

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
November 15, 2018

MEMBERS PRESENT: Paul Oehme (Chair, Chanhassen), Joe MacPherson (Anoka County), Lyndon Robjent (Carver County), John Sass (Dakota County), Jason Pieper (Hennepin County), Joe Lux (Ramsey County), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Steve Peterson (Metropolitan Council), Anna Flintoft (Metro Transit), Molly McCartney (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Innocent Eyoh (MPCA), Mackenzie Turner Bargaen (MnDOT Bike & Ped), Nancy Spooner-Mueller (DNR), Aaron Bartling (MVTA), Robert Ellis (Eden Prairie), Jim Kosluchar (Fridley), Ken Ashfeld (Maple Grove), Nathan Koster (Minneapolis), and Joe Barbeau (staff)

OTHERS PRESENT: Nathan Ellingson (Hennepin County)

1. Call to Order

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

2. Adoption of Agenda

MOTION: Ashfeld moved to adopt the agenda with the TAB report item removed and an item on draft updated funding scenarios added. Seconded by Lux. The motion was approved unanimously.

3. Approval of the Minutes from the October 18, 2018, Meeting

MOTION: Ellis moved to approve the minutes. Seconded by Pieper. The motion was approved unanimously.

4. Program Year Extension: Burnsville Lake Marion Trail – Action Item 2018-57

Barbeau said that the City of Burnsville received \$1,598,400 in Surface Transportation Block Grant (STBG) Program funding for program year 2019 in the 2016 Regional Solicitation. The City is requesting an extension of the program year to 2020 following delays due to needed alignment shifts. These realignments are needed after an unsuccessful negotiation with a railroad and working with Minnesota Department of Natural Resources to mitigate wetland impacts. The applicant understands that federal payback will not be until 2022.

MOTION: MacPherson moved to recommend approval of the program year extension request. Seconded by Brown. The motion was approved unanimously.

5. Scope Change Request: Hennepin County CSAH 46 Pedestrian Safety Project – Action Item 2018-58

Barbeau said that Hennepin County was awarded \$506,480 in Surface Transportation Block Grant funds for the 2019 fiscal year in the Pedestrian Facilities category as part of the 2016 Regional Solicitation. The scope includes pedestrian improvements along CSAH 46 (46th Street) between Garfield Avenue and 18th Avenue. These improvements include retrofitting signals with accessible pedestrian signals (APS), curb ramp improvements, and pedestrian crossing enhancements at Oakland Avenue. While the County intends to have all project elements completed, it is requesting the removal of some elements from the scope so that they can be completed along with other elements. Ellingson said that the work proposed to be removed will be completed in other projects. Brown added that the County is participating in the cost for those projects.

MOTION: Brown moved to recommend approval of the scope change request with no reduction in federal funding. Seconded by Ellis.

Turner Bargaen asked how delayed the removed elements will be. Koster said that they will be completed in 2021.

The motion was approved unanimously.

6. Program Year Extension: Hennepin County CSAH 46 Pedestrian Safety Project – Action Item 2018-59

Barbeau said that Hennepin County is requesting an extension of the program year for its CSAH 46 pedestrian safety project to 2020 to allow for the project to better align with other projects commencing in 2020 along, and in vicinity of, the project corridor. The applicant understands that federal payback will not be until 2022.

MOTION: Lux moved to recommend approval of the program year extension request. Seconded by Brown. The motion was approved unanimously.

7. TIP Amendment: Hennepin County CSAH 46 Scope Change – Action Item 2018-60

Barbeau said that a TIP amendment is needed to reflect the scope change and program year extension requested in the two previous items.

MOTION: McCartney moved to recommend approval of the TIP amendment. Seconded by Lux. The motion was approved unanimously.

8. 2018 Regional Solicitation Scoring Appeals and Approval of Final Scores – Action Item 2018-56

Barbeau said that 14 applicants challenged a total of 29 scoring measures.

