

# Agenda

## TAC Funding and Programming Committee



**Meeting Date:** February 16, 2023

**Time:** 1:00 PM

**Location:** Virtual

### Public participation:

This meeting will be streamed and recorded.

[Watch the meeting online.](#)

If you have comments, we encourage members of the public to email us at [public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us).

You may pre-register to speak at a virtual public meeting of the TAC Funding and Programming by emailing us at [public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us).

### Call to Order

1. Roll call
2. Approval of the Agenda
3. Approval of January 19, 2023 TAC Funding and Programming minutes - roll call

### Public Comment on Committee Business

### TAB Report

### Business

There are no business items.

### Information

1. Climate Action Work Plan (Jeff Freeman, Metro Transit and Tony Fischer, MTS)
2. Regional Transportation and Climate Change Multimodal Measures Study (Tony Fischer, MTS)
3. Potential Changes to 2024 Regional Solicitation (Joe Barbeau, MTS and Steve Peterson, MTS)

### Other Business

### Adjournment

### Council Contact:

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651-602-1725

# Minutes

## TAC Funding and Programming Committee



**Meeting Date:** January 19, 2023

**Time:** 1:00 PM

**Location:** Virtual

### Members Present:

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> Bloomington - Karl Keel (Vice Chair) | <input checked="" type="checkbox"/> TAB Coordinator - Elaine Koutsoukos            | <input checked="" type="checkbox"/> Anoka Co - Jack Forslund            |
| <input type="checkbox"/> Lakeville - Paul Oehme                          | <input checked="" type="checkbox"/> MnDOT - Jody Carr/ Molly McCartney             | <input checked="" type="checkbox"/> Carver Co - Angie Stenson           |
| <input checked="" type="checkbox"/> Eden Prairie - Robert Ellis          | <input checked="" type="checkbox"/> MnDOT Metro District State Aid - Colleen Brown | <input checked="" type="checkbox"/> Dakota Co - John Sass               |
| <input checked="" type="checkbox"/> Fridley - Brandon Brodhag            | <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 - Deepa de Alwis                          | <input checked="" type="checkbox"/> Ramsey Co - Scott Mareck            |
| <input type="checkbox"/> Plymouth - Michael Thompson (Chair)             | <input checked="" type="checkbox"/> DNR - Nancy Spooner-Walsh                      | <input checked="" type="checkbox"/> Scott Co - Adam Jessen              |
| <input checked="" type="checkbox"/> Minneapolis - Nathan Koster          | <input checked="" type="checkbox"/> Suburban Transit Assoc - Aaron Bartling        | <input checked="" type="checkbox"/> Washington Co - Madeline Dahlheimer |
| <input checked="" type="checkbox"/> St. Paul - Anne Weber                |  | <input checked="" 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 Vice Chair Keel called the regular meeting of the TAC Funding and Programming Committee to order at 1:01 p.m.

### Agenda Approved

Vice Chair Keel 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 Mareck, seconded by Ashfeld to approve the minutes of the October 20<sup>th</sup>, 2022 regular meeting of the TAC Funding and Programming Committee. **Motion carried unanimously.**

### Public Comment on Committee Business

There were no public comments.

### TAB Report

Koutsoukos reported on the January 18<sup>th</sup>, 2022 Transportation Advisory Board (TAB) meeting.

## Business

1. **2023-08:** Hennepin County Midtown Greenway Program Year Extension Request

It was moved by Ellis, seconded by Pieper, that the Funding and Programming Committee recommend that TAB approve Hennepin County's requested extension of its Midtown Greenway ADA access project (SP# 027-090-026) from fiscal year 2023 to fiscal year 2024.

Joe Barbeau, MTS, presented the request stating it met the criteria for a recommendation to approve.

**Motion carried unanimously.**

2. **2023-09:** Hennepin County Vernon Avenue Bridge Replacement Program Year Extension Request

It was moved by Brown, seconded by Forslund, that the Funding and Programming Committee recommend that TAB approve Hennepin County's requested extension of its CSAH 158 (Vernon Avenue) bridge over the Canadian Pacific Railway (SP# 027-758-006) from fiscal year 2023 to fiscal year 2024.

Joe Barbeau, MTS, presented the request stating it met the criteria for a recommendation to approve.

**Motion carried unanimously.**

3. **2023-10:** Saint Paul Kellogg Bridge Replacement Program Year Extension Request

It was moved by Mareck, seconded by Ashfeld, that the Funding and Programming Committee recommend that TAB approve Saint Paul's request to extend its Kellogg Bridge replacement (SP# 164-158-028) from fiscal year 2023 to fiscal year 2024.

Joe Barbeau, MTS, presented the request stating it met the criteria for a recommendation to approve.

Vice Chair Keel asked about the local funding split and whether the applicant will be able to fill the funding gap with the extension. Weber stated that the City of Saint Paul will be going to the state legislature with a request to fill the gap. Keel also asked about a second program year extension. Barbeau responded that the rules allow for only one extension but that there have been previous approvals due to significant issues outside the applicants control. Koutsoukos confirmed the policy allows for one program year extension.

