

# Minutes

## TAC Funding and Programming Committee



Meeting Date: April 20, 2023

Time: 1:00 PM

Location: Virtual

### Members Present:

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Bloomington – Karl Keel                        | <input checked="" type="checkbox"/> TAB Coordinator – Elaine Koutsoukos            | <input checked="" type="checkbox"/> Anoka Co – Nichola Dobda            |
| <input checked="" type="checkbox"/> Lakeville – Paul Oehme (Vice Chair) | <input checked="" type="checkbox"/> MnDOT Metro District – Aaron Tag               | <input checked="" type="checkbox"/> Carver Co – Angie Stenson           |
| <input type="checkbox"/> Eden Prairie – Robert Ellis                    | <input checked="" type="checkbox"/> MnDOT Metro District State Aid – Colleen Brown | <input checked="" type="checkbox"/> Dakota Co – Gina Mitteco            |
| <input type="checkbox"/> Fridley – Jim Kosluchar                        | <input checked="" type="checkbox"/> MnDOT Bike/Ped – Mackenzie Turner-Bargen       | <input checked="" type="checkbox"/> Hennepin Co – Jason Pieper          |
| <input checked="" type="checkbox"/> Maple Grove – Ken Ashfeld           | <input checked="" type="checkbox"/> MPCA – Innocent Eyoh                           | <input checked="" type="checkbox"/> Ramsey Co – Scott Mareck            |
| <input checked="" type="checkbox"/> Minneapolis – Katie White           | <input type="checkbox"/> DNR – Nancy Spooner-Walsh                                 | <input checked="" type="checkbox"/> Scott Co – Adam Jessen              |
| <input checked="" type="checkbox"/> Plymouth – Michael Thompson (Chair) | <input checked="" type="checkbox"/> Suburban Transit Assoc – Heidi Scholl          | <input checked="" type="checkbox"/> Washington Co – Madeline Dahlheimer |
| <input checked="" type="checkbox"/> St. Paul – Anne Weber               |  | <input type="checkbox"/> = present, E = excused                         |
| <input checked="" type="checkbox"/> Met Council – Cole Hiniker          |  |   |
| <input checked="" type="checkbox"/> Metro Transit – Scott Janowiak      |  |   |

### Call to Order

A quorum being present, Committee Chair Thompson called the regular meeting of the TAC Funding and Programming Committee to order at 1:00 p.m.

### Agenda Approved

Chair Thompson noted that a roll call vote was not needed for approval of the agenda unless a committee member offered an amendment to the agenda. Committee members did not have any comments or changes to the agenda.

### Approval of Minutes

It was moved by K. Ashfeld, seconded by J. Pieper to approve the minutes of the March 16, 2023 regular meeting of the TAC Funding and Programming Committee. **Motion carried.**

### Public Comment on Committee Business

There were no public comments.

### TAB Report

E. Koutsoukos presented the report from the April 19, 2023 TAB meeting.

## Business

### 2023-20: Scope Change Request for Hennepin County CSAH 153 (Lowry Avenue NE) Reconstruction

It was moved by S. Mareck, seconded by C. Brown, that the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) approval of Hennepin County's scope change request to remove MN 65 intersection improvements from its CSAH 153 reconstruction project (SP # 027-753-020).

J. Barbeau presented the Hennepin County scope change request to remove the MN 65 intersection from the Lowry Avenue reconstruction project. Metro Transit will complete these improvements during the F line arterial bus rapid transit construction.

**Motion carried unanimously.**

### 2023-21: Highway Safety Improvement Program (HSIP) – Release for Public Comment

It was moved by P. Oehme, seconded by K. Ashfeld, that the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) approval of the draft 2024 Highway Safety Improvement Program (HSIP) application for release for public comment.

S. Peterson presented the 2024 HSIP draft application and key changes to be released for public comment, noting the deadline will be February 1, 2024.

J. Pieper asked how much HSIP money will be available. S. Peterson estimated that \$50 to \$60 million would be available for the 2-year funding cycle.

**Motion carried unanimously.**

### 2023-22: Regional Solicitation – Criteria and Weighting

It was moved by M. Dahlheimer, seconded by S. Mareck, that the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) approve a 100-point adjustment to safety, applying points proportionally to all categories except for transit for the 2024 Regional Solicitation.

J. Barbeau presented the 2024 Regional Solicitation weighting of criteria and measures. He summarized the feedback from TAB which supported no change or a modest change in points within the safety measures. No change was recommended for the transit project category.

A. Stenson asked if the proportional distribution of additional safety points was considered as mentioned at TAC. M. Dahlheimer supported adding the points proportionally and suggested changing the weight of the safety category was more appropriate during the 2026 regional solicitation evaluation. S. Mareck also supported the proportional change, noting the region has not met safety performance measures.

