

Agenda

TAC Funding and Programming Committee



Meeting Date: March 16, 2023

Time: 1:00 PM

Location: Virtual

Public participation:

This meeting will be streamed and recorded.

[Watch the meeting online \(link\).](#)

If you have comments, we encourage members of the public to email us at 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.

Call to Order

1. Roll call
2. Approval of the Agenda
3. Approval of February 16, 2023 TAC Funding and Programming minutes - roll call

Public Comment on Committee Business

TAB Report

Business

There are no business items.

Information

1. PROTECT and Regional Solicitation Program Balancing (Brian Shekleton, MnDOT; Bethany Brandt-Sargent, MTS; Steve Peterson, MTS)
2. Potential Changes to 2024 Regional Solicitation (Joe Barbeau, MTS; Steve Peterson, MTS)

Other Business

Adjournment

Council Contact:

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651-602-1725

Minutes

TAC Funding and Programming Committee



Meeting Date: February 16, 2023

Time: 1:00 PM

Location: Virtual

Members Present:

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Bloomington - Karl Keel | <input checked="" type="checkbox"/> TAB Coordinator – Elaine Koutsoukos | <input checked="" type="checkbox"/> Anoka Co – Jerry Auge |
| <input checked="" type="checkbox"/> Lakeville - Paul Oehme | <input checked="" type="checkbox"/> MnDOT Metro District - Molly McCartney | <input checked="" type="checkbox"/> Carver Co – Darin Mielke |
| <input checked="" type="checkbox"/> Eden Prairie - Robert Ellis | <input checked="" type="checkbox"/> MnDOT Metro District State Aid - Colleen Brown | <input type="checkbox"/> Dakota Co - Jenna Fabish |
| <input type="checkbox"/> Fridley - Jim Kosluchar | <input checked="" type="checkbox"/> MnDOT Bike/Ped – Mike Samuelson | <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"/> 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 – Vicky Loehrer | <input checked="" type="checkbox"/> Wash Co – Madeline Dahlheimer |
| <input 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 - Anna Flintoft | | |

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 Karl Keel, seconded by Madeline Dahlheimer to approve the minutes of the January 19, 2023 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 presented the report from the February 15, 2023 TAB meeting.

Business

There were no business items.

Information

1. Climate Action Work Plan (Jeff Freeman, Metro Transit and Tony Fischer, MTS)

Jeff Freeman, Metro Transit and Tony Fischer, MTS presented the Metropolitan Council's Climate Action Work Plan, which has been in development over the last two years and unifies climate efforts across the council, and defines the commitments, strategies and actions to implement.

M. Dahlheimer asked about the Environmental Justice element of the plan and whether that could be mapped to highlight the populations bearing the brunt of impacts. J. Freeman responded that this is the policy framework but that there are other people working on the implementation tools.

I. Eyoh added that MPCA completed the greenhouse gas inventory and was released early February. He offered to forward to the committee. He also discussed some of the activities and programs the state is working on.

2. Regional Transportation and Climate Change Multimodal Measures Study (Tony Fischer, MTS)

Tony Fischer, MTS presented an overview of the Council's upcoming Regional Transportation and Climate Change Multimodal Measures Study, including the issues, tasks, and intended outcomes.

N. Koster asked about the induced vehicle travel optional task, noting it is very foundational for the work. T. Fischer responded that the \$300,000 budget includes the two optional tasks but that an additional contract amendment will be added for electric vehicle charging and travel demand management.

3. Potential Changes to the 2024 Regional Solicitation Cycle (Joe Barbeau, MTS and Steve Peterson, MTS)

Joe Barbeau and Steve Peterson of MTS presented the potential changes for the 2024 including:

- **Prioritize scoring measures for safety and emissions.** Staff recommended adding 100 points to some roadway categories for safety with no change to the emissions scoring measure.
 - S. Peterson added that TAB has been focused on the safety scoring measures and is looking to the technical committees to provide a recommendation.
 - D. Mielke asked which safety scoring measures would be changed because some safety measures are qualitative so would support more quantitative changes. J. Barbeau responded that they would be changes to the quantitative scoring measures.
 - K. Keel cautioned that making changes to the scores, the criteria should help differentiate project selection. J. Barbeau responded that the focus of added safety points are in the quantitative categories.