Spoooner-Walsh asked about the current funding gap. Brown stated the \$52 million in bond funding has already been allocated with the \$3.7 million from local sources. However, the specific funding gap has not been finalized but has increased significantly. Pieper added that the State's local bridge replacement program has a priority to fund projects that have secured federal funding, of which this project is in a good position to apply for the bridge replacement funds.

**Motion carried unanimously.**

4. **2023-11:** MnDOT TH 13 Cable Barrier Median Scope Change Request

It was moved by Brown, seconded by Pieper, that the Funding and Programming Committee recommend that TAB approve MnDOT's scope change request to reduce the project length of its Trunk Highway 13 cable median barrier project in Burnsville (SP# 1901-186).



Barbeau presented the scope change request for reducing the length of cable median barrier installation for the project. MnDOT will complete the cable median barrier with other projects. This project received HSIP funding.

Dahlheimer asked if MnDOT would retain the full funding amount and if it would still be applied to the remaining cable barrier segment in that project likely due to project cost increases. Keel confirmed the other segment of cable median barrier would be completed within other projects. Keel noted that in previous projects, the funding has remained so long as there are assurances the removed scope elements will be completed with other projects.

**Motion carried unanimously.**

5. **2023-12: Saint Paul Fish Hatchery Trail Scope Change Request**

It was moved by Sass, seconded by Brown, that the Funding and Programming Committee recommend that TAB approve Saint Paul's scope change request to remove slope stabilization from its Fish Hatchery trail stabilization and reconstruction project (SP# 164-090-017).

Barbeau presented the scope change request for the Fish Hatchery trail to remove slope stabilization. A slope failure has damaged much of the existing trail and MnDOT has requested the city remove the slope stabilization to be completed with a future project. MnDOT is committed to repairing any trail damage that occurs during the future project.

Keel asked staff whether slope stabilization was specifically called out in the application. Bryan Murphy, city of Saint Paul, stated it was part of the application. The city has been working with MnDOT since 2014 to make minor corrections to the slope. MnDOT was unable to fund a specific slope stabilization project, but Saint Paul was able to secure funding for the trail so included the slope stabilization as a part of that project. However, MnDOT's larger drainage and erosion project can now complete the stabilization.

**Motion carried unanimously.**

## Information

1. **2050 Transportation Policy Plan Update (Cole Hiniker, MTS)**

Hiniker provided an update on the 2050 TPP update. He discussed the cycle, the process and schedule, advisory structure with technical and policy working groups, relationship to other system plans including the Regional Development Guide, and ongoing studies and technical work.

Keel asked about the cross-cutting issues, noting he was surprised that finance/funding was not included. Hiniker said the issues are people-focused outcomes but that each system plan is likely to highlight the funding gaps and needs.

2. **2022 Regional Solicitation Surveys (Joe Barbeau, MTS)**

Barbeau presented the 2022 Regional Solicitation surveys. Surveys were sent to TAB members, TAC and Funding and Programming committee members, scorers and chairs, and applicants. The 13 themes were discussed generally. Koutsoukos added that TAB members discussed emphasizing safety more in the applications.

Dahlheimer asked how the survey results will be used. Barbeau responded that the surveys have been used since 2014 and have informed each of the cycle updates and have been a



starting point that can be explored, especially with the overhaul every 10 years. Stenson stated that the committee may want to pursue small and administrative changes for the 2024 cycle. Peterson said that rule changes and point changes are easy changes to implement in the next cycle.

Hiniker encouraged the committee to read through the survey results to understand some of the dynamics across the survey groups and gather feedback. Barbeau added that each of the survey groups have themes, and the responses are numbered consistently to track respondents across questions.

### 3. Regional Solicitation Evaluation Major Tasks and Schedule (Steve Peterson, MTS)

Peterson presented the Regional Solicitation Evaluation key tasks for the 2024 cycle and the upcoming consultant study. Key tasks include a before and after study, peer review, best practices, engagement, and others. There will be three major processes overlapping in the next few years including the 2024 cycle, the 2050 TPP development, the consultant study, and the 2026 Regional Solicitation cycle. Staff recommended opening the 2024 application period earlier, with scoring to occur in early 2024, funding scenarios in mid-2024, and TAB decisions mid to late 2024. Koutsoukos requested any changes the committee may recommend are submitted quickly so that they can move through the process and prepare the application/ align staff time to meet the new schedule.

Pieper asked about the peer review and suggested asking peer agencies how they distributed the IJJA increased funding. Hiniker asked if the region was unique to what projects we fund based on functional classification. Koutsoukos added that many of the restrictions are TAB decisions but agreed additional evaluation would be helpful. Keel stated that access to the funds are primarily to cities and counties but that other regions have more flexibility.

De Alwis suggested funding larger projects may help create a more resilient system. Keel discussed the current process and its financial cost but the questions, particularly the more technical questions, are not necessarily changing which projects are selected. Koutsoukos provided an example of the multimodal measures in roadway projects, so while projects are receiving full points because they are including the elements in the project to score well and that without that scoring criteria those elements may not be included.

