

## TRANSPORTATION ADVISORY BOARD

Metropolitan Council Building, 390 Robert Street No., Saint Paul, Minnesota 55101

# TAB PROGRAMMING COMMITTEE

Meeting Minutes: November 17, 2010  
Metropolitan Council Chambers.

Members Present: Bill Hargis, Co-Chair, Jim Hovland, Co-Chair, Tony Bennett, Dennis Berg, Jan Callison, David Gepner, Ken Johnson, Robert Lilligren, Randy Maluchnik, Richard Mussell, Becky Petryk, Jill Smith, David Thornton, Jon Ulrich, Julia Whalen.

Guests and Staff: Tim Mayasich, Technical Advisory Committee Chair.  
Pat Bursaw, MN/DOT Metro Program Management.  
Arlene McCarthy, Metropolitan Council Transportation Services.  
Kevin Roggenbuck, TAB Coordinator.

---

### I. Call to order.

Co-Chair Hovland called the meeting to order at 12:10 PM.

### II. Adoption of the Agenda.

Mr. Hovland asked for a motion to approve the amended agenda. Ms. Petryk moved, seconded by Ms. Smith, to adopt the agenda. The motion passed unanimously by voice vote.

### III. Approval of the Programming Committee minutes from October 14, 2010.

Ms. Smith moved, seconded by Ms. Petryk, to approve the minutes from the October 14, 2010 TAB Programming Committee meeting. Ms. Callison requested correction of Mr. Powell's name on page 2. The motion and amended minutes passed unanimously by voice vote.

### IV. Information Items and Action Transmittals.

#### **Information: 2011 Regional Solicitation.**

Mr. Roggenbuck briefed the committee on progress toward developing the 2011 regional solicitation package. The technical committees are working on developing criteria to address TAB's direction on the policy issues discussed in October and a number of technical corrections. Mr. Roggenbuck said the goal is for the TAB to adopt a draft 2011 regional solicitation package in January for an open house/public meeting in February.

#### **Information: Policy questions on the re-allocation of federal funds from withdrawn local projects and the allocation of unexpected federal funds.**

Mr. Roggenbuck presented this item to the committee. In July, the TAB voted to re-allocate CMAQ funds from two transit bus purchase projects that were likely to be dropped from the TIP toward the purchase of LRT vehicles for the Hiawatha line. As part of the motion, the TAB asked the technical committees to discuss two policy issues and report back to the Board. The two issues are 1) current policy on the re-allocation of federal funds from regionally-selected projects that are dropped from the TIP and 2) to discuss how the region could best allocate transportation funds that come to the TAB unexpectedly.

Mr. Roggenbuck reported that the technical committees discussed several options to re-allocate federal funds from dropped local projects. Ultimately, the technical committees recommended following current adopted policy because it was the most fair and open way to reallocate the funds. Because the federal funds were allocated through the regional solicitation, they were available to all local governments and transportation agencies. The technical committees felt that the dropped federal funds should continue to be accessible to many potential project sponsors. The current policy, adopted by the TAB in 2002, directs dropped federal funds first toward repayment of regional solicitation overprogramming, then to advance other projects in the TIP, and finally toward paying advance construction balances in the TIP.

Mr. Roggenbuck reported that the technical committees had difficulty developing a policy on the allocating of transportation funds that come to the region unexpectedly. The committees did discuss several alternatives but could not develop a policy recommendation because the funds could come with conditions that could make the policy unworkable, or the amount of funds available may not be practical to allocate through the adopted policy direction. Mr. Roggenbuck said the technical committees generally supported allocating the additional funds through the regional solicitation process, if possible to do so.

Ms. Bursaw explained how federal funds could be exchanged with MN/DOT and an equivalent amount of funding would be returned to the region in a later program year. Ms. Callison noted that this memo frames the discussion for action item 2010-67. The committee thanked the technical committees for their comments.

**2010-66: 2011-2014 TIP amendment to include SP# 2750-73 and SP# 1928-59, installation of cable median barriers: MN/DOT.**

Mr. Mayasich presented this item to the committee and explained that changing the source of funds for these two projects requires a TIP amendment. Mr. Mayasich and Ms. Bursaw answered questions about the use of cable median barriers in the region and the timing for implementing these projects.

Ms. Smith moved, seconded by Mr. Hargis, to recommend adoption of the TIP amendment as described in action transmittal 2010-66. The motion passed unanimously by voice vote.

**2010-67: Process for distributing additional FFY 2011 federal transportation funds: TAC.**

Mr. Mayasich explained the source of the additional FFY 2011 federal transportation funds and that approximately \$12 million is available to local governments in the MN/DOT Metro District. These funds are to be allocated by the TAB. Mr. Mayasich described two options developed by the technical committees and forwarded for the TAB's consideration. They are 1) exchange the funds with Mn/DOT and allocate the funds in 2014 as part of the next regional solicitation, and 2) allocate the funds to the eight Metro District counties based on the 2010 State Aid distribution formula. Mr. Mayasich discussed a number of advantages and disadvantages of both options and said the technical committees forward the options to TAB with no preference.

The committee discussed the options. Several members noted that the bid climate for construction projects is still favorable and preferred allocating the funds to the counties. Ms. Callison asked if anything was not eligible. Mr. Mayasich said the funds must be let for construction by September 15, so projects requiring right-of-way acquisition or lengthy environmental study are not eligible because they cannot be ready by the deadline. The recommendation in Option #2 emphasizes unfunded pavement preservation, ADA retrofit and safety projects. The federal funds also require at least a 20% non-federal match.

Mr. Ohrn and Ms. Bursaw presented information about the amounts that would be available to the counties under option 2. The committee discussed similarities to the ARRA program and agreed that staff should work with MN/DOT Metro State Aid to develop milestones and project delivery dates.

Mr. Hargis moved, seconded by Mr. Ulrich, to recommend selection of option #2, allocation to the counties, using the figures provided by staff. The motion passed unanimously by voice vote.

**2010-68: 2011-2014 TIP amendment to combine funding for SP# 91-595-23, Union Depot construction: Ramsey County regional Railroad Authority.**

Mr. Mayasich explained that the Ramsey County Regional Railroad Authority was awarded \$40 million through the U.S. DOT High Speed Rail Grant Program and these funds need to be amended in the region's TIP. Mr. Mayasich also explained that these funds need to be amended into the TIP prior to the issuance of bid package #2 for the Union Depot construction so they can be used to support the work to be done. The bid package #2 is scheduled to be issued in December so the awards can be made in February, allowing major construction to be underway in the 2011 construction season. Mr. Mayasich said the bid issuance schedule made it impossible to go through the normal TAC/TAB process. The TAB Executive Committee did discuss it on November 9 and recommended that it be brought directly to the TAB Programming Committee.

Ms. Smith moved, seconded by Mr. Mussell, to recommend adoption of the TIP amendment as described in action transmittal 2010-68. The motion passed unanimously by voice vote.

**V. Other Business.**

Committee members did not raise any other business.

**VI. Adjourn**

Mr. Hovland adjourned the Programming Committee meeting at 1:05 PM.

Respectfully submitted:  
Kevin Roggenbuck,  
TAB Coordinator.