

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805

Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
June 19, 2014

MEMBERS PRESENT: Karl Keel (chair), Steve Albrecht, Greta Alquist, Colleen Brown, Innocent Eyoh, Ryan Gaug, Jenifer Hager, Craig Jenson, Jane Kansier, Mary Karlsson, Elaine Koutsoukos, Eriks Ludins, Joe Lux, John Sass, Cory Slagle, Michael Thompson, Bill Weckman, Andrew Witter, Heidi Schallberg (staff), and Joe Barbeau (staff)

1. Call to Order

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

2. Adoption of Agenda

The agenda was adopted as presented.

Heidi Schallberg introduced Joe Barbeau, a new Senior Planner at MTS who will be staffing the Committee.

3. Approval of the Minutes

Minutes from the April and May meetings were approved unanimously.

4. TAB Report

Elaine Koutsoukos reported on the May and June TAB meetings. In May, TAB approved a selected list of projects for 2017 TAP and the selection of four projects for 2017 CMAQ transit capital funds. TAB also approved the Scott County CSAH 8 scope change and three TIP amendments.

At the June 18 meeting, TAB approved two scope changes and three TIP amendments. The TAB also recommended approval of the 2017 STP and CMAQ TSM, adopted the Draft 2015-2018 TIP for public comment, adopted two 2030 TPP amendments for public comment and recommended the Draft 2040 Transportation Policy Plan for public comment.

5. Scope Change Requests – Action Items

a) Carver County – CSAH 10 Reconstruction

Carver County requests a scope change to modify the scope of SP#010-610-046 to increase shoulder width to 10', add a dedicated left turn lane at the intersection of CSAHs 10 and 30, and add a trail connection between CSAH 10 and the regional Dakota Rail Trail. The total project cost increases to \$5,332,500 with \$3,894,000 in federal Surface Transportation Program (STP) funding, which remains unchanged from the 2011 solicitation award, and \$1,438,500 of county funds in 2015, increased from the original amount of \$973,500. The project is programmed in 2015. A TIP amendment is not required because these changes, if approved, can be incorporated into the 2015-2018 TIP.

Bill Weckman said that after the project was selected in the 2011 solicitation, Carver County recognized that there will eventually be a need for a regional bike trail. Therefore, a wider shoulder is needed. He added that the proposed scope change would extend the project limits by 1,400 feet.

MOTION: Joe Lux motioned to recommend approval of the scope change request. Eriks Ludins seconded. The motion carried unanimously.

b) Maple Grove – Weaver Lake Road

The City of Maple Grove implemented signal improvements at Dunkirk Lane prior to construction of this project and determined that these improvements eliminate the need for a roundabout. MnDOT staff reviewed the city's

revised crash reduction and cost effectiveness calculations and determined that for section B1 for Crash Reduction, a point reduction of 7 points would be appropriate (versus 12 points reduced in the city's information). For section C1 for Cost Effectiveness of Crash Reduction, MnDOT staff determined that 3 points should be added (versus the city's information that said points would have remained the same). Overall, MnDOT staff review determined that 4 points would have been subtracted from the original project score of 802 total points for a new total score of 798. The lowest scoring project selected for funding in the A Minor Expander category in the 2011 solicitation had a score of 791 points.

Cory Slagle asked for the cost of the signal improvements. Keel replied that he was unsure but that the total STP portion of the project's funding amount is proposed to be reduced by \$720,320. Slagle replied that he is concerned with what appears to be the City receiving credit for its maintenance project. Michael Thompson suggested that this is an example of the City finding a more cost-efficient solution. Lux added that it appears that the signal timing will be effective and he sees no reason to penalize the City.

MOTION: Michael Thompson motioned to recommend approval of the scope change request. Joe Lux seconded. The motion carried with one vote against.

6. **Regional Solicitation Design Update – Information Item**

Marie Cote of SRF provided draft regional solicitation prioritizing criteria and measures for roadway expansion; transit expansion; and Multiuse trails and bicycle facilities. Each modal group has held six meetings and has two remaining meetings scheduled. Cote discussed the below sub-categories and measures.

Roadway Expansion

Sub-category: *Role in the regional transportation system and economy.* This sub-category is tied to functional class. One measure is *Identify the location of the project as it relates to the Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions as defined in ThriveMSP 2040.* The former jobs and activities map has been split into the following three maps for thrive: job concentrations, manufacturing/distribution locations, and educational institutions. This measure is not included in the multiuse trails and bicycle facilities criteria, while for the transit expansion criteria, manufacturing/distribution is not included. John Sass asked why jobs per acre, as opposed to tonnage or freight movement, is used as the indicator for manufacturing and distribution locations. Mary Karlsson replied that data acquisition is difficult. Cote added that current daily heavy-commercial traffic, which will require applicants to take counts, is included.