- **Funding outside of the range.** Staff recommended no change, noting that it is policy determined by TAB but that they reserve the right to go outside the ranges.
 - M. Dahlheimer suggested reviewing the geographic balance when funding goes outside of the funding ranges. J. Barbeau stated that geographic balance is a consideration when funding projects towards the end of the list, but a larger review of that would occur in the overhaul.
 - D. Mielke requested a reminder of the funding ranges at the beginning of the cycle. There was a perception that funding precedent would not permit going out of the ranges. S. Peterson stated that from the staff perspective, no scenarios were developed that went outside of the funding ranges, but that the decision was directed by TAB to add projects due to new funding sources which ultimately resulted in changes to the modal ranges.
 - N. Koster stated that strict adherence to this policy is too prescriptive in selecting the projects and that flexibility should remain.
- **Include consideration of high-priority projects from individual sponsors.** Staff recommended to review this in the larger solicitation review.
 - S. Mareck voiced support for policies driving investment decisions, noting that scenarios have typically been developed based on applicant interest or category popularity.
 - J. Pieper supported a data driven process in prioritization and does not believe this change would benefit the process's transparency or improve project selection.
 - N. Koster suggested applicants could pull projects to get funding to their priority projects.
 - M. Thompson said agencies should submit their highest priority projects and agencies should not get to pick and choose their projects.
- **Tied Scores.** Staff recommended maintaining flexibility.
 - M. Dahlheimer supported flexibility but to provide more specific scoring guidance, especially for narrative elements. S. Peterson agreed.
 - K. Ashfeld noted that historically, the funding lines have typically been drawn where there is a major gap in scoring and that tied projects are equally good. There may be an opportunity to move funding around.
 - C. Hiniker asked whether staff could contact applicants to see if they would decline awards or look for other differentiating factors like safety high scores, equity bonuses, etc.
 - D. Mielke liked the idea of identifying priorities to assist TAB with the decision making.



- **Scoring appeal process.** Staff recommended a response letter and a coordination meeting before Funding and Programming as well as not permitting new information at the appeals approval meeting.
 - N. Koster requested information in the approval meeting to understand how the appeal would change the overall score and ranking of the project.
 - D. Mielke had concerns about when the decision point would be made. S. Peterson responded that it would allow more time for the scoring committees to process and provide guidance to the committee but that the committee would still approve the decision.
 - E. Koutsoukos disagreed with providing information about how the scores would change because the projects when originally scored, are not considering other projects. N. Koster responded that the appeal process should not consider the project ranking but that the committee would be able to better understand the impacts of their decision. J. Barbeau added that any change in score will change the cost-effectiveness scoring.
 - S. Mareck stated that the project funding lines appear to be illogical, should follow the midpoint scenario first, and that TAB should be directing any other scenario development. S. Peterson stated that the midpoint scenario is developed with the funding estimates and then drawing the line based on the number of applications in each funding category.
 - I. Eyoh discussed a scoring appeal from the 2022 cycle and the challenges with getting the correct data to allow for modifications.
- **Highway Safety Improvement Program rule.** Staff recommended no rule change, allowing applicants to apply to both programs but only receive funding from one.
- **Bus Rapid Transit rule.** Staff recommended basing the BRT limit on the number of projects submitted requiring that at least two projects not directly tied to BRT projects to be funded.
 - E. Koutsoukos suggested separating BRT and LRT from other types of projects and requested the Transit Working Group vet these decisions. C. Hiniker responded that during the 2022 cycle, TAB did not like funding projects to the bottom of the list so adding new rules or being more restrictive would likely continue to fund projects at the bottom of the list. C. Hiniker also stated that two projects are likely appropriate given past funding levels, project selection, and recommendations.
- **Trail and sidewalk maintenance.** Staff recommended that winter maintenance should be required for all facilities, including trails/sidewalks funded under the roadways categories.
 - M. Samuelson supported this change and reminded members of MnDOT's current maintenance study that may provide further guidance.
 - K. Keel agreed with staff's recommendation.
 - I. Eyoh supported cities and counties in their maintenance decisions and that MPCA has guidelines for snow and ice removal.