Dahlheimer supported simplifying the process but to ensure context is considered so if things move to qualifying requirements or scoring measures need to match the context. Koutsoukos responded that the applications have become more and more complicated in response to the very different project types, giving an example of the differences between railroads and typical intersections. Hiniker suggested that qualifying requirements could be designed to reflect the different community designations.

Mareck discussed using an outcome-based project selection process. Koutsoukos responded that the TPP has so many policies that TAB was unable to prioritize scoring measures in any strategic way. Dahlheimer requested the objectives be intentionally written to provide the direction needed to select and prioritize scoring measures and projects. Stenson added that it would be helpful to tie the scoring to our performance measures in the next overhaul, noting projects that scored very highly in safety measures that were not funded. Peterson responded that the safety benefits were nearly maximized in the 2022 cycle but that some of those projects scored less well in other categories.

Stenson also noted concerns with the 2024 cycle schedule because it may be hard for agencies to budget.



Janowiak highlighted inconsistencies across application types, so asked whether it would be in scope for the evaluation to look at each scoring measure across application type to ensure question consistency to provide similar outcomes. Peterson confirmed that will be included in this study as well as developing new applications. He stated that local partners and technical staff will be a part of those discussions.

Mareck asked to review how peer regions allocate their money across different project categories, specifically looking to identify more specific objective allocations. Koutsoukos discussed how new project types were added and modified to reflect current conditions and how projects were not getting selected. Keel responded that the process is inherently political, so it is hard to be objective all the time.

Pieper discussed the ADA plan requirement and that it would be a significant lift for agencies to be compliant with a plan adopted in the last five years by 2024. He also questioned whether the Highway Safety Improvement Program project selection schedule would change. Pieper also suggested providing more details on the schedule of public comment. He added that while Hennepin County can usually cover their applications in-house, it will impact other work they are completing.

Dahlheimer asked about next steps and the finalized schedule. She encouraged staff to collect more feedback and confirm a schedule. Koutsoukos confirmed the proposed schedule will be finalized soon. Keel discussed the lengthy process of approval and that it will need to come soon to make it through all the committees and TAB. Koutsoukos stated TAB would approve in May with public comment in May and June; Funding and Programming committee and TAC would review in April and would be agenda items in the next few months. Peterson said a detailed schedule will be provided soon. Koutsoukos again encouraged Funding and Programming committee members to send in survey comments they feel are important to incorporate in the 2024 cycle.

## Reports

There were no other agency reports.

## Adjournment

Business completed; the meeting adjourned at 3:09 p.m.

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### Council Contact:

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# Climate Action Work Plan

Funding and Programming Committee



February 16, 2023

# Climate Action Work Plan



## Purpose of the plan

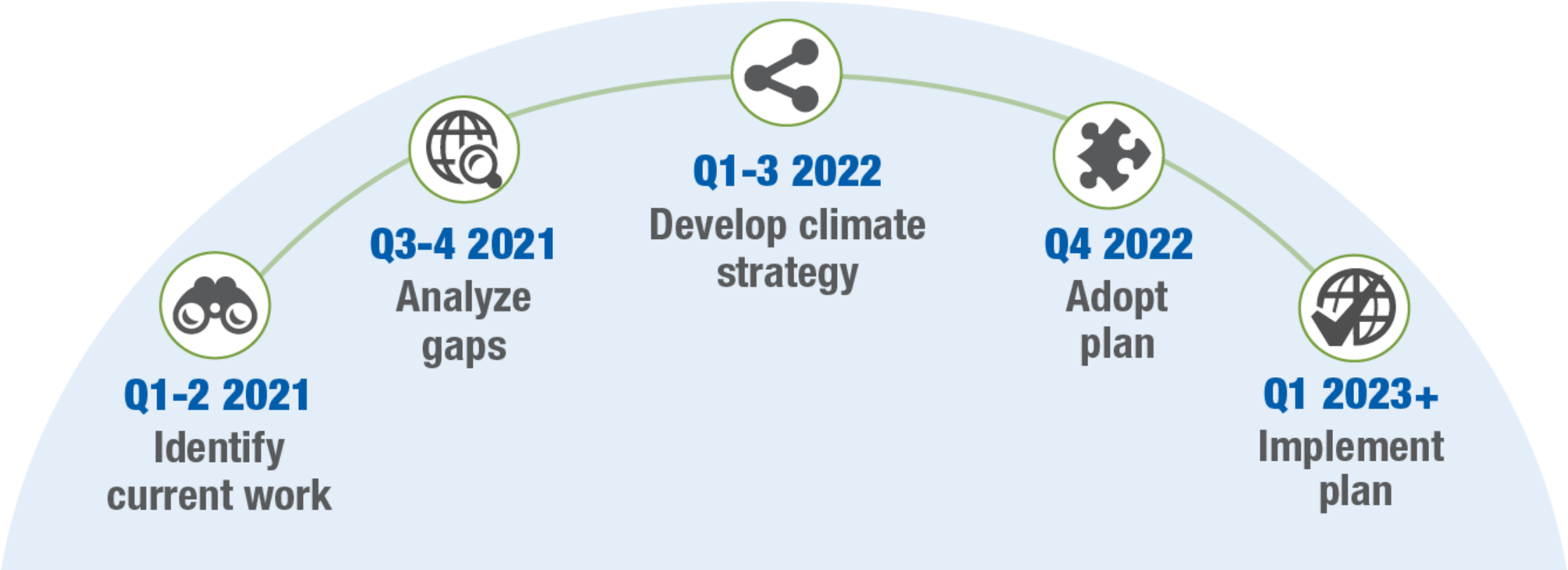
- Builds on our existing climate work and unifies our efforts across the Council
- Defines commitments, strategies, and actions that will strengthen our ability to deliver services to the region
- Moves us forward on a pledge we made in *Thrive MSP 2040* to become a climate leader