Eriks Ludins, noting that most criteria assume an existing roadway, asked whether there are criteria for new roadways. Cote replied that a new alignment would fit within roadway expansion, as data for a proposed new roadway would be obtained from a parallel route it would be slated to replace.

Sub-category: *Usage.* Usage will focus on current person throughput and forecast volume.

Sub-category: *Equity.* One equity measure is a description of the project's impacts on low-income populations; people of color; and people of all ages and abilities, especially those with disabilities and the elderly. The other is based on the 2014 Housing performance score for the city in which the project is located. The project management team (PMT) favors weighing the former more heavily as it is project-specific, whereas the later is community-based. Karlsson asked whether children can be included along with the elderly and persons with disabilities. Heidi Schallberg replied that the transit work group implicitly included children with the "all ages and abilities" language.

Sub-category: *Congestion reduction/air quality.* The one measure in this category has been changed to include analysis of build and no-build scenarios. Joe Lux asked whether this will require the hiring of consultants. Karlsson suggested that MTS could set up a computer for applicants to run models on. Cote said that the modeling can be kept simple, for example level of service output.

Sub-category: *Safety.* The one safety measure is being modified to the method used in 1995, to be considered with HSIP using MnDOT TIS data.

Sub-category: *Multimodal facilities (transit, bicycle, and pedestrian) and connections*. This sub-category includes two transit measures—facilities and connections—and two multimodal measures—facilities and connections. Keel asked whether “multimodal” can be named “bicycles and pedestrians.” Cote said that she will bring this up with the PMT.

Sub-category: *Risk assessment*. Thompson asked whether past history should be considered as a risk. Colleen Brown said that this could prove unfair since cities and counties change consulting firms and have staff turnover that could result in changes in performance.

Cote said that bridge and roadway criteria are similar, though roadway criteria have more emphasis on geometrics and construction while bridge criteria emphasize structural deficiency.

Lux asked how future connectors will be scored. The Committee agreed that this will not be a concern this year but could be in future years and should be addressed at some point.

Transit Expansion

Sub-category: *Role in the regional transportation system and economy*. This reduces the project buffer to a quarter-mile around bus stops and a half-mile around transit stations.

Sub-category: *Usage*. This sub-category has three measures, related to cost effectiveness per rider, cost effectiveness per new rider, and service cost effectiveness, which is measured by dividing the new annual operating cost of the project over new annual transit ridership. Jane Kansier said that clarity is needed on new versus total ridership. Karlsson asked for clarification of what year is used to measure cost effectiveness per rider and per new rider. Cote replied that the third year of service is used. Karlsson pointed out that transitways are forecast to 2030 and not to the third year. Cote replied that approved forecast data can be used for transitways.

Sub-category: *Emissions reduction*. Emissions reduction calculations for system modernization are going to be qualitative because not all projects will have a service component that impacts vehicle miles travelled or single-occupancy vehicle trips.

Multiuse Trails and Bicycle Facilities

Sub-category: *Role in the regional transportation system and economy*. The measure includes location in, or direct connection to, a regional bicycle transportation network (RBTN) corridor. The PMT has added projects that part of a local plan in order to enable projects not directly connected to the RBTN to get some points. Greta Alquist suggested that the word “local” should be changed to “other” to allow for projects included in state or county plans.

Sub-category: *Usage*. The PMT and TAB have discussed the idea that current, and not future, population should be used.

Sub-category: *Deficiencies and safety*. The first measure, critical transportation links, addresses barriers, connections between jurisdictions and system gaps. The second measure, addresses correcting existing deficiencies and improving safety. Keel asked whether a standard bicycle and pedestrian counting method is going to be available soon. Alquist said that MnDOT and the University of Minnesota have been working on bicycle and pedestrian counting methods and that a standard will be coming.

7. Program Year Policy Revisions – Information

Schallberg said that the Committee wanted to revisit the checklist for project extension and that Metro State Aid wanted to amend the policy. This included the following changes:

- Changing the date to meet the criteria from March 31 to April 1. This is more consistent with statewide dates.
- Adding that condemnation proceedings must be formally initiated by February 28 with title and possession by June 1.

- Removing language about Metro State Aid review of FTA construction projects. Additional review will be needed with Metro Transit to ensure accuracy for transit projects.
- Amending the environmental documentation criteria to be for flexible for earning points.

It was further suggested that the two policy criteria related to obtain extensions from TAB be merged.

8. Other Business

Karlsson said that the Transportation Policy Plan (TPP) is about to go out for public comment. Staff can go to community meetings and discuss the implications of the TPP.

9. Adjournment With no other business, the meeting adjourned.