J. Barbeau clarified there are 3 options to be considered, how many points to add, how to apply additional points, and whether to add points to measures in transit. He noted that the transit working group did not support adding points within the transit category. C. Hiniker clarified that the working group, while generally opposed to adding points, did discuss the appropriate measures to add some safety points if necessary. M. Dahlheimer supported not adding points to transit.

J. Barbeau asked for clarification on the motion for the traffic management technologies. M.



Thompson and M. Dahlheimer agreed that the increase should be proportional in all impacted categories. C. Hiniker requested discussion notes be forwarded to TAC regarding the options for transit safety points. M. Thompson agreed.

**Motion carried unanimously.**

### **2023-23: Regional Solicitation – Minimum and Maximum Awards**

It was moved by S. Mareck, seconded by M. Dahlheimer, the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) no change to the minimum and maximum federal funding amounts for the 2024 Regional Solicitation.

J. Barbeau presented the 2024 Regional Solicitation minimum and maximum federal awards. He summarized the discussion from the April TAB meeting which ranged from no changes, defer to 2026, increase all maximums by the same proportion proportionate to the additional funding from IIJA, increasing specific categories based on demand, or increase categories that have not been increased since 2014.

K. White supported raising the maximum for reconstruction/modernization, bridges, safe routes, and trails, but did not have a specific proposal. S. Janowiak supported an inflation factor to be applied to the maximum in all categories. M. Dahlheimer agreed with an inflation factor or increased maximum for project types not changed since 2014.

K. White discussed the proportion of funds in reconstruction projects is very low after inflationary constraints. M. Dahlheimer questioned whether the motion today needs to indicate specific amounts or whether it can be a general recommendation. If it does need to be a specific amount, that should be considered in the Regional Solicitation evaluation. M. Thompson agreed and summarized the discussion as support for increasing the maximums in all project categories based on inflation factors.

C. Hiniker suggested the awards are somewhat arbitrary and that any specific suggestion could be made, and that the Regional Solicitation evaluation will need to take a more thoughtful evaluation. He did not support adjusting the maximum awards with the full inflationary value, noting that changes to the maximum awards reduces the number of projects. He supported adding \$1M to reconstruction/modernization, bridge, expansion, modernization, multiuse trails, and SRTS which have not been modified since 2014.

P. Oehme agreed. He added there used to be a post-award inflationary factor that was removed. J. Barbeau discussed the 2% per year adjustment which was discontinued in 2016 to fund more projects and was challenging to administer. P. Oehme supported increasing reconstruction/modernization but that bridges likely don't need an adjustment and that the multiuse trails and bicycle facilities was increased substantially in 2014. Based on the demand for the trails and bike facilities the \$5.5 million is likely sufficient and any increase would reduce the number of projects that locals can deliver.

E. Koutsoukos discussed the history of the multiuse trails/bikes and the maximum award and stated technical committees tried to reduce the maximum from \$5.5 million to \$3.5 million previously but TAB has not made the change.

**Motion carried unanimously.**

### **2023-24: Regional Solicitation – Mode Splits**

It was moved by C. Hiniker, seconded by P. Oehme, that the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) adoption of the modal



funding ranges for the 2024 Regional Solicitation.

J. Barbeau presented the funding ranges by mode, which is unchanged from the 2022 cycle. A. Stenson requested clarification on the calculation of the mode splits and whether those will include the new funding programs like Bridges, Carbon, PROTECT, etc. S. Peterson stated that the bridge program will likely not continue; PROTECT will be approximately \$3.5M per year and will be in the solicitation but it is unclear if that is incorporated into the modal range calculation; the Carbon Reduction Program is not currently in the Regional Solicitation because it will be discussed with the Met Council and TAB at a later date.

E. Koutsoukos stated that prior to 2014 where projects applied for specific sources of funds but was changed in the 2014 cycle which went to a project type application. She discussed the challenges of incorporating limited and restrictive funding sources into the Regional Solicitation.

I. Eyoh noted that the implementation of MnDOT's multimodal transportation plan directs the reduction of GHGs which assumes a certain rate of EV adoption and other changes. He encouraged the incorporation of other strategies including land use. He suggested that the funding ranges are not necessarily consistent with the state's plan or Council's climate action framework. M. Thompson added that TAB discussed transit and whether it will recover from COVID impacts. TAB is awaiting the State's transportation funding outcomes. I. Eyoh summarized a number of bills being considered in the legislature and already passed that may impact transportation and the Regional Solicitation.

G. Mitteco clarified that the midpoints do not consider the other new funding programs. S. Peterson confirmed. G. Mitteco followed up asking where the modal ranges ended up after the new funding sources in the last cycle.