A. Proposed Extension of CSAH 51, Ramsey County (Roadway Expansion)

The applicant requests re-evaluation of measure 3A: Connection to disadvantaged populations and project's benefits.

The applicant contends that the expectation of outreach prior to project development is not reasonable and that the County is working with City of St. Paul and will have extensive outreach in the future. The scorer did not recommend any change.

MOTION: Ellis moved to accept the scorer recommendation of no change. Seconded by Ashfeld. The motion was approved unanimously.

B. US Highway 212 Expansion from Cologne to Carver, Carver County (Roadway Expansion)

The applicant requests re-evaluation of the following measures:

- 1B: Project location relative to jobs, manufacturing, and education
- 3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation
- 7: Transit, bicycle, or pedestrian project elements & connections

1B: Project location relative to jobs, manufacturing, and education: The applicant argues that the measure does not adequately capture the employment impact of the project, i.e., the population beyond the one-mile buffer. The scorer feels that this is more of a critique of the scoring measure than whether it was properly scored and therefore recommends no change.

3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation: The applicant feels that the project deserves a higher score. The scorer does not recommend any change.

7: Transit, bicycle, or pedestrian project elements & connections: The applicant feels that the project deserves a higher score. The scorer does not recommend any change.

Robgent said that the score of zero on measure 7 was difficult to accept given that an answer was provided and suggested examining the scoring guidance more closely. Lux said that the letter of the guidance appears to have been followed.

MOTION: Peterson moved to accept the scorer recommendations of no change. Seconded by Ellis. The motion was approved unanimously.

C. Helmo/Bielenberg Bridge, Washington County (Roadway Expansion)

The applicant requests re-evaluation of measure 1C: Regional Truck Corridor Study tiers.

The applicant said that the structure of the criteria does not capture the benefits of this type of bridge project. The scorer feels that this was more of a critique of the measure and suggests no change to the score.

Jorgensen said that Washington County selected the “no points” option on the application, though she believes that the project benefits I-94. Lux said that while the benefit is there, the measure is not written to accommodate that benefit.

MOTION: Koster moved to accept the scorer recommendation of no scoring change. Seconded by Ashfeld. The motion was approved unanimously.

D. Cliff Road at I-35W South Ramps Improvement Project, City of Burnsville (Roadway Reconstruction/Modernization and Spot Mobility)

The applicant requests re-evaluation of measure 6: Crashes reduced.

In the original application, the applicant provided the B/C ratio of 0.11 and therefore suggests that the correct number, the benefit of \$528,799 that is shown on the handout should be used. When scoring the project, the scorer caught the errant input of 0.11 in the B/C ratio sheet, which showed a benefit of \$528,799. The scorer adjusted the “discount rate” to 1.3 for consistency, which raised the benefit to \$743,668. This brought the score from 3 to 4. No change is needed at this time.

MOTION: Koutsoukos moved to accept the scorer recommendation of no change. Seconded by Kosluchar. The motion was approved unanimously.

E. West Side Signalized Intersection Control Enhancements, City of St. Paul (Traffic Management Technologies)

The applicant requests re-evaluation of measure 5B: Emissions and congestion benefits of project.

The applicant says that the project includes congestion-reducing elements that should have received points and the scorer’s use of quantitative analysis only was not consistent with the scoring guidance. The scorer agrees and recommends awarding the project 50 points. He further recommends awarding 50 points to the City of Minneapolis’s ITS upgrades and enhancements project.

MOTION: Sass moved to accept the scorer recommendation to award 50 points to the project in the appeal and the City of Minneapolis’s project. Seconded by MacPherson. The motion was approved unanimously.

F. TDM Cultural Ambassadors, Move Minnesota (Travel Demand Management)

The applicant requests re-evaluation of the following measures:

- 5: Project innovations and geographic expansion
- 6A: Technical capacity of applicant's organization

5: Project innovations and geographic expansion: The applicant says that the scorer may not have understood that a primary focus on equity and communities of color is in and of itself a continued innovation when looking at historical TDM work in the region, and that this represents a fundamental shift in the TDM model. The scorer recommends no change.

