

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805
Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
August 17, 2017

MEMBERS PRESENT: Paul Oehme (Acting Chair, Chanhassen), Lynne Bly (MnDOT Metro District), Colleen Brown (MnDOT State Aid), Innocent Eyoh (MPCA), Anna Flintoft (Metro Transit), Craig Jenson (Scott County), Jim Kosluchar (Fridley), Elaine Koutsoukos (TAB), Jen Lehmann (MVTA), Steve Peterson (Metropolitan Council), Jason Pieper (Hennepin County), Lyndon Robjent (Carver County), John Sass (Dakota County), Michael Thompson (Plymouth), MacKenzie Turner Barga (MnDOT Bike & Ped), Anne Weber (St. Paul), and Joe Barbeau (staff)

OTHERS PRESENT: David Burns (Metropolitan Council), Steve Elmer (Metropolitan Council), and Steve Misgen (MnDOT Metro District)

1. Call to Order

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

2. Adoption of Agenda

MOTION: Pung-Terwedo moved to adopt the agenda. Seconded by Koutsoukos. The motion was approved unanimously.

3. Approval of the Minutes from the May 18, 2017, Meeting

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

4. TAB Report – Information Item

Koutsoukos reported on the August 16, 2017, TAB meeting. Council Liaison Katie Rodriguez reported that the Council voted to raise the transit fares by 25 cents beginning on October 1. The Council received 6,000 comments, most opposed to the increase. TAB considered the following action items:

- Approved a streamlined TIP amendment for Metro Transit’s expansion of the Heywood bus garage.
- Approved a streamlined TIP amendment for MnDOT’s US 169 traffic management project.
- Accepted public comments on the draft Transportation Improvement Program (TIP). The Council received comments from FHWA, Metro Transit, Metropolitan Council Grants Manager, Wisconsin DOT, and MnDOT. Residents provided comments on three specific projects: a US 169 Interchange at 101st Avenue in Brooklyn Park; CSAH 38 in Rosemount, funded by the 2014 Highway Safety Improvement Program Solicitation; and the Minnesota Valley State Trail.
- Approved the 2018-2021 Transportation Improvement Program with one project removed: the Minnesota Valley State Trail. Staff will come back on options regarding whether to re-purpose the funds.
- Approved the 2018 Unified Planning Work Program.
- Approved the 2018 Crystal Airport Long Term Comprehensive Plan.

5. 2018 Regional Solicitation: Roadway Applications – Information Item

Peterson introduced David Burns, new Senior Transportation Planner at the Council.

Potential changes to the Bridge application include incorporation of the Highway Truck Corridor Study tiers to replace the freight project elements and heavy commercial daily traffic measures. Koutsoukos suggested that a 65-point all-or-none measure on the tiers would essentially serve as a qualifying criterion.

Potential changes to the Roadway System Management application include adding functional classification in place of distance to parallel roadways and adding integration within existing traffic management systems

and coordination with other agencies in place of connection to jobs and freight project elements. These last two new measures were used in Solicitations prior to the 2014 Regional Solicitation update. Date of construction is proposed to be eliminated in favor of upgrading obsolete equipment. Vehicle delay reduced is proposed to be eliminated in favor of volume-to-capacity ratio because the Synchro model did not work for non-signal projects. Emissions reduced is proposed to be eliminated in favor of a qualitative emissions measure. Bly asked whether air quality focuses on carbon monoxide, to which Eyoh replied that it also includes PM 2.5. Peterson said that the application can state that. Koutsoukos asked whether the volume-to-capacity ratio measure should reflect change in volume-to-capacity ratio, to which Peterson replied that the change is difficult to ascertain and research shows that volume-to-capacity ratio is a good indicator of how beneficial a project will be.

Crash data has been difficult to quantify, so the proposed update includes splitting the Safety criterion between crashes reduced and a qualitative measure related to addressing safety. Oehme asked why the total points in the Safety criterion are proposed to be reduced. Peterson said that safety is difficult to measure, so the criterion was reduced to provide points to the new measures in the first criterion. Koutsoukos said that TAB established the original criteria weighting and that Safety should remain at 200 points. The Committee agreed to leave it at 200 points and change the first criterion to 175 points.

Peterson said that a work group established to address the Roadway System Management application discussed a proposal to invest a portion of funds into regional signal retiming. Steve Misgen, from MnDOT, said that \$1 million would be needed in the first year and \$2 million would be needed in the second year. The funding would go exclusively to timing and not to hardware. A committee would be established to prioritize projects and MnDOT would run the program with implementation from a rotation of five consultants.

Peterson moved on to discuss the Roadway Expansion and Reconstruction and Modernization applications. Average distance to parallel roadways is proposed to be removed in favor of relieving a congested parallel roadway. Koutsoukos asked whether only relievers can score points, to which Peterson responded that this is not the case. Robjert said that relievers should be scored separately from other functional classifications. A new measure would provide points to projects on roadways that are priorities in the Principal Arterial Conversion Study. Koutsoukos asked whether intersections will have an advantage, to which Peterson replied that at-grade projects actually fare better than intersection projects in the measure. Robjert asked whether an application would score zero if it is on an A-minor arterial that does not touch a PA intersection. Peterson replied that there could be a parallel measure for connection with an A-minor.

Referencing the Multimodal Elements and Existing Connections criterion, Jenson asked what is meant by applicants “may” want to reference the Regional Bicycle Transportation Network (RBTN). Peterson said that the intent was for the RBTN to inform scoring. Steve Elmer from the Metropolitan Council said that “may” should be changed to “should” and that the statement is simply guidance to help the scorer. Robjert suggested adding regional trails to this statement and Committee members expressed general agreement.

Brown said that on the risk assessment form, applicants were being awarded full points for the “layout” element and requiring that the layout be attached would be needed for it to be meaningful. Robjert suggested that support from all impacted entities be required, to which Bly replied that there are different degrees of municipal support. Robjert suggested that points be awarded for not needing to acquire right-of-way but fewer responses are needed on that element of the risk assessment. Sass suggested adding it to the layout element. Robjert suggested that inclusion of United States Army Corps of Engineers permits is not needed. The Committee agreed to form a risk assessment work group.

6. Other Business

None.

7. Adjournment

MOTION: Brown moved to adjourn the meeting. Seconded by Thompson. The motion was approved unanimously and the meeting was adjourned.