**Motion carried unanimously.**

#### **2023-25: Regional Solicitation – Policies, Qualifying Criteria, and Eligibility**

It was moved by C. Hiniker seconded by E. Koutsoukos, that the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) to increase the BRT maximum to \$39 million, to use the highest weighted scoring criterion in each project category to break ties. E. Koutsoukos seconded.

J. Barbeau presented the 2024 Regional Solicitation Policies, Qualifying, and Eligibility focusing on breaking ties, the BRT maximum, ability to separate out project elements to different application categories. He added that TAB suggested a minor change to the breaking tie policy which would favor the safety measure and if the tie is between two projects from the same applicant that the applicant can select the project. All applications must include a letter from the operator confirming they will remove snow and ice for all bicycle and pedestrian facilities, including on roadway projects.

E. Koutsoukos said that TAB would like feedback on whether projects can separate out elements into two separate applications and under what circumstances that could occur. K. Ashfeld asked what scenarios this would apply to, giving an example of a project that got funded under both the roadway and the trail category, would the project receive funding. E. Koutsoukos said the current rules state that a project cannot apply in two categories. This would allow the applicant to separate out the projects but only accept funding from one category.

M. Dahlheimer did not support this change. G. Mitteco discussed her project that was not funded even though it had significant multimodal elements. She noted that all the pedestrian



projects were funded so they may have been able to get certain elements funded even if their roadway project was not. E. Koutsoukos discussed the impacts on number of applications, scoring, and eligibility. C. Hiniker suggested this is a big change and should not be addressed until the Regional Solicitation evaluation. A. Stenson believes the current rules already allow for this, noting Carver County has done this in the past and been eligible.

C. Hiniker discussed the BRT rule. E. Koutsoukos suggested that if money is going to be shifted out of the modal category, then an exception to the BRT rule should be made.

J. Pieper discussed the legislative session and metro area sales tax and whether that's still under consideration and could impact transit investments. C. Hiniker discussed the different versions of the metro area sales tax proposals and said there are too many unknowns at this point to make any changes based on the sales tax proposal. E. Koutsoukos stated that TAB shared that concern about uncertainty and that they would prefer to defer the decision to the Regional Solicitation Evaluation.

C. Hiniker supported recommending an increase in the BRT maximum to \$39M. M. Thompson asked whether the transit planning working group had any preference. C. Hiniker stated they provided the options with no preference. He added that increasing the maximum would have fully funded the BRT projects.

H. Scholl stated that suburban transit providers are supportive of the BRT rule but noted that the suburban transit providers have not historically applied for BRT projects. She encouraged projects to demonstrate they have funds to cover the operating costs.

M. Thompson summarized the discussion. There will be no changes recommended regarding snow and ice removal, different project elements in separate categories. J. Barbeau said the changes proposed for breaking ties include two options and a recommendation should be included in the motion.

S. Janowiak prefers option 2 but to use the highest value scoring criterion to break tie. C. Hiniker added that option 1 adds points to safety making it the highest weighted category which generally supports option 2. He clarified that it should be the highest criterion and not the highest scoring measure, which is under each criterion.

A. Stenson asked about the requirement to list out project elements eligible under PROTECT and encouraged that requirement be applied to the Carbon Reduction Program eligible elements as well. J. Barbeau stated that PROTECT has very specific rules which makes it challenging to fund full projects but that is different than Carbon Reduction Program which can generally fund full projects. S. Peterson said that the Carbon Reduction Program has more flexibility so that is not needed.

J. Pieper asked about the bridge category and that it is frequently a tie in infrastructure age, so how will the tie then be broken. E. Koutsoukos said the tie breaker would move to the next highest scoring criterion.

**Motion carried unanimously.**

## **2023-26: Regional Solicitation – Measures and Scoring Criteria**

It was moved by K. White, seconded by M. Dahlheimer, that the TAC Funding and Programming Committee recommend to the TAB approval of the measures and scoring guidance for the 2024 Regional Solicitation.

J. Barbeau presented the scoring measures and guidance and specific changes to transit,



safe routes to school, and bridges. There was no additional discussion.

**Motion carried unanimously.**

**2023-27:** Regional Solicitation – Release for Public Comment

It was moved by P. Oehme, seconded by S. Mareck, that the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) approval of the draft 2024 Regional Solicitation (inclusive of the approvals made in Action Transmittals 2023-22 through 2023-27) for release for public comment.

J. Barbeau presented the release for public comment. There was no additional discussion.

**Motion carried unanimously.**

**Information**

Two information items were on the agenda but were postponed due to time.

**Reports**

There were no reports.

**Adjournment**

Business completed; the meeting adjourned at 3:18 p.m.

---

**Council Contact:**

Bethany Brandt-Sargent, Senior Planner  
[Bethany.Brandt-Sargent@metc.state.mn.us](mailto:Bethany.Brandt-Sargent@metc.state.mn.us)  
651-602-1725