- **Regional Bicycle Transportation Network administrative modifications.** Staff recommended an open period to submit requests for administrative adjustments; eligible adjustments will be limited to specific categories and considered based on RBTN guiding principles.
 - D. Mielke asked whether changes to the RBTN could change tiers. Steve Elmer, MTS responded that no changes to the tiers have occurred because of its complicated methodology that would require an overhaul. S. Elmer listed the appropriate changes, including minor extensions up to one mile and connect to existing RBTN and/or a regional destination; shift in corridor centerline or alignment. D. Mielke requested a specific list of those changes.
- **Bridges.** Staff recommended that if the On-System Bridge program continues, expand eligibility for bridges to all federally-aid eligible bridges for the 2024 cycle.
 - J. Pieper supports the change.

S. Peterson discussed other comments from TAB including a minimum scoring requirement. C. Hiniker compared the usage/ridership rates from BRT to local routes with freeways to A-minor arterials. E. Koutsoukos added that the transit providers typically apply for a few projects that are the most competitive each cycle and there are limited transit providers, which limits the total number of applications.

J. Pieper discussed the roadway impacts that BRT stations are creating to sync up project delivery coordination. He requested a way to promote efficiencies with project coordination, citing recent scope changes to better coordinate projects.

Reports

There were no reports.

Adjournment

Business completed; the meeting adjourned at 3:00 p.m.

Council Contact:

Bethany Brandt-Sargent, Senior Planner
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651-602-1725

PROTECT Formula Program

Brian Shekleton | Principal Climate and Resilience Planner
Office of Sustainability and Public Health

PROTECT Formula Program Overview

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

- Purpose: Provides funds to states to help make surface transportation more resilient to current and projected natural hazards
- Federal appropriation:
\$23 million annually for Federal FY 22-26 (State FY 23-27)
- Limitations:
 - Must use 2% of funds for planning activities annually
 - Can use up to 40% of funds to construct new capacity
 - Can use up to 10% of funds for development phase activities

Key Areas/Project Types

1. Resilience Improvements

- Projects to make existing surface transportation assets more resilient by improving drainage, upgrading to meet or exceed design standards, relocating roadways, or elevating bridges

2. Resilience Planning

- Development of Resilience Improvement Plans, resilience planning activities, capacity building, and evacuation planning and preparation

3. At –Risk Coastal Infrastructure

- Protecting, strengthening, or relocating coastal highway and non-rail infrastructure

4. Evacuation Routes for Community Resilience

- Improvements to make evacuation routes more resilient or add capacity and redundant evacuation routes

PROTECT Funds | Investment Approach

- Distribution approach, FY24-27:
 - 70/30 split between Districts and ATPs
 - expand resilience, not meant to backfill funding gaps or supplant other federal funds
- What projects can be funded?
 - Phase 1, FY24-25:
 - Broad FHWA guidance will determine project eligibility
 - Phase 2, FY 26-27:
 - A Resilience Improvement Plan set priorities and inform methods for project identification to respond to Minnesota-specific climate vulnerabilities

