

Agenda

TAC Funding and Programming Committee



Meeting date: March 20, 2025

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.

You may pre-register to speak at a virtual public meeting of the TAC Funding and Programming Committee by emailing us at public.info@metc.state.mn.us.

Call to order

1. Roll call
2. Approval of the agenda
3. Approval of January 23, 2025, TAC Funding and Programming minutes – roll call

Public comment on committee business

TAB report

Business

2025-10: Program Year Extension - Washington County CR 19A Realignment Project

Information

1. Regional Solicitation Evaluation: Base Application Structure (Steve Peterson, MTS and Molly Stewart, SRF)

Other business

Adjournment

Key:

- * Agenda item changed following initial publication

Council contact:

Robbie King, Planner
robbie.king@metc.state.mn.us
651-602-1380

Minutes

TAC Funding and Programming Committee



Meeting date: January 23, 2025,

Time: 1:00 PM

Location: Virtual

Members present:

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Lakeville – Paul Oehme | <input checked="" type="checkbox"/> TAB Coordinator – Elaine Koutsoukos | <input checked="" type="checkbox"/> Anoka Co. – Jerry Auge |
| <input checked="" type="checkbox"/> Eden Prairie – Robert Ellis | <input checked="" type="checkbox"/> MnDOT Metro District – Aaron Tag | <input checked="" type="checkbox"/> Carver Co. – Drew Pflaumer (Alt) |
| <input checked="" type="checkbox"/> Fridley – Jim Kosluchar (Chair) | <input checked="" type="checkbox"/> MnDOT Metro District State Aid – Colleen Brown | <input checked="" type="checkbox"/> Eagan – Russ Matthys |
| <input checked="" type="checkbox"/> Minneapolis – Katie White (Alt) | <input checked="" type="checkbox"/> MnDOT Bike/Ped – Mackenzie Turner Bargaen | <input checked="" type="checkbox"/> Hennepin Co. – Emily Buell |
| <input checked="" type="checkbox"/> Plymouth – Michael Thompson | <input checked="" type="checkbox"/> MPCA – Lauren Dickerson (Alt) | E Dakota Co. – Jacob Chapek |
| <input checked="" type="checkbox"/> St. Paul – Anne Weber | <input checked="" type="checkbox"/> DNR – Nancy Spooner-Walsh | <input checked="" type="checkbox"/> Scott Co. – Adam Jessen |
| <input checked="" type="checkbox"/> Met Council – Cole Hiniker | <input checked="" type="checkbox"/> Suburban Transit Assoc. – Vicky Loehrer | <input checked="" type="checkbox"/> Wash Co. – Madeline Dahlheimer |
| <input checked="" type="checkbox"/> Metro Transit – Scott Janowiak | | <input checked="" type="checkbox"/> = present, E = excused |

Call to order

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

Approval of Agenda

No changes were made to the agenda, rendering it approved.

Approval of Minutes

It was moved by Robert Ellis, Eden Prairie, and seconded by Jerry Auge, Anoka Co., to approve the minutes of the November 21, 2024, regular meeting of the TAC Funding and Programming Committee. **Motion carried**

Public comment on committee business

None.

TAB report

Elaine Koutsoukos, TAB Coordinator, outlined the agenda items and discussion at the January 15, 2025, meeting of the Transportation Advisory Board.

Business

1. **2025-06:** Program Year Extension Request: Columbia Heights's Central Avenue Lighting and Pedestrian Improvements (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning presented item 2025-06, a program year extension request from Columbia Heights to move its MN 65 (Central Ave) lighting and pedestrian improvement from 2025 to 2028.

It was moved by Auge, and seconded by Colleen Brown, MnDOT Metro District State Aid, that the TAC Funding and Programming Committee recommend approval of Columbia Heights's program year extension request to move its MN 65 (Central Ave) lighting and pedestrian improvement from 2025 to 2028. **Motion Carried.**

2. **2025-07:** Program Year Extension Request: Minneapolis's Whittier Neighborhood Safety Improvements (Joe Barbeau, MTS Planning)

Barbeau, presented item 2025-07, a program year extension request from Minneapolis to move its Whittier neighborhood intersection safety improvements project from 2025 to 2026.

It was moved by Paul Oehme, Lakeville, and seconded by Katie White, Minneapolis, that the TAC Funding and Programming Committee recommend to approval of Minneapolis's program year extension request to move its Whittier neighborhood intersection safety improvements project from 2025 to 2026. **Motion carried.**

3. **2024-40:** Scope Change Policy Update (Joe Barbeau, MTS Planning)

Barbeau, MTS Planning, presented item 2024-40, a recommended update to the Scope Change Policy.

Emily Buell, Hennepin Co. stated Hennepin County is supportive of the \$100,000 maximum reduction that can be completed administratively as a starting point but if there are any future updates to this policy, she might recommend revisiting that and increasing it to reflect updated construction costs.

It was moved by Madeline Dahlheimer, Washington Co., and seconded by Auge that the TAC Funding & Programming Committee recommend approval of the updated Scope Change Policy. **Motion carried.**

4. **2024-41:** Program Year Policy Update (Joe Barbeau, MTS Planning)

Barbeau, presented item 2024-41, a recommended update to the Program Year Policy.

Chair Kosluchar asked for clarification about third extension requests being submitted to TAB Executive Committee. Barbeau responded that TAB showed concern for items that were not progressing, and this extension process is a way to address that.

It was moved by Brown and seconded by Auge that the TAC Funding & Programming Committee recommend approval of the updated Program Year Policy. **Motion Carried.**

Information

1. Regional Solicitation Development of Application Groupings (Steve Peterson, MTS Planning)

Steve Peterson, MTS Planning, presented.



Buell expressed interest in the hybrid approach but raised concerns that the "dynamic and resilient" category might become a catch-all for projects that don't clearly fit into the climate or healthy and safe categories. She also asked about the placement of bridge projects within the hybrid model. Peterson noted that during the workshop, many application categories seemed to naturally fall under the dynamic and resilient category. Ultimately, the Transportation Advisory Board (TAB) will decide how much funding each category receives. While no specific application categories for bridges have been defined yet, Peterson mentioned that this is being addressed by the Technical Steering Committee before moving on to the policy workgroup and, eventually, the funding and programming phase.

Dahlheimer pointed out the challenge for technical staff in projecting how projects will fit into the new categories without a clear understanding of the scoring criteria. She suggested using real-world examples from recent regional solicitation projects to see how they would fit into the new categories, which could help identify potential gaps or areas of confusion. While the climate category seems straightforward, the inclusion of "healthy and safe" creates complexities. For example, projects like a roadway or trail could fit into both safety and roadway categories, potentially creating overlap. Peterson responded that over the next nine months, the Technical Steering Committee will refine the categories and scoring measures. Special issue working groups will focus on specific areas such as equity, safety (bike/pedestrian/transit/roadway), and climate. While equity might not be an application category itself, it could be a measure applied