

Minutes of the REGULAR MEETING OF THE TAC FUNDING & PROGRAMING COMMITTEE

Thursday, February 21, 2019

Committee Members Present: Paul Oehme (Chair, Lakeville), Joe MacPherson (Anoka County), John Sass (Dakota County), Jason Pieper (Hennepin County), Joe Lux (Ramsey County), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Cole Hiniker (Metropolitan Council), Anna Flintoft (Metro Transit), Molly McCartney (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Innocent Eyoh (MPCA), Matthew Rosenbloom-Jones (MVTA), Robert Ellis (Eden Prairie), Jim Kosluchar (Fridley), Ken Ashfeld (Maple Grove), Michael Thompson (Plymouth), Nathan Koster (Minneapolis), Anne Weber (St. Paul)

Committee Members Absent: Lyndon Robjent (Carver County), Gina Mitteco (MnDOT Bike & Ped), Nancy Spooner-Mueller (DNR), Karl Keel (Bloomington),

I. CALL TO ORDER

A quorum being present, Committee Chair Oehme called the regular meeting of the Funding & Programming Committee to order just after 1:30 p.m. on Thursday, February 21, 2019.

II. APPROVAL OF AGENDA

It was moved by MacPherson and seconded by Pieper to approve the agenda. **Motion carried unanimously.**

III. APPROVAL OF MINUTES

It was moved by McCartney and seconded by MacPherson to approve the minutes of the January 17, 2019, regular meeting of the Funding & Programming Committee. **Motion carried unanimously.**

IV. TAB REPORT

Koutsoukos reported that the February 20, 2019, TAB meeting was cancelled due to weather. Two agenda items were passed via email vote, the Carver County Program Year Extension was pulled because the request has been rescinded, and remaining items will be considered at the March 20, 2019, meeting.

V. BUSINESS

1. 2019-15 2019-2022 TIP Amendment Request: MnDOT US 212 Reduced Conflict Intersection

Barbeau said that MnDOT requests an amendment to the 2019-2022 Transportation Improvement Program (TIP) to change the scope and cost of its US 212 reduced conflict intersection project. This amendment is needed to revise the project scope and total project cost. The project scope has been revised to add a reduced conflict intersection at US 212 and County State Aid Highway (CSAH) 36 instead of an access closure. The total project cost is currently programmed in the 2019-2022 TIP/STIP for \$1,141,000. The revised total project cost is \$1,949,000 an increase of \$808,000. This project was awarded funding through the Highway Safety Improvement Program (HSIP) in the 2014 solicitation conducted by MnDOT. In April of 2018, TAB approved a scope change to eliminate one of the two reduced conflict intersections (RCIs). Following public comment, MnDOT is reverting to the original scope and this TIP amendment is needed to reflect that change.

It was moved by Lux and seconded by MacPherson to recommend approval of the TIP amendment request. **Motion carried unanimously.**

2. 2019-16 2019-2022 TIP Amendment Request: MnDOT I-94 Reconstruction

Barbeau said that MnDOT requests an amendment to the 2019-2022 TIP to change the cost and description of its I-94 concrete overlay project and to add an associated project for temporary widening and cross overs.

It was moved by Eyoh and seconded by Ellis, to recommend approval of the TIP amendment request. **Motion carried unanimously.**

3. 2017-11 Scope Change Consultation and Evaluation Process

Steve Peterson from the Metropolitan Council said that as part of the 2018 Regional Solicitation, the City of Minneapolis was awarded \$7 million to reconstruct Hennepin Avenue. This project and its timing has major impacts to a 2016 Transit Expansion grant awarded to Metro Transit to add expanded transit service on Hennepin Avenue. Metro Transit would like to coordinate the timing of its project with the roadway reconstruction project so that new transit service does not open just ahead of a full roadway construction and delay its 2016 Regional Solicitation award from 2021 to 2023, the same year as the City of Minneapolis project. Additionally, the delayed opening of the Green Line Extension and Orange Line limit the benefits of another 2016 Regional Solicitation project, the Lake Street transit expansion service, since it connects with the other two projects. To get the most of this regional investment in Lake Street, Metro Transit would like to delay this project from 2020 to 2022. Metro Transit can exactly fill the funding holes left by the requested shifts by moving up two projects awarded funding during the 2018 Regional Solicitation (Chicago-Portland, and Emerson-Fremont) as shown below. While Metro Transit would be able to advance the two projects, advanced construction is not an option for Federal Transit Administration (FTA) projects.

Brown encouraged Metro Transit to coordinate with MnDOT on the projects, which cannot be combined since the transit projects are administered by FTA and the roadway projects are administered by Federal Highway Administration (FHWA). Charles Carlson from Metro Transit said that the agency is working with the City of Minneapolis.

It was moved by Lux and seconded by Jorgensen to recommend approval of the program year change request. **Motion carried unanimously.**

VI. INFORMATION

1. Freeway System Interchange Study

Tony Fischer, Metro Transit, and Michael Corbett delivered a presentation on the MnDOT/Metropolitan Council Freeway System Interchange Study.

2. 2019-2022 TIP Development Schedule

Barbeau shared the schedule for development of the 2019-2022 TIP.

VII. OTHER BUSINESS

1. MacPherson said that MnDOT districts have been “de-federalizing” projects by swapping federal for state funds between projects for years, thereby reducing the number of federal projects. This tends to be done at 90 local cents on the federal dollar. He suggested forming a small group to consider this option at the Council. Swapping funds between agencies allows for more projects to be defederalized. Koutsoukos said that a policy was discussed but that it did not get past TAB because the disadvantaged business enterprise (DBE) requirements would be lost. Barbeau said that the policy that was being developed was cautious and only allowed for intra-agency

exchanges and one-for-one dollar amounts. He added that several suggestions to keep DBE intact were made but none worked.

Koster asked how often projects are defederalized, to which Koutsoukos replied that it is rare.

VIII. ADJOURNMENT

It was moved by MacPherson, seconded by Koster, to adjourn the meeting.

Motion carried unanimously and the meeting adjourned.

Joe Barbeau
Recording Secretary