

Minutes

TAC Funding and Programming Committee



Meeting date: April 18, 2024

Time: 1:00 PM

Location: Virtual

Members present:

- | | | |
|---|--|--|
| <input type="checkbox"/> Bloomington – Karl Keel (Vice Chair) | <input checked="" type="checkbox"/> TAB Coordinator – Elaine Koutsoukos | <input checked="" type="checkbox"/> Anoka Co. – Nicholas Dabda |
| <input type="checkbox"/> Lakeville – Paul Oehme | <input checked="" type="checkbox"/> MnDOT Metro District – Aaron Tag | <input 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. – Jenna Fabish |
| <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 checked="" type="checkbox"/> MPCA – Innocent Eyoh | <input type="checkbox"/> Ramsey Co. |
| <input checked="" type="checkbox"/> Plymouth – Michael Thompson (Chair) | <input 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. – Matt Fyten | <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 noted that a roll call vote was not needed for approval of the agenda unless a committee member offered an amendment to the agenda. Committee members did not have any comments or changes to the agenda.

Approval of minutes

It was moved by Elaine Koutsoukos seconded by Jason Pieper, to approve the minutes of the January 18, 2024, regular meeting of the TAC Funding and Programming Committee. **Motion carried** unanimously.

Public comment on committee business

None

TAB report

E. Koutsoukos reported on the April 17, 2024 Transportation Advisory Board meeting.

Business

2024-19: 2024 Regional Solicitation Scoring Change

Joe Barbeau of the Metropolitan Council's Metropolitan Transportation Services office presented the scoring change and background information to the committee.

J. Barbeau reported that at its March 21, 2024, meeting, the TAC Funding & Programming Committee finalized scores for the 2024 Regional Solicitation. On April 2, 2024, the City of Farmington informed Council staff that its application included an errant selection within the "Right-of-Way" portion of the risk assessment. "Right-of-way, permanent or temporary easements, and MnDOT agreement/limited use permit either not required or all have been acquired," worth 100%, or 32.5 points, was selected. "Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited use permit required – parcels identified," worth 25%, or 8.13 points, should have been selected.

Implementation of this change would lead to a 25-point reduction (following rounding) of the risk assessment along with a one-point reduction in the cost effectiveness score. This 26-point reduction would move the project from fifth place to eighth place in the Multiuse Trails and Bicycle Facilities category.

Chair Michael Thompson asked if the scoring change was reported by the applicant.

J. Barbeau confirmed that this was self-reported scoring change by the applicant.

It was moved by E. Koutsoukos, seconded by Jim Kosluchar, that "the TAC Funding & Programming Committee change the score Farmington's Farmington North Creek Greenway application (20247) from 883 points to 857 points and reflect that change in the Multiuse Trails and Bicycle Facilities category." **Motion carried** unanimously.

2024-20: Program Year Extension Request: Washington County's CSAH 17 (Lake Elmo Ave) and MN 36 Intersection Improvement Project.

Robbie King of the Metropolitan Council's Metropolitan Transportation Services office presented the program year extension and background information to the committee.

R. King reported that Washington County was awarded \$10,000,000 in the 2020 Regional Solicitation in the Strategic Capacity category for its CSAH 17 (Lake Elmo Ave) and MN 36 interchange project for program year 2025. Beginning in 2021, several efforts to engage the community and work through potential alternatives were initiated. In their request, Washington County staff have outlined a series of landmarks that still need to be completed prior to bid letting. Given the landmarks yet to be reached, Washington County staff do not believe they can begin bid letting until January 2026, outside of the current program year. These factors combined result in their request to extend the program year from 2025 to 2026.

Kevin Peterson from Washington County reported that the project is well underway and that the tasks to be completed shortly would satisfy the additional points needed to satisfy the program year extension policy.

It was moved by Colleen Brown, seconded by Robert Ellis, that "the TAC Funding and Programming Committee recommend that TAB approve the program year extension request for Washington County's CSAH 17 (Lake Elmo Ave) and MN 36 intersection improvement project from 2025 to 2026."

Prior to voting on the motion, Nathan Koster requested more information on why the program year extension is being brought now rather than later in the year when there will be more information to satisfy the program year extension request.



K. Peterson notes that the county consulted with MnDOT State Aid and received a recommendation to put the request in now.

J. Kosluchar notes that staff supports the motion.

Discussion concluded. **Motion carried** unanimously.

2024-21: Regionally Significant TIP Amendment Request – US 10 Expansion Project

Robbie King of the Metropolitan Council’s Metropolitan Transportation Services office presented the TIP amendment request and background information to the committee.

R. King reported that MnDOT requested an amendment to the 2024-2027 TIP to add its regionally significant US 10 Expansion Project (SP# 0215-87, SP# 0215-87COC). This project will expand US 10 from two to three lanes, add ultra-thin bonded course to existing mainline pavement, and construct noisewalls from CSAH 78 (Hanson Boulevard) to CSAH 9 (Round Lake Boulevard) in Coon Rapids. This project is funded through \$2.5 million from Federal Highway Administration and \$38 million in bond funding. SP# 0215-87COC separates the \$8,000,000 awarded through the Corridors of Commerce program.

