

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

Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
April 21, 2016

MEMBERS PRESENT: Tim Mayasich (chair, Ramsey County), Lynne Bly (MnDOT Metro), Colleen Brown (MnDOT Metro State Aid), Innocent Eyoh (MPCA), Mark Filipi (MTS), Anna Flintoft (Metro Transit), Jenifer Hager (Minneapolis), Jared Hubbard (Scott County), Jane Kansier (MVTA), Andrew Korsberg (MnDNR), Elaine Koutsoukos (TAB), Gina Mitteco (MnDOT Bike & Ped), Paul Oehme (Chanhassen), Ryan Peterson (Burnsville), Cory Slagle (Washington County), Carla Stueve (Hennepin County), Michael Thompson (Maplewood), Anne Weber (St. Paul), and Joe Barbeau (staff)

OTHERS PRESENT: Jacob Bronder (Hennepin County), Gayle Gedstad (MnDOT), Eriks Ludins (St. Paul), Carl Ohrn (MTS), Nick Peterson (Hennepin County) Amy Vennewitz (MTS)

1. Call to Order

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

2. Adoption of Agenda

MOTION: Thompson moved to adopt the agenda. Seconded by Bly. The motion was approved unanimously.

3. Approval of the Minutes from the March 17, 2016 Meeting

MOTION: Ryan Peterson moved to approve the minutes. Seconded by Koutsoukos. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the April 20, 2016 TAB meeting. She said that TAC Chair Steve Albrecht reported on additional information on DBE and environmental requirements in response to TAB's questions on the draft Federal Funds Exchange policy.

Four action items were approved:

1. 2016-26: Adopted the Functional Classification Map for the 2016 Regional Solicitation.
2. 2016-27: Recommended that the Metropolitan Council adopt the statewide ITS architecture through resolution.
3. 2016-28: Approved the scope change for St. Louis Park Beltline Station Park & Ride and federal funding reduction to \$6,453,054.
4. 2016-29: Approved the 2017-2020 TIP Implementation Schedule

Thompson asked whether the vote on 2016-28 was unanimous. Koutsoukos replied that it was not. Mayasich added that there was a lot of discussion.

5. 2016 HSIP Funding – Action Item

Barbeau said that the Highway Safety Improvement Program (HSIP) is a regional funding program delegated by TAB to MnDOT.

Gayle Gedstad said that for 2020 and 2021, the program will provide about \$8.4 million per year; 70% for reactive projects and 30% for proactive projects. Criteria changes are minimal.

Mayasich asked how funding amounts compare to previous HSIP Solicitations. Gedstad replied that recent amounts have been similar. He added that some additional funding may become available.

Gedstad said that MnDOT had wanted to follow the Metropolitan Council’s solicitation schedule but local entities suggested that applying for both programs simultaneously would be burdensome. Koutsoukos added that while the application periods do not coincide, projects will be awarded at the same time.

MOTION: Koutsoukos moved to recommend approval of the HSIP Solicitation program criteria for the Metro District and release of the solicitation for fiscal years 2020 and 2021. Seconded by Mitteco. The motion was approved unanimously.

6. Scope Change Request: Hennepin County CSAH 46 Bridge – Action Item

Barbeau said that Hennepin County is requesting a scope change for its replacement of the CSAH 46 Bridge over Godfrey Parkway. The scope change is needed because the project is adjacent to parkland and the bridge needs to be narrowed. The original application called for an eight-foot sidewalk and six-foot shoulder, the same cross-section as the Ford Bridge over the Mississippi River. The update combines bicycle and pedestrian access into one nine-foot-five-inch protected path. The project was originally funded by the Bridge Improvement and Replacement (BIR) program, for which the scoring was primarily on bridge condition, leaving the score on the project as newly proposed minimally reduced. Federal funding was removed from this project in a federal funds exchange but the scope change policy still applies.

Koutsoukos said that the bridge will also be longer than originally applied for. Jacob Bronder of Hennepin County said that the bridge is going to be longer because the structures are going to be moved to avoid bedrock. He then provided an overview of the project.

Nick Peterson of Hennepin County said that traffic-calming and bicycle accommodation does not exist today and the new cross-section protects bicyclists while respecting the Land and Water Conservation Fund (LAWCON) property. He added that the original application did not accommodate bicycles and that the County’s Bicycle Advisory Committee supports the proposed scope.

Ludins asked how the transition to the Ford Bridge will be accommodated. Nick Peterson replied that the transition will be addressed through a later project. The barrier will be transitioned and the curb will be modified on either end of the project.

Mayasich asked whether the Ford Bridge has been studied. Nick Peterson replied that it has not.

MOTION: Ryan Peterson moved to recommend the motion with no reduction in federal funding. Seconded by Robjent.

Thompson expressed support for the motion, as benefit is not being lost.

Ohrn pointed out that the original application separated bicycles from the sidewalk and asked whether all of 46th Street will be changed. Nick Peterson replied that it will change where there are no access points; the shoulder is “de-facto” bicycle accommodation and protected accommodation is better when possible.

The motion was approved unanimously.

7. Federal Funds Exchange – Information Item

Barbeau provided a brief history of the defederalization / federal funds exchange process. Some changes that have occurred include recognition that disadvantaged business enterprise (DBE) goals contribute to a larger statewide goal, which does not change, and replacing the term “defederalization” with “federal funds exchange.” The latter is due to the potential for “defederalization” to imply that all federal rules go away, which is not always the case.

Koutsoukos said that if projects are done in segments, not following the federal process can render future project phases ineligible for federal funds. Barbeau added that this always applies to the Buy America requirement, though with other requirements, it is case-by-case.

Mayasich suggested moving the instruction on who to submit the request to into the first item on the process.

8. 2016 and 2017 Federal Funding Distribution – Information Item

Amy Vennewitz of MTS informed the Committee that due to increased funding through FAST Act and withdrawn projects, roughly \$13 million in federal funding was available for 2016. Per the reallocation policy, MnDOT has filled that hole by paying back advanced construction (AC). That, however, left a roughly \$18 million gap for 2017, a future year. The first priority for a future years is to include funds in a future regional solicitation, though this is not practical for 2017 funds. Because the TIP is in development, MnDOT is paying back AC where it can. This comes to \$7 million, leaving about \$11 million still un-programmed. The draft TIP will include a placeholder for this amount but projects will need to be included in the final TIP. Staff will search for options, which could include:

- Requesting that 2018 or 2019 projects move up to 2017.
- Bringing projects up to the 80% federal funding maximum.
- Funding special projects.
- Funding projects of interest to the Legislature.
- Funding projects that were not funded in the previous Solicitation.

Brown said that a 2017 project would need to be authorized by June 1, 2017.

Mayasich said that modal equity is important. Vennewitz replied that staff can try to trace modal history though with FAST Act increases and the fact that 2017 was funded by program rather than mode makes that difficult to approximate.

Mayasich suggested not pursuing legislative projects.

9. Quarterly Report on Streamlined TIP Amendments – Information Item

Barbeau informed the Committee that three TIP amendments were streamlined during the first quarter of calendar year 2016. They were:

- City of Minneapolis funding increase to add ADA upgrades with local money.
- MnDOT project description update to accommodate a culvert number.
- City of Bloomington description change and local funding increase.

10. Other Business

No other business.

11. Adjournment

The meeting was adjourned.