6A: Technical capacity of applicant's organization: The applicant says that the scorer may not be familiar with the importance of successfully drawing down allocated dollars received through prior awards in the

Regional Solicitation process. As noted in the proposal, Move Minnesota has been awarded and successfully completed work on multiple previous Regional Solicitation projects. The scorer recommends no change.

MOTION: McCartney moved to accept the scorer recommendations of no scoring changes. Seconded by Pieper. The motion was approved unanimously.

G. Transforming Renters' Transportation Choices, Move Minnesota (Travel Demand Management)

The applicant requests re-evaluation of the following measures:

- 1: Ability to capitalize on existing regional transportation facilities and resources
- 3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation
- 5: Project innovations and geographic expansion
- 6A: Technical capacity of applicant's organization
- 6B: Continuation of project after initial federal funds are expended

1: Ability to capitalize on existing regional transportation facilities and resources: The applicant says that the scorer may not have fully considered ridership projections along the Green Line and its role in connecting the downtowns as major economic anchors. The scorer suggests no change.

3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation: The applicant says that the scorer may not be aware that the identified groups are all underrepresented in mobility conversations and have low access to mobility options, particularly students. The scorer suggests a small increase in the outreach component of the score, increasing the final score from 53 points to 59 points.

5: Project innovations and geographic expansion: The applicant says that the scorer may not be aware that regional TDM work has been oriented toward businesses and employers, and that traditional TDM work does not target apartment complex owners or renters. This is a new market for TDM. The scorer suggests no change.

6A: Technical capacity of applicant's organization: The applicant says that the scorer may not be familiar with the importance of successfully drawing down allocated dollars received through prior awards in the Regional Solicitation process. As noted in the proposal, Move Minnesota has been awarded and successfully completed work on multiple previous Regional Solicitation projects. The scorer suggests no change.

6B: Continuation of project after initial federal funds are expended: The applicant says that the scorer may not have understood Move Minnesota's assertion that fee-for service is an important component of this type of work, and their experience expanding that work has been successful in recent years. The scorer suggests no change. Additionally, the scorer also asserted that it would be difficult to justify allowing this proposal to be modified to add supporting documentation without offering the same opportunity to all other applicants.

MOTION: Robgent moved to accept the scorer recommendations, which include a six-point increase to measure 3A and no change to the other measures. Seconded by MacPherson. The motion was approved unanimously.

H. Community Engagement and Outreach Initiative, HOURCAR (Travel Demand Management)

The applicant requests re-evaluation of the following measures:

- 4B: Emissions reduction
- 5: Project innovations and geographic expansion

4B: Emissions reduction: The applicant contends that it is not the use of the car-share that should be counted, but the other non-SOV uses created by the car sharing option. The scorer recommends no change.

5: Project innovations and geographic expansion: The applicant feels that the scorer interpreted the proposal and an effort to “expand existing service”, rendering the maximum score at 75. The applicant states that the key innovation will be in program design, as opposed to geographic expansion. The scorer feels that he categorized the project correctly and therefore feels no change is needed.

MOTION: MacPherson moved to accept the scorer recommendations to make no changes. Seconded by Brown. The motion was approved unanimously.

I. Highway 13 and Nicollet Avenue Grade Separated Pedestrian Crossing, City of Burnsville (Multiuse Trails and Bicycle Facilities)

The applicant requests re-evaluation of the following measures:

-2B: Snow and ice control

-4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

2B: Snow and ice control: The applicant feels that its response and attached policy warrants awarding of the points. This measure was challenged in three other applications. The scorer responded generally that the problem with these replies was a lack of any clarification, explanation, or even some indication of commitment on the applicant’s part regarding the winter maintenance for the proposed facility. Some of these agencies are doing winter maintenance on only a portion of their bikeway networks. In these cases, he feels they should have provided documentation that they were going to include the proposed project as well. In this specific case, the attached policy is unclear as to whether the proposed project would rate as a high priority for winter maintenance. The application does not include any other confirmation, clarification or explanation regarding winter maintenance activities for the proposed facility. No specific commitment was made within the application for winter maintenance. The scorer recommends no change.