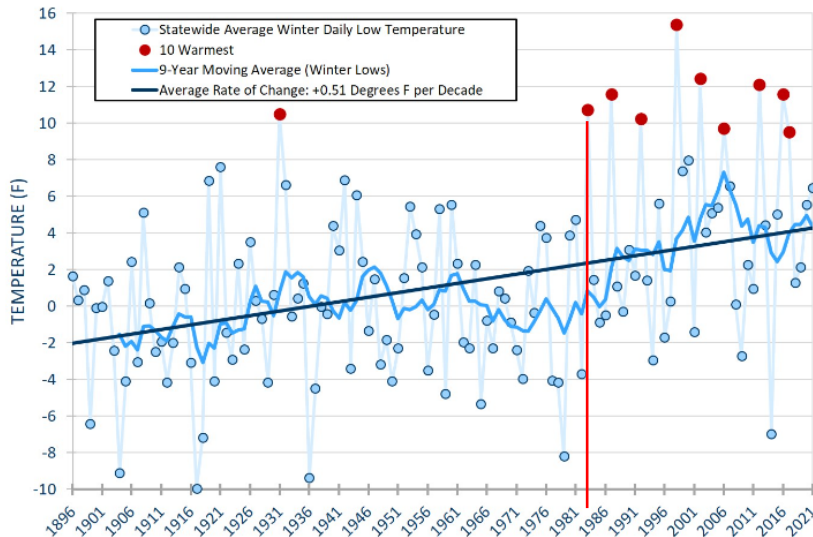
PROTECT ... against what?

Wetter and warmer weather – and greater variations

— Cold weather warming

Most of Minnesota's observed warming has been when it's coolest. Over the entire period of record (back to January of 1895), average daily minimum or low temperatures have risen at more than twice the rate of average daily maximum or high temperatures, and the winter season (December through February) has warmed 2-3 times faster than summer (June through August). Winter warming rates in particular have risen even more sharply in recent decades, and from 1970 through 2021, average daily winter low temperatures rose more than 15 times faster than average daily summer high temperatures. The frequencies of -35° F readings in northern Minnesota and -25° F readings in the south have fallen by up to 90%. We don't get as cold as we once did, and even though Minnesota always will see periodic severe cold spells, the long-term decline in cold extremes is all but guaranteed to continue.

Minnesota Average Winter Daily Minimum Temperatures
(December through February, 1896-2021)



— Minnesota keeps getting warmer and wetter

Minnesota has warmed by 3.0 degrees F between 1895 and 2020, while annual precipitation increased by an average of 3.4 inches. Although Minnesota has gotten warmer and wetter since 1895, the most dramatic changes have come in the past several decades. Compared to 20th century averages, all but two years since 1970 have been warm, wet, or both, and each of the top-10 combined warmest and wettest years on record occurred between 1998 and 2020. Although climate conditions will vary from year to year, these increases are expected to continue through the 21st century.



