action Item**
Barbeau said that the amendment included two projects. The first was changed the designation of the terminus from the local road to the highway and while a TIP amendment is not required, it is included because it is in concert with the second project, which reduces the project length from 6.4 miles to 5.5 miles.

MOTION: Keel moved to recommend approval of the TIP amendment. Seconded by Oehme. The motion

was approved unanimously.

6. **Roadway Expansion Signal Re-timing – Information Item**
Steve Peterson said that TAB suggested including a signal re-timing requirement for expansion projects in a scoring measure and that the best fit is probably within the congestion reduction and air quality criterion. TAC had questioned how the occurrence of a re-timing could be proven, whether the date of a re-timing should be included, and whether a re-timing would need to occur if it is not needed. Koutsoukos added that some signals re-time automatically. Keel said that the City of Bloomington conducts timing studies every five-to-10 years. Steve Peterson said that there has been some talk of limiting the requirement to lane expansion projects since the Principal Arterial Intersection Conversion Study vets interchange projects.

Ryan Peterson said that local applicants cannot force MnDOT to re-time signals.

Jim McCarthy, FHWA, said that the proposed requirement makes sense, as automated timing improvements performance.

Robjent suggested using Synchro to analyze the project as if a signal re-timing has been completed. This will assure a view of optimum timing and put each project on equal footing. Members liked this idea, though Robjent cautioned that it should be run by traffic engineers prior to implementation.

7. **Corridors of Commerce Solicitation – Information Item**
Patrick Weidemann, MnDOT, shared highlights of a draft scoring and prioritization process for the Corridors of Commerce solicitation.

The proposed process includes a decile scoring system that breaks each category into 10 equally-populated scores. Steve Peterson asked whether that can help alleviate problems related to outliers. Weidemann said that it does not deal with outliers; it's meant to establish differentiation.

Mayasich asked whether there is an opportunity for applicants to challenge scores. Weidemann said that such an opportunity had not been considered.

Steve Peterson asked whether the total project cost will include engineering, which Weidemann replied it will include engineering, construction, and right-of-way.

Robjent asked whether a resolution is needed from the applicant. Weidemann said that this is part of the scoring criteria along with required letters and regional development commissions and MPOs.

Weidemann said that only one applicant can apply for a project. Ryan Peterson asked what happens if multiple applicants apply and one of them does a poor job.

Robjent asked whether MnDOT, which is not submitting applications, will ask others to do so. Weidemann said that MnDOT will not do that but will encourage applicants to work with MnDOT district offices.

Keel asked how multiple projects on a corridor will be handled, to which Weidemann said that each project must be engineering-feasible.

Steve Peterson said that the Council will submit applications and will share those with interested members following the meeting.

8. **StreetLight Data and Congestion Mapping – Information Item**
Michael Corbett, MnDOT, presented uses for StreetLight data, which captures origin/destination, speed, and congestion data.

Ellis asked whether it can track turning movements, to which Corbett replied that it is limited because it display's a month's worth of data.

9.   **TPP Update – Highway/Freight Investments and Revenue Summary – Information Item**
Due to time constraints, this item was not discussed.

10.   **TPP Update – Transit Investment – Information Item**
Due to time constraints, this item was not discussed.

11.   **Other Business**
None.

12.   **Adjournment**
MOTION: Koutsoukos moved to adjourn the meeting. Seconded by Robjent. The motion was approved unanimously and the meeting was adjourned.