4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project:

The applicant feels that the trails grade separation of Trunk Highway 13 warrants more than 45 points. The scorer recommends no change.

MacPherson said that he thinks all applicants answered measure 2B. In this case, he said that the Heart of the City district is prioritized and that the trail is in that district. Robjent said that the focus should be on whether year-round use is encouraged. While several members said that the measure needs to be re-examined, Turner Borgen said she does not want it to be eliminated.

MOTION: MacPherson moved to award 50 points to the project for measure 2A, while making no change for measure 4A. Seconded by Robjent. The motion was approved unanimously.

J. 7th Street and 57th Ave Trail Connections, City of Fridley (Multiuse Trails and Bicycle Facilities)

The applicant requests re-evaluation of measure 2B: Snow and ice control.

The applicant contends that its response and policy warrants awarding of the points. It is the City's policy to plow the streets first and then plow the sidewalks, starting with sidewalks closest to schools. Next plowed are bus stops, City trails, County trails, and lastly private trails. The scorer said that the plow map was referred to as supporting information, though the reference document did not include the proposed bikeway alignment. No additional clarification or explanation was provided on the map. The application itself did not provide any additional explanation nor documentation regarding whether there was an intent to maintain the proposed trail in winter. None of the attached support letters mentioned maintenance. Research on the City’s website did not appear to provide any clarification regarding the proposed trail maintenance. No specific commitment was made within the application for winter maintenance. The scorer recommends no change.

Kosluchar said that he checked the “yes” box and interpreted the measure as generic. Jenson suggested that if this score is changed then the entire scoring measure should be reviewed, to which Peterson replied that there is no precedent for reviewing scores for applicants that did not apply. Bartling brought up that a non-

reviewed application received points in a previous review, to which Koutsoukos replied that the scorer found an error that impacted multiple projects. Ellis asked whether there are grant agreements that could stipulate snow removal take place, to which Brown replied in the negative.

MOTION: Ellis moved to award 50 points to the project. Seconded by Sass. The motion was approved unanimously.

K. Circle the Brick Trail Connection, City of Chaska (Multiuse Trails and Bicycle Facilities)

The applicant requests re-evaluation of measure 2B: Snow and ice control.

The applicant points to language in the same map that states that 20 miles of trail are plowed during the winter months, adding that the trail in the application would be plowed. The applicant provided a Trail System map that includes denotation of “Plow Routes” in the City of Chaska. “Future trails” tend not to be shown as plow routes. Therefore, much (or all) of this route is not shown as a plow route. There is a plow route denoted near the eastern portion of the trail, though it is not easy to determine whether that is along the proposed project route. The scorer said that the trail plow route map submitted with the application for support documentation does not appear to address future trail maintenance. The language on the route map specifically addressed existing facilities. The application did not elaborate, confirm, or provide any documentation of a commitment to whether the proposed project would be maintained in the winter. The scorer recommends no change.

MOTION: Robjent moved to award 50 points to the project. Seconded by Sass. The motion was approved unanimously.

L. Lake Minnetonka Regional Trail from Stieger Lake Boat Launch to Rolling Acres Road, Carver County (Multiuse Trails and Bicycle Facilities)

The applicant requests re-evaluation of the following measures:

-2B: Snow and ice control

-4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

MOTION: Sass moved to award 50 points to the project for measure 2A. Seconded by Lux. The motion was approved unanimously.

MOTION: Sass moved to award 10 additional points for measure 4A, as suggested by the scorer. Seconded by MacPherson. The motion was approved unanimously.