# Developing the plan



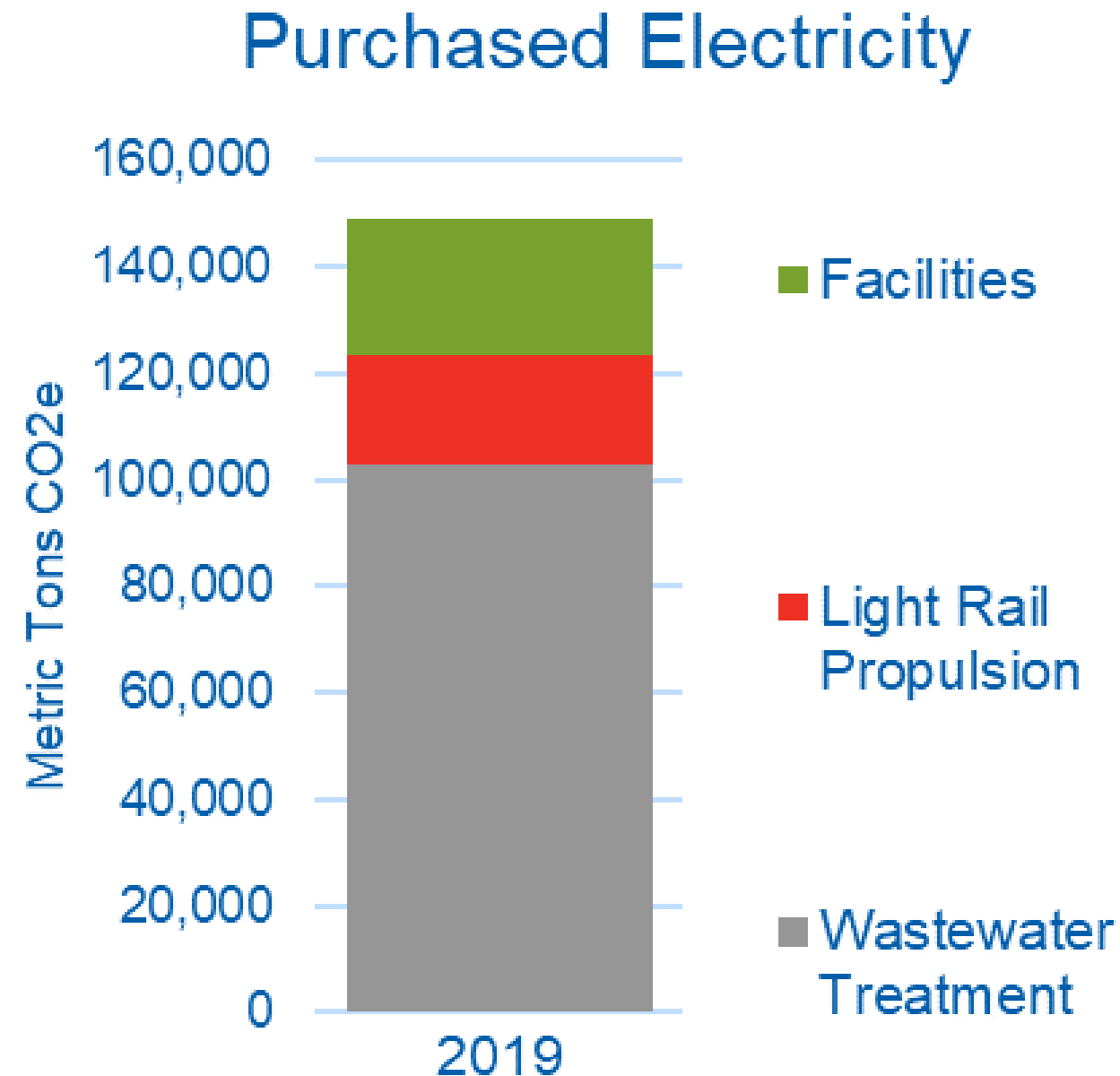
## PROJECT TIMELINE



# Our emissions: Purchased electricity

## Leading source of our emissions

