

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

Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
July 17, 2014

MEMBERS PRESENT: Karl Keel (chair), Steve Albrecht, Colleen Brown, Innocent Eyoh, Jenifer Hager, Craig Jenson, Adam Harrington, Brian Isaacson, Tom Johnson, Jane Kansier, Mary Karlsson, Elaine Koutsoukos, Bruce Loney, Eriks Ludins, Joe Lux, Paul Oehme, John Sass, Michael Thompson, Cynthia Wheeler, Joe Barbeau (staff), and Heidi Schallberg (staff)

1. Call to Order

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

2. Adoption of Agenda

The agenda was adopted as presented.

3. Approval of the Minutes

Minutes from the June meeting were approved with two corrections. The first was a change to the “Program Year Policy Revisions” section; reference to “county dates” should be replaced with “statewide dates.” The second change was to the Other Business discussion about the Transportation Policy Plan; “importance” should be changed to “implications.”

4. TAB Report

Elaine Koutsoukos reported on the July 16 TAB meeting. TAB approved the Carver County CSAH 10 scope change request and the streamlined TIP Amendment for allocating FTA Section 5337 funds to Blue Line LRT capital maintenance and track modifications on the consent agenda. The Maple Grove Weaver Lake Road roundabout scope change was approved. The streamlined TIP amendment for allocating FTA Section 5307 funds to 7th Street/B Line design and engineering was tabled per request of Ramsey County and St. Paul, pending outcome of discussions on issues regarding Riverview Corridor. Marie Cote and Steve Peterson from SRF reviewed one application each for roadways, transit, and non-motorized; the criteria percentages; and the modal funding options. Mark Gieseke from MnDOT presented an overview of the Corridors of Commerce program. The 2013 program’s emphases were metro capacity, interregional corridor capacity, and freight bottlenecks. The 2015 Program emphases will be freight preservation, freight bottlenecks, and main streets. MnDOT will invite public suggestions for additional projects prior to selecting the FY 2015 projects. FY 2015 programming results will be announced in the fall of 2014.

5. Regional Solicitation Update – Information Item

Marie Cote of SRF, explained that she and her colleague, Steve Peterson, would walk through one set of scoring guidelines for each mode: roadways, non-motorized, and transit.

Roadways

Mary Karlsson asked how the role in the regional transportation system and economy is scored for differing road types. Cote replied that applicants will identify functional class and like-classes are scored against each other.

Eriks Ludins asked how the usage criterion is scored for new alignments. Cote replied that the scoring would be based on conditions along a parallel route.

The location measure within the equity criterion was created by a special committee. The application will link to a map that will enable applicants to determine whether their projects are in a racially concentrated area of poverty, concentrated area of poverty, or census tracts above the regional average for population in poverty or population

of color. Points, to be tallied by Metropolitan Council staff, will be based on the written description of benefits, negative impacts, and mitigation strategies. Karl Keel said that this has been a politically charged measure and is outside of the Committee's purview. Karlsson pointed out that equity is one of Thrive MSP 2040's five key outcomes and that the Council will need to vote on the final design. Cote added that some Council members have stated that the equity and multimodal criteria need to have increased influence, though they have not suggested which criteria would have reduced influence.

Ludins asked how new alignments fit into the age of existing infrastructure age criterion. Cote replied that useful life of a parallel route could be used. Keel replied that perhaps no points would be awarded because this solicitation is aimed at maintenance. SRF will share this concern with the Project Management Team.

The multimodal facilities and connections criterion is now based on quality of improvements rather than the number of modes connected. Additionally, projects that create access to other modes will only score "slightly" higher than those with access already provided on parallel routes. Ludins asked whether freight was considered as a mode for this criterion. Cote replied that freight is considered in other criteria. Steve Peterson added that all roadways must be built to 10-ton standards, which is conducive to freight movement.

Non-Motorized

Craig Jenson asked what is meant by "local crash data." Cote replied that this refers to police data.

Transit

Cynthia Wheeler asked whether "emissions" refers only to tail pipe emissions, as opposed to including plantings, which help improve air quality. Cote replied that air quality impacts from plantings cannot be quantified and that it does only include tail pipe emissions.

The committee will be asked to recommend, to the TAC, approval of the regional solicitation design at its August 21 meeting. The regional solicitation design will be approved by the Metropolitan Council.

Joe Lux asked whether the workgroup preferences that are changed by the Steering Committee will be reflected in the materials provided to the TAB and TAC. Cote replied that workgroup preferences can be provided to the TAB and TAC. Keel added that the Committee can recommend changes to the TAC.

6. Scope Change Request – Ramsey County HSIP – Action Item

In the 2013 Highway Safety Improvement Program (HSIP) solicitation conducted by MnDOT, Ramsey County received \$358,254 in federal HSIP funding for 4-to-3-lane conversions on CSAH 53 (Dale) and CSAH 30 (Larpenteur). The project is programmed in 2014. A TIP amendment is not required because the funding is programmed in 2014, and an administrative modification was done earlier in the year to split the original project (SP# 062-630-059) in two. Larpenteur remains the original project number, SP #062-630-059. The Dale St. project became SP# 062-653-009. The County is unable to complete this portion of the project due to public opposition and is relinquishing the portion of the HSIP funds for the Dale St portion.

MOTION: Michael Thompson motioned to recommend approval of the scope change request. Tom Johnson seconded. The motion carried unanimously.

7. 2017-2019 HSIP Solicitation Packet – Action Item

HSIP is a core federal program defined in MAP-21. HSIP is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. In order to obligate HSIP funds, the state must develop, implement and update a Strategic Highway Safety Plan and produce a program of projects.

MnDOT conducts the solicitation and the proposed projects are evaluated by a selection committee comprised of transportation professionals that includes members of the TAC. With guidance from its technical committees and a recommendation from this selection committee, the TAB's role is to approve the solicitation criteria and select

projects to be awarded HSIP funds. The draft district program criteria and schedule are attached for review and comment.

Colleen Brown said that the packet does not refer to scope change or program year policies. Isaacson said that projects have to follow STIP rules and could therefore follow regional solicitation rules. He added that language about adhering to Metropolitan Council program year policy can be added. Heidi Schallberg said that she can send language that will specify that Metropolitan Council policies do not apply to Chisago County projects.

MOTION: Steve Albrecht motioned to recommend approval 2017-2019 HSIP Solicitation program criteria for the Metro District and the release of the solicitation. Paul Oehme seconded. The motion carried unanimously.

8. Other Business

Brown said that all fiscal year 2014 projects were authorized in fiscal year 2014. Some projects were authorized with contingencies.

Karlsson asked for assistance in finding the County Safety Plans. Lux cautioned that those plans are general and should be scrutinized before making changes based on them. Jensen added that most solutions identified were low-cost and key dangerous points were not addressed.

Karlsson shared that Sue Moe has retired from her position at FHWA and that FHWA may therefore not be represented at many committee meetings in the near future. Isaacson added a federal hiring freeze could delay hiring of Moe's replacement.

9. Adjournment With no other business, the meeting adjourned.