M. Bruce Vento Regional Trail Extension - Buerkle Road to Highway 96, Ramsey County (Multiuse Trails and Bicycle Facilities)

The applicant requests re-evaluation of the following measures:

-2A: Existing population and employment within 1 mile

-3A: Connection to disadvantaged populations and project’s benefits, impacts, and mitigation

-4B: Deficiencies corrected or safety problems addressed

-5: Transit or pedestrian elements of the project and connections

-6: Risk assessment Form

-7: Cost effectiveness

2A: Existing population and employment within 1 mile: The applicant feels that the measure does not adequately capture the employment impact of the project, i.e., the population beyond the one-mile buffer. This appears to be a critique of the measure rather than a challenge as to how it was scored. No change is recommended.

3A: Connection to disadvantaged populations and project’s benefits, impacts, and mitigation: The applicant cites project benefits and questions the measure’s provision of data related to connection to key populations. The scorer does not feel any change is warranted.

4B: Deficiencies corrected or safety problems addressed: The applicant generally feels that a better score is warranted because the application included crash data, which the scorer did not acknowledge. The scorer missed the inclusion of the crash data and therefore recommends increase in the score from 90 to 125 points. As a note, a part of the reason this was missed was because the application was 318 pages in length.

5: Transit or pedestrian elements of the project and connections: The applicant suggests that the application’s success in other measures shows that this score does not adequately capture the multimodal connections. The scorer recommends no change.

6: Risk assessment Form: The applicant feels a better score was warranted. The scorer awarded points based on the information (i.e., check boxes) filled out in the original submission and therefore recommends no change.

7: Cost effectiveness: The applicant shared several benefits of the project, suggesting it is more cost-effective than the score indicates. The project was scored correctly. The benefits, for the purpose of this score, are based on the total score on the other measures. The score recommends no change.

MOTION: McCartney moved to accept the scorer recommendations of adding 35 points for measure 4B and not changing any other measures, as recommended by the scorers. Seconded by Spooner-Mueller. The motion was approved unanimously.

N. CSAH 9 Pedestrian Accommodations over US 10, Anoka County (Pedestrian Accommodations)

The applicant requests re-evaluation of measure 5: Multimodal facilities and existing connections.

The applicant states that the project makes an adequate connection to transit and is worth points based on that. The project was awarded zero points. The scorer suggests awarding 38 points because the applicant was unaware of his scoring process.

Kosluchar said that the scorer did not understand why a transit rider would cross the road.

MOTION: Ellis moved to accept the scorer’s recommendation of adding 38 points. Seconded by Ashfeld. The motion was approved unanimously.

Transit Letters

Southwest Transit and the City of Apple Valley submitted appeals of the evaluation process for scoring transit projects and requested that TAB review the scoring methodology for selecting projects in the Transit Expansion and Transit Modernization categories. The Funding & Programming Committee can only approve scores per the TAB-approved Regional Solicitation scoring guidance.

Ellis suggested that suburban transit projects could be provided one project, much like with connectors.

Approval of the Final Scores

MOTION: Koutsoukos moved to approve the final scores, inclusive of the approved changes and any cost-effectiveness changes that result. Seconded by Robjent. The motion was approved unanimously.

- 9. **Scope Change Policy Update – Action Item 2018-61**
 - 10. **Federal Funding Reallocation Policy Update – Action Item 2018-62**
- These items were tabled.

11. Draft 2018 HSIP Solicitation Project Selection Recommendation – Information Item

Peterson said that the draft provided in the packet will be an action item at the December meeting. New to this year's Highway Safety Improvement Program (HSIP) programming process is the inclusion of scores and rankings. Brown added that over-programming was done for the first time in the HSIP solicitation.

12. Regional Solicitation Funding Scenarios – Information Item

Peterson passed out draft funding scenarios, which reflected the base scenario based on modal mid-points, an expansion-heavy scenario, and a bicycle/pedestrian-heavy scenario.

13. Adjournment

MOTION: Spooner-Mueller moved to adjourn the meeting. Seconded by Pieper. The motion was approved unanimously and the meeting was adjourned.