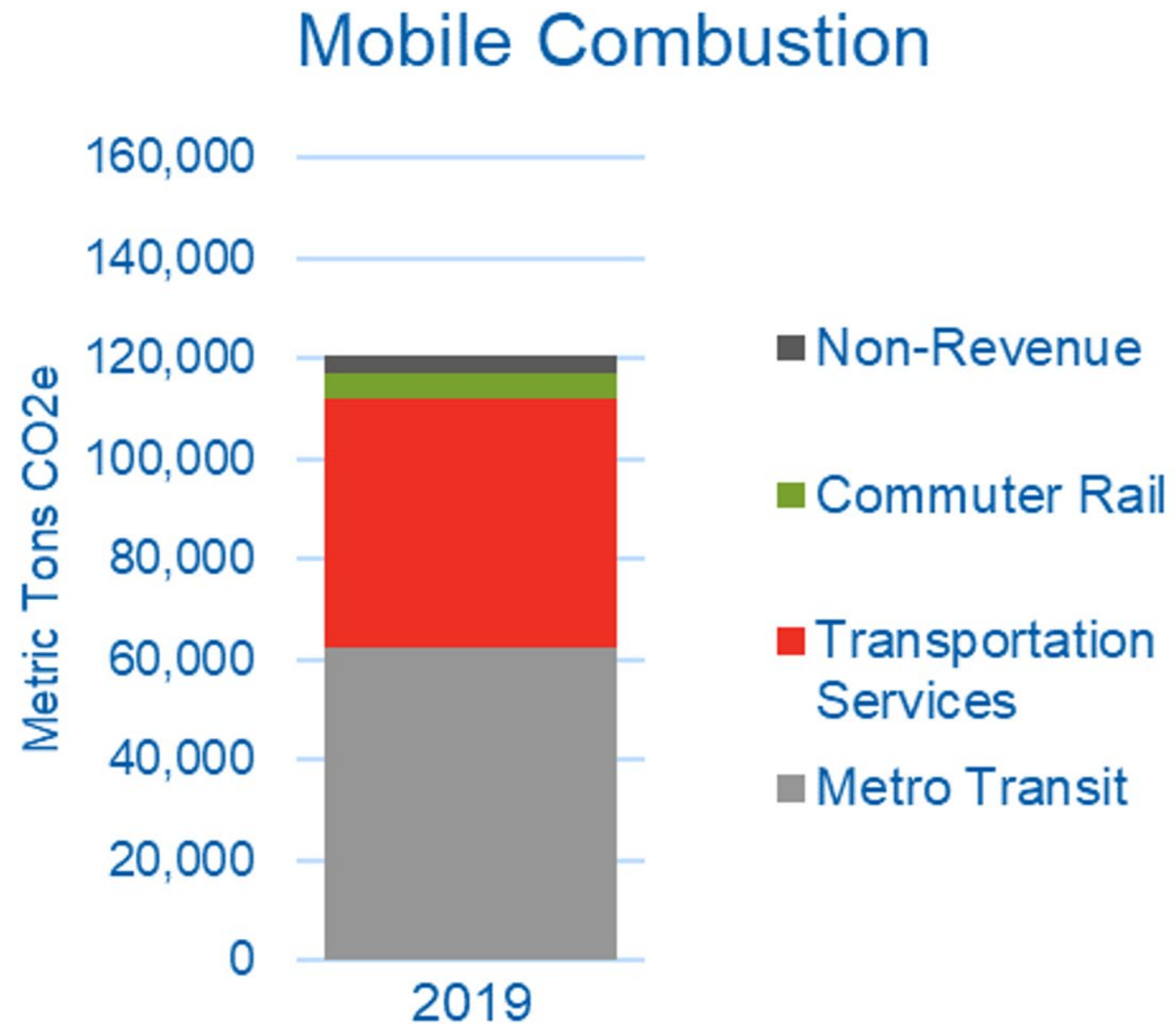
- Electricity powers our wastewater treatment plants, bus garages, light rail operations, and administrative offices.