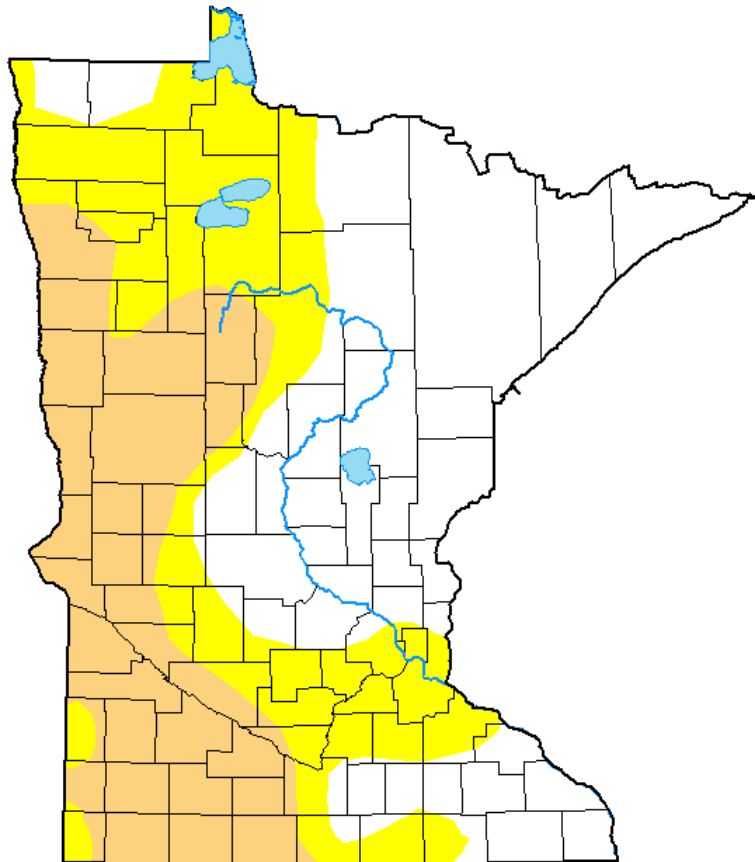
— More damaging rains

Heavy rains are now more common in Minnesota and more intense than at any time on record. Long-term observation sites have seen dramatic increases in 1-inch rains, 3-inch rains, and the size of the heaviest rainfall of the year. Since 2000, Minnesota has seen a significant uptick in devastating, large-area extreme rainstorms as well. Rains that historically would have been in the 98th percentile annually (the largest 2%) have become more common. Climate projections indicate these big rains will continue increasing into the future.



PROTECT ... against what?

U.S. Drought Monitor Minnesota



March 7, 2023
(Released Thursday, Mar. 9, 2023)
Valid 7 a.m. EST

Drought Conditions (Percent Area)

	None	D0-D4	D1-D4	D2-D4	D3-D4	D4
Current	43.61	56.39	27.19	0.00	0.00	0.00
Last Week 02-28-2023	43.38	56.62	27.21	0.00	0.00	0.00
3 Months Ago 12-06-2022	22.50	77.50	48.11	19.13	4.88	0.00
Start of Calendar Year 01-03-2023	29.19	70.81	44.90	15.91	0.00	0.00
Start of Water Year 09-27-2022	45.67	54.33	22.48	4.37	0.00	0.00
One Year Ago 03-08-2022	45.93	54.07	20.20	5.88	0.00	0.00

Intensity:



The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. For more information on the Drought Monitor, go to <https://droughtmonitor.unl.edu/About.aspx>

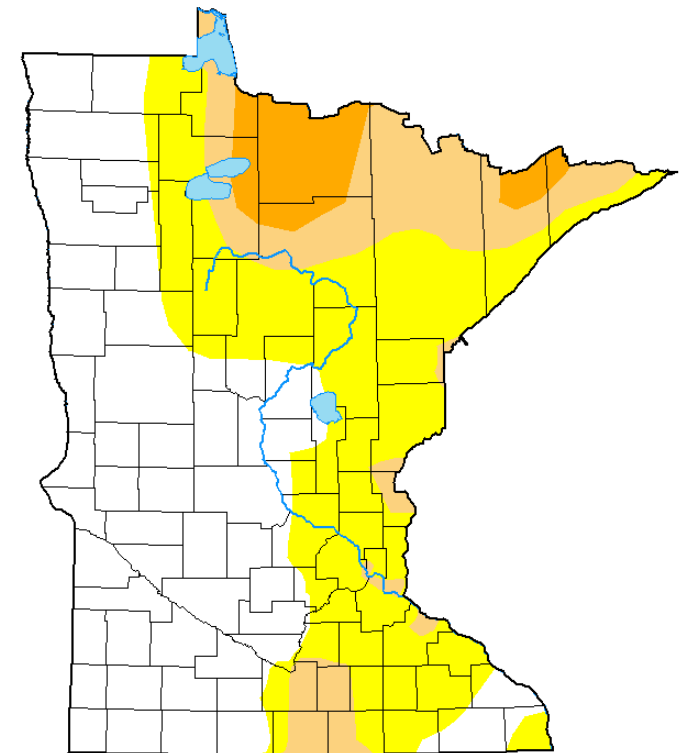
Author:

Deborah Bathke
National Drought Mitigation Center



droughtmonitor.unl.edu

March 8, 2022



Eligible Resilience Improvement Activities

- Incorporation of natural infrastructure
- Resurfacing, restoration, rehabilitation, reconstruction, replacement, improvement, or realignment of an existing eligible surface transportation facility eligible
- The upgrade of an existing surface transportation facility to meet or exceed design standards
- Installation of mitigation measures that prevent the intrusion of floodwaters into surface transportation systems.
- Strengthening systems that remove rainwater from surface transportation facilities.
- Upgrades to and installation of structural stormwater controls
- A resilience project that addresses identified vulnerabilities described in the eligible entity's Resilience Improvement Plan
- Relocating roadways in a base floodplain to higher ground above projected flood elevation levels, or away from slide prone areas

- Stabilizing slide areas or slopes
- Installing riprap
- Lengthening or raising bridges to increase waterway openings, including to respond to extreme weather
- Increasing the size or number of drainage structures.
- Installing seismic retrofits on bridges
- Adding scour protection at bridges
- Adding scour, stream stability, coastal, and other hydraulic countermeasures, including spur dikes
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, facilitate wildfire control, and provide erosion control.
- Any other protective features, including natural infrastructure, as determined by the Secretary.

PROTECT Funds | Distribution Approach

Distribution Based on Federal and State Share in FY23-26 STIP

MnDOT distributes 70% of funds to the Districts via a modified balancing formula and ATPs receive local share.

Notes:

A 70/30 split between MnDOT and locals is the long-time accepted historic split of funds and the default distribution for new programs that provide federal funds to Minnesota.

The distribution table is only federal funds. Local agencies are required to provide 20% match. MnDOT target does not include 20% match at this time.

Annual Funding Distribution Targets		
	Districts (2024-2025)	ATP (2024-2027)
District 1	1,400,000	
ATP 1		800,000
District 2	900,000	
ATP 2		500,000
District 3	2,000,000	
ATP 3		1,200,000
District 4	1,400,000	
ATP 4		600,000
District 6	1,400,000	
ATP 6		1,000,000
District 7	1,200,000	
ATP 7		700,000
District 8	700,000	
ATP 8		500,000
Mero District	9,000,000	
ATP M		6,400,000

PROTECT Funds | Resilience Improvement Plan

A plan to address surface transportation system resilience to current and future weather events and natural disasters

- Be for immediate and long-range planning activities
- Demonstrate a systemic approach to transportation system resilience and be consistent with and complementary of the State and local mitigation plans required under section 322 of the Stafford Act (42 U.S.C. 5165); and
- Include a risk-based assessment of vulnerabilities of transportation assets and systems to current and future weather events and natural disasters. (23 U.S.C. 176(e)(2)(A-C)).”
- Describe how to respond promptly to the impacts of weather events and natural disasters and to be prepared for changing conditions.
- Describe the codes, standards, and regulatory framework, if any, adopted and enforced to ensure resilience improvements within the impacted area of proposed projects included in the Resilience Improvement Plan;
- Consider the benefits of combining transportation assets and natural infrastructure;
- Assess the resilience of other community assets;
- Use a long-term planning period; and
- Include such other information as the State or MPO considers appropriate. (23 U.S.C. 176(e)(2)(E)(i)-(vi)).

Project Selection Guidance

Consider the following questions in project selection:

- Is the project in a vulnerable area?
- Is the project making a resilience improvement to a vulnerable asset that would not have been fixed in the next three years?
- Are there different tactics that could achieve resilience?
(e.g. culverts that could be lined instead of rebuilt)
- Will the project benefit disadvantaged communities?