It was moved by J. Kosluchar, seconded by Maddie Dahlheimer, that “the TAC Funding and Programming Committee recommend adoption of an amendment to the 2024-2027 TIP to add a regionally significant project expanding US 10 from two lanes to three lanes in Coon Rapids for the purpose of release for public comment.” **Motion carried** unanimously.

2024-22: Scope Change Request – Metro Transit Regional Mobility Hubs

Joe Barbeau of the Metropolitan Council’s Metropolitan Transportation Services office presented the scope change request and background information to the committee.

J. Barbeau reported that Metro Transit was awarded was awarded \$1,600,000 in the Unique Projects category to fund seven mobility hubs; four in Minneapolis and one each in Brooklyn Center, Saint Paul, and Maplewood. Improvements made at these were to include multimodal infrastructure improvements, technology improvements, resilient infrastructure investments, and placemaking amenities. The City of Minneapolis is a subrecipient for the four Minneapolis hubs.

On behalf of the city Metro Transit is requesting the relocation of two hubs along with shift of budget from technology amenities to multimodal amenities to better fit the identified project needs.

Meredith Klekotka of Metro Transit reported that this scope change request will satisfy the goal of this project to provide mobility hubs in communities that support them.

Chair Thompson asked about moving the mobility hub from Penn & Lowrey and if we are giving up on North Minneapolis for this project.

Meredith Klekotka referred to a colleague Russ Brooks for more information.

Russ Brooks noted that during a pilot of this mobility hub at Penn & Lowry a number of stakeholders had concerns about safety and security. Minneapolis Policy Department requested that Metro Transit remove the pilot hub, Hennepin County terminated the contact with Metro Transit, and then the parcel was fenced off. This scope change is reflective of being responsive to the desires of the community and in response to the safety and security issues.

J. Kosluchar is curious about the internal evaluation for these sites.



M. Klekotka confirmed that these sites were ranked by the Metropolitan Council for selection.

R. Brooks elaborated by reporting that the sites were selected, in part, because of who controls the sites. So this is the process that was used to select replacement sites for Penn & Lowry and the 26th and Central mobility hub locations.

N. Koster noted that this was a Unique Project in the regional solicitation and that with innovative projects there can be a chance for changes that need to be made because of their unique nature.

Cole Hiniker noted that there is little precedent for these types of changes and seconded Koster's point.

It was moved by N. Koster, seconded by J. Pieper, that "the TAC Funding & Programming Committee recommend to TAC that TAB approve Metro Transit's scope change request to two hub locations and shift budget from technology amenities to multimodal amenities."

J. Pieper asked for clarification on the motion whether it includes retention of funding.

J. Barbeau noted that the recommended motion would include retention of funding.

N. Koster noted that his motion is inclusive of funding retention.

Information

2024 Regional Solicitation Updates (Steve Peterson, MTS)

Steve Peterson presented on the 2024 Regional Solicitation funding scenarios.

J. Kosluchar asked if the safety scenario is a sub-scenario.

S. Peterson confirmed that it is a sub-scenario of the midpoint scenario.

S. Peterson proceeded to display the spreadsheet and outlined funding scenarios for each category.

Mike Samuelson asked about criteria for creating the scenarios the modal categories.

S. Peterson reported that the midpoint scenario is about funding up to a midpoint of demand for each modal category.

H. Scholl noted that from their policy group noted that a lot of transit funding is Hennepin County focused.

E. Koutsoukos noted that this was covered at the last TAB meeting and that there will be additional funding sources are factored into this cycle, the split might be different than it appears now. E. Koutsoukos noted that over-programming will occur later on in this cycle than it occurred in previous cycles.

Chair Thompson noted that the scoring committees are behold to the criteria and that TAB will address regional balance.

C. Hiniker asked for when the geographic balance summaries would be created.

S. Peterson noted that staff will create maps and summaries for the next TAB meeting for regional solicitation cycles since 2014.



N. Koster noted that non-center counties are receiving funding for some big projects.

J. Pieper asked about the development of the additional scenarios and requested that no projects be allowed to “leap frog” or skip projects solely to serve a better regional balance.

N. Koster complemented on the funding scenarios that these are clear. Further, he asked if there will be sub-regional balance summaries in addition to regional balance summaries.

S. Peterson clarified how regional balance will be addressed to TAB.

Scope Change Policy Updates (Joe Barbeau, MTS)

Joe Barbeau presented on the scope change policy updates.

J. Kosluchar asked for clarification on the removal thresholds.

J. Barbeau noted that the removal thresholds are set for clarifying when a scope change needs to be a formal TIP amendment or an administrative modification.

Reports

None

Adjournment

Business completed; the meeting adjourned at 2:42 p.m.

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