# Our emissions: Mobile combustion

## Fossil fuels power our vehicle fleets

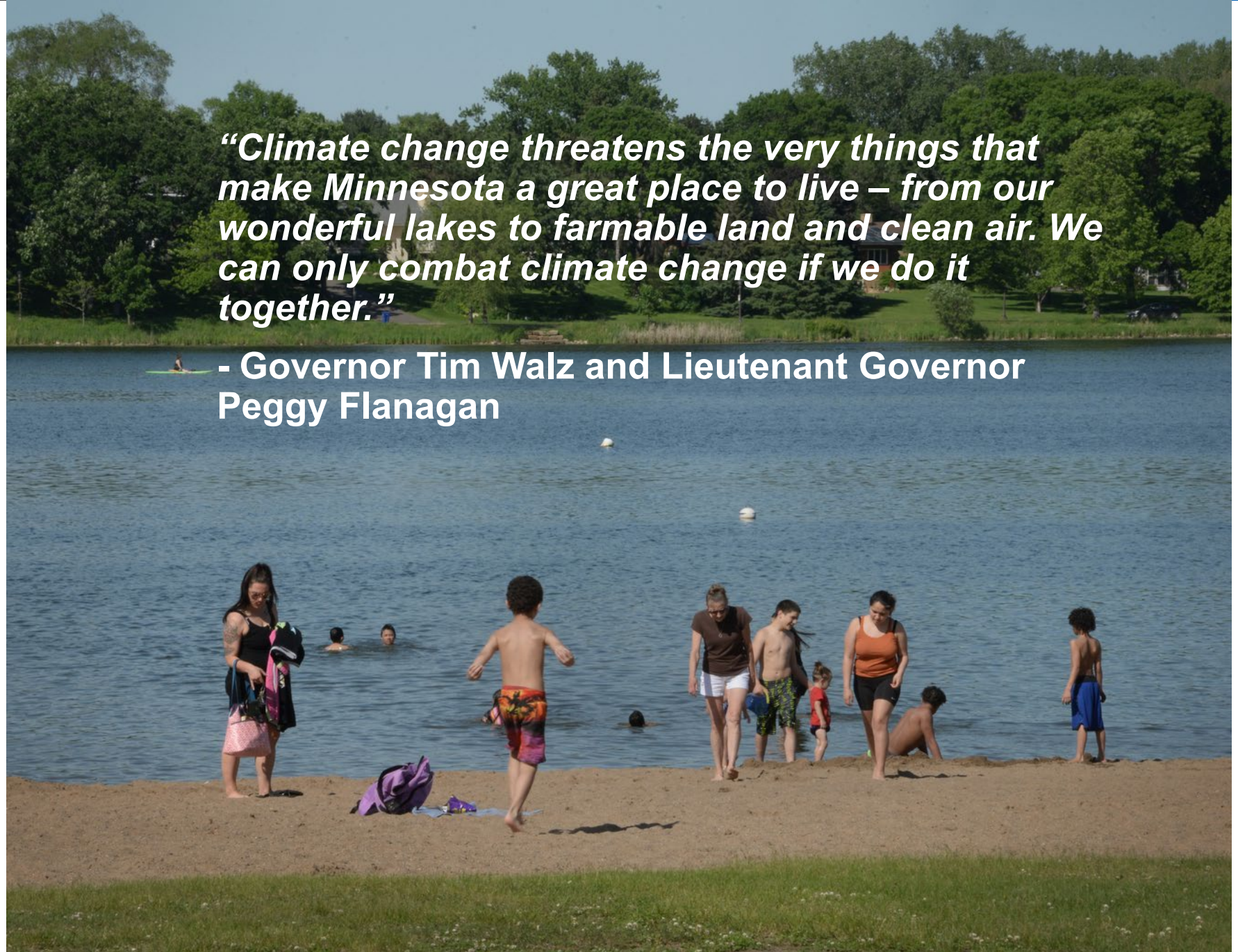
- Metro Transit and Metro Mobility buses
- Commuter rail
- Nonrevenue vehicles, such as maintenance trucks



# Climate plan basics

## Part of effort across state agencies

- Dovetails with Minnesota Climate Action Framework
- Internal to our planning and operations; it is not a regional climate action plan
- Five-year time frame
- Lays the groundwork for more action beyond 2027
- Organized by commitments, strategies, and actions



*“Climate change threatens the very things that make Minnesota a great place to live – from our wonderful lakes to farmable land and clean air. We can only combat climate change if we do it together.”*

**- Governor Tim Walz and Lieutenant Governor Peggy Flanagan**

# Commitments and strategies



**Commitment 1:  
We will incorporate  
environmental justice  
principles as we plan,  
implement, and evaluate our  
climate action work**

# Mitigation: Reduce Council emissions

**Commitment 2:  
We will accelerate emissions  
reductions from our operations  
to achieve carbon neutrality**



# Mitigation: Reduce regional emissions



**Commitment 3:  
We will accelerate regional  
emissions reduction through  
existing and new  
partnerships**

# Adaptation: Reduce risks and build resiliency at the Council



**Commitment 4:  
We will reduce risks and  
impacts of climate change  
hazards to our facilities and  
services**



# Adaptation: Reduce risks and build resiliency in the region

**Commitment 5:  
We will support  
and collaborate  
with partners to  
advance regional  
climate adaptation  
efforts**



# MTS Planning Actions

## Priority 1

- Develop prioritization criteria and supporting data sets for where and what type of **public charging** is needed to advance electric vehicle ownership within the region.
- Consider the adoption of a regional Vehicle Miles Traveled (**VMT**) **reduction** target and the development of supporting policies and actions when completing the 2050 Transportation Policy Plan to support the state's adopted target and strategies.
- Building on work during the Transportation Policy Plan development, partner with cities, counties, MnDOT, MPCA, and others in the development of specific regional transportation **climate actions**.
- Work with MnDOT and other transportation partners to create a framework and process to allocate regional federal funds in the **Carbon Reduction program**
- **Develop greenhouse gas measures** for the regional solicitation project selection process and the 4-year Transportation Improvement Program so that evaluations can better consider climate mitigation
- Develop and provide options to Met Council and TAB for inclusion of **greenhouse gas emissions reductions in the Regional Solicitation** transportation project funding process
- Lead **Travel Demand Management** policy development and funding of programs in our region, including implementing recommendations of the Regional Travel Demand Management Study