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PROTECT Funding

Approach and Impacts to Regional Solicitation Projects

Regional Solicitation Program Balancing



March 2023

Approach to PROTECT Funds

- 2024 – 2027 projects
 - Fund eligible elements of existing projects
 - Pay down over-programming
 - Faster AC payback
- Incorporate language into the 2024 solicitation application to identify new projects for 2028 and 2029
- Explore additional opportunities during the Regional Solicitation Evaluation Study



Eligible Elements



Elements Identified in Current Projects

- Storm sewer
- Ponding
- Erosion and landscaping
- Retaining walls

Regional Solicitation Program Balancing

	2024	2025	2026	2027
Starting Balance by Year	\$(6,278,400)	\$(17,077,234)	\$(15,233,627)	\$(19,442,095)
PROTECT Funding by Year	\$6,278,400	\$6,278,400	\$4,708,800	\$3,531,600
New Overprogramming Levels After Paying Down Overprogramming	-	\$(10,798,834)	\$(10,524,827)	\$(15,910,495)
Yet to Program Carbon Reduction Funds			\$7,980,000	\$6,480,000



Potential Changes to 2024 Regional Solicitation

TAC Funding & Programming Committee



March 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.

Connection to Policy

Prioritizing Criteria	Thrive Outcomes	TPP Goals
Role in the Regional Transportation System & Economy	<ul style="list-style-type: none"> Prosperity Livability 	<ul style="list-style-type: none"> Access to Destinations Competitive Economy
Usage	<ul style="list-style-type: none"> Livability Prosperity 	<ul style="list-style-type: none"> Access to Destinations Competitive Economy
Equity and Housing Performance	<ul style="list-style-type: none"> Equity Livability 	<ul style="list-style-type: none"> Access to Destinations Leveraging Transportation Investments to Guide Land Use
Infrastructure Age	<ul style="list-style-type: none"> Stewardship Sustainability 	<ul style="list-style-type: none"> Transportation System Stewardship
Congestion Reduction/Air Quality	<ul style="list-style-type: none"> Prosperity Livability 	<ul style="list-style-type: none"> Healthy Environment Competitive Economy
Safety	<ul style="list-style-type: none"> Livability Sustainability 	<ul style="list-style-type: none"> Safety and Security
Multimodal Facilities and Existing Connections	<ul style="list-style-type: none"> Prosperity Equity Livability Sustainability 	<ul style="list-style-type: none"> Access to Destinations Transportation and Land Use Competitive Economy
Risk Assessment	<ul style="list-style-type: none"> Stewardship 	<ul style="list-style-type: none"> Transportation System Stewardship

#1: Safety Criteria Weighing

Increase points for safety measures?

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

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

1. 50 points each to crash reduction and “Safety Issues in Project Area” in Traffic Management Technologies
2. 50 points for crash reduction and 50 pedestrian safety and in Spot Mobility/Safety, Strategic Capacity, and Reconstruction/Modernization
3. 50 points each for Barriers Overcome and Deficiencies Corrected in Bike/Ped categories

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

TAC COMMENTS: Members emphasized that this would be a “step in the right direction” for 2024. Some favored adding points for the bike/ped qualitative safety scores (#3). There was also concern about the reduction in the pedestrian safety increase from the original staff recommendation (#2)

#2: 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.

TAC COMMENTS: Concern was expressed about whether agency priorities could disadvantage applicants not on committees and take the focus off regional strategies in favor of votes for specific projects.

#3: 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 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.

TAC COMMENTS: Members did not provide definitive direction on whether to allow ties to be broken, though they did suggest that overprogramming and categorical funding targets could be used to navigate tied scores.

#4: 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.

TAC COMMENTS: None.



#5: 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.

TAC COMMENTS: Given the effort made to create this rule there was concern about making a change for the short term.

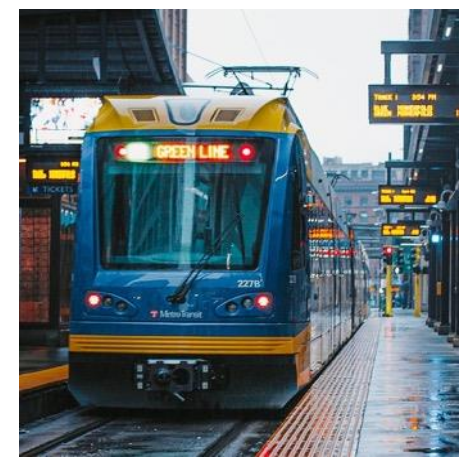
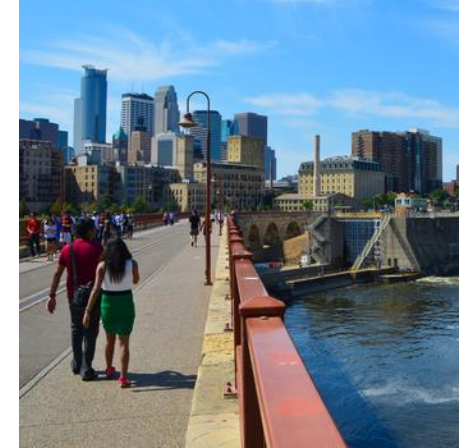
#6 Bridges