# MTS Planning Actions



## Priority 2

- Facilitate a conversation with regional partners around the **climate vulnerability** of regional transportation systems including highways, transit, bicycle, and pedestrian systems, and what role the Met Council could play.
- Evaluate and report the **greenhouse gas emissions impacts of the Transportation Improvement Program**



**Jeff Freeman**

Senior Project Coordinator, Metro Transit

**Tony Fischer**

Transportation Planner, Metropolitan Transportation Services



# Regional Transportation and Climate Change Multimodal Measures Study

Funding and Programming Committee



February 16, 2023

# Objectives



- **Issue:** Improved completeness and precision in estimating changes in greenhouse gases (GHGs) resulting from investment decisions can help policy makers and staff make decisions that reflect their impacts on the climate
- Evaluate and improve greenhouse gas estimation in 2050 TPP and Regional Solicitation for mobility projects
- Consider possibilities of GHG estimation in 4-year Transportation Improvement Program
- Comprehensive science-based estimates of resulting greenhouse gases for projects and programs of projects
- Methodologies that can be practically implemented
- Identify types of projects with the greatest positive and negative impacts
- Improved information for staff and policy makers

# Scope



- Task 1: Project Management
  - Meetings, presentations, final report and executive summary
- Task 2: Inventory and evaluate GHG estimation in regional solicitation, 2050 TPP and 4-year Transportation Improvement Program
- Task 3: Summarize best practices from other transportation agencies
- Task 4: Recommend methodologies for GHG estimation
- Task 5: Update GHG inventory and business-as-usual forecasting tool
- Task 6: Demonstrate methodologies in example projects/ programs
  
- Task 7 Optional: Explore & evaluate how GHG mitigation could occur
- Task 8 Optional: Capturing Induced Vehicle Travel Effects

# Status



- Action documented in Climate Action Work Plan
- Contract finalized in December 2022
- Approx. \$300,000 study budget, drafting additional scope for evaluating electrification, travel demand management
- Currently sharing study overview with Transportation Committee, TAB, TAC, TAC Planning & Funding and Programming
- Draft results by summer/fall can inform 2050 Transportation Policy Plan
- Draft results can inform regional solicitation evaluation
- Forming project TAC, gap in suburban/rural cities





**Tony Fischer**

Transportation Planner  
Metropolitan Transportation Services





# Potential Changes to 2024 Regional Solicitation

TAC Funding & Programming Committee



February 2023

# 2024 Regional Solicitation



## Milestones

- Draft Regional Solicitation application action item to F&P: April 2023
- Public comment period: May/June 2023
- Open application period: late September/October-December 2023
- Scoring and appeals: January-March 2024
- Funding scenarios: April-July 2024
- TAB project selection: July 2024

Advanced timeline assumes minimal changes to the application to enable greater focus on Regional Solicitation Evaluation, which will start this summer.

# #1: Criteria / Measure Weighing

## Increase points for safety and/or emissions measures?

The Regional Solicitation survey included comments about increasing the score weighting of safety and emissions categories.

STAFF RECOMMENDATION FOR SAFETY: Increase the safety scoring by 100 points for Roadway categories (excluding Bridges, which do not have a safety measure).

- 100 points to “Safety Issues in Project Area” in Traffic Management Technologies
- 50 points each to pedestrian safety and crash reduction in Spot Mobility/Safety, Strategic Capacity, and Reconstruction/Modernization

This would result in four categories having 1,200-point totals and the rest having 1,100 points.

STAFF RECOMMENDATION FOR EMISSIONS: No change for emissions as we wait for the Regional Transportation and Climate Change Multimodal Measures process to conclude and incorporate into 2026 cycle.

# #2: Funding Ranges

## Funding Outside of the Ranges

In 2022, TAB funded the Bicycle/Pedestrian mode above its funding range. This concerned some members, though it is not against policy.

“...modal funding ranges have been established by TAB, based on historic levels, to give applicants an understanding of the general funding levels available by mode. TAB reserves the right to adjust these modal funding levels depending on the amount and quality of projects submitted.”

**STAFF RECOMMENDATION:** No change. The above rule provides flexibility in case unforeseen circumstances occur. The general topic of modal funding ranges and funding distribution will be discussed as part of the Regional Solicitation Evaluation.



# #3: Agency Priorities



## Consideration of Agency Priorities

- County feedback included interest in including consideration of high-priority projects from individual sponsors.
- STAFF RECOMMENDATION: Consider this during the Regional Solicitation Evaluation. This conversation and any potential implementation are likely to take several months.

# #4: Tied Scores



## Breaking Ties?

- Currently, there is no rule one way or the other on tied scores. While TAB has historically been unwilling to break ties, tie-breaking could provide an opportunity to achieve other objectives.
- STAFF RECOMMENDATION: Out of 1,100 points, scores are not precise enough to say that the two projects provide exactly the same benefit to the region. Staff recommends the flexibility to fund one of two tied projects if that helps with another objective such as modal distribution or geographic distribution.

# #5: Scoring Appeals

## Logistics/Process

The Regional Solicitation language provides minimal direction to scoring appeals. This has created confusion for Funding & Programming Committee members in deciding upon appeals.

STAFF RECOMMENDATION: To ensure fairness, a more defined process should be created during the Regional Solicitation Evaluation. For the 2024 cycle, staff recommends the following rules:

- Provide a response letter to applicants with the committee's determination and allow for one meeting with the scoring chair, Council staff, and the applicant.
- Following the appeal deadline, no new information/rationales should be provided by the applicant.





# #6: Highway Safety Improvement Program (HSIP) Rule



## Apply for / Receive From Two Sources?

Historically applicants have been allowed to apply to the Regional Solicitation and HSIP Solicitation but can only accept money from one of the two programs.

“Projects may apply for both the Regional Solicitation and the Highway Safety Improvement Program (HSIP), but projects can only be awarded funds from one of the two programs.”

In 2022, staff proposed funding projects with funds from each solicitation. This was not received well by TAB members.

STAFF RECOMMENDATION: Continue to allow application to both solicitations and keep the existing rule as written.

# #7: Bus Rapid Transit (BRT) Limit



## Is the Bus Rapid Transit Limit Needed?

The below rule was established along with the Arterial Bus Rapid Transit (ABRT) funding program.

Within the Transit modal category, there is an Arterial Bus Rapid Transit Project category. There is also a New Market guarantee to ensure that at least one Transit Expansion or Modernization project is funded that serves areas outside of Transit Market Area 1 and 2 from the Transportation Policy Plan for at least one end of the project. The combined maximum funding amount for bus rapid transit projects funded in the Arterial Bus Rapid Transit Project, Transit Expansion, and Transit Modernization categories will be \$32,000,000.”

**STAFF RECOMMENDATION:** Because funding amounts can lead to rigidity, staff suggests basing this on the number of projects, i.e., requiring that at least two projects not directly tied to BRT projects are funded.

# #8: Trail and Sidewalk Maintenance

## Removing Snow and Ice

Currently applicants are required to state that they will maintain facilities by removing snow. However, this does not apply to other categories, as should be done under the Americans with Disabilities Act.

STAFF RECOMMENDATION: Winter maintenance should be required for all facilities, including trails/sidewalks funded under the roadways categories.



# #9 Regional Bicycle Transportation Network Administrative Modifications



## RBTN

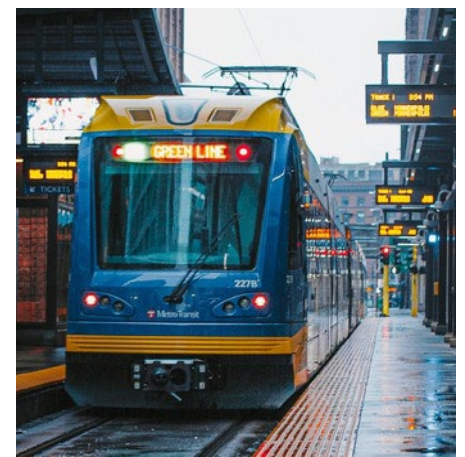
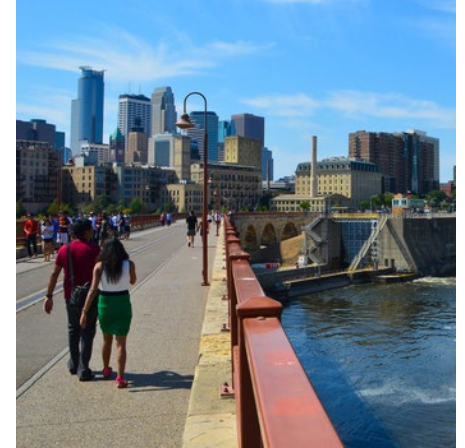
STAFF RECOMMENDATION: Council staff should allow for an open period (minimum of 3 weeks) to receive requests for administrative adjustments; eligible adjustments will be limited to specific categories and considered based on RBTN guiding principles as was done for Regional Solicitations prior to 2022.

# #10 Bridges

## Target Funding

Current Bridge target is \$10M. MnDOT has indicated that we should not assume that the new On-System Bridge program will continue since the funding came from a general fund transfer.

STAFF RECOMMENDATION: In case the On-System Bridge program continues, expand eligibility for bridges to all federally-aid eligible bridges (i.e., On-System Brides) for the 2024 cycle.





## **Joe Barbeau**

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## **Steve Peterson**

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