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: Regardless of whether the On-System Bridge program continues, expand eligibility downward for other federally-aid eligible bridges (i.e., On-System Brides) for the 2024 cycle. This expanded eligibility would include Major and Minor Collectors and B-Minors for urban areas and the same list minus Minor Collectors for rural areas.

TAC COMMENTS: Members were comfortable with the approach.



#7 Minimum Point Value



Establishing a Cutoff Point?

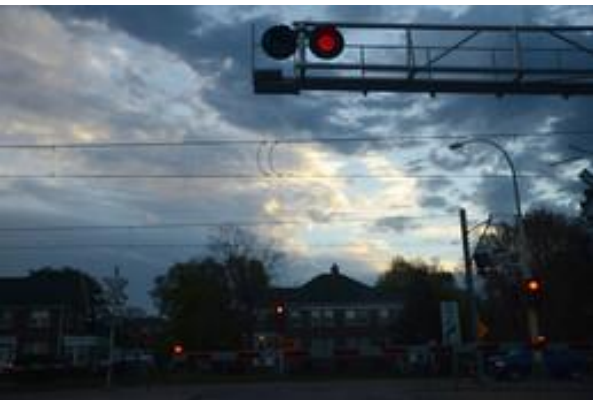
Some participants note the variation between the lower-ranking project scores that receive funding leading to the question of whether some funding categories essentially have lower standards for funding.

Staff cautions that for various reasons, it is nearly impossible to use scores to compare projects across categories.

STAFF RECOMMENDATION: No Change for 2024. A determination of a sound way to determine minimum threshold(s) that allow for consistency across categories, if even possible, would likely need the time allotted in the Regional Solicitation Evaluation.

TAC COMMENTS: Expressed agreement with F&P that outliers, along with the number of applications submitted, can lead to inconsistent scoring ranges by category. It was suggested that rather than points thresholds, cut lines could favor performances measures not being met.

#8 Regional Bicycle Transportation Network Administrative Adjustments



RBTN

Council staff will have 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. Administrative adjustments include:

- Alignment designations within existing RBTN corridors
- Minor extensions up to one-half mile long that provide missing connections to RBTN alignments, regional trails, or regional destinations
- Minor alignment or corridor centerline shifts to within one-quarter mile of the initial alignment/centerline in core cities or to within one-half mile of initial alignment/centerline outside core cities and that continue to serve regional destinations served by the initial alignment

#9 Federal Minimum and Maximum Awards

Modal Application Categories:	Min Fed Award	Max Fed Award
Roadways Including Multimodal Elements		
• Traffic Management Technologies	\$250,000	\$3,500,000
• Spot Mobility and Safety	\$1,000,000	\$3,500,000
• Strategic Capacity	\$1,000,000	\$10,000,000
• Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000
• Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects		
• Arterial Bus Rapid Transit Project	N/A	\$25,000,000
• Transit Expansion	\$500,000	\$7,000,000
• Transit Modernization	\$500,000	\$7,000,000
• Travel Demand Management (TDM)	\$100,000	\$500,000
Bicycle and Pedestrian Facilities		
• Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
• Pedestrian Facilities	\$250,000	\$1,000,000
• Safe Routes to School	\$250,000	\$1,000,000
Unique Projects	\$500,000	\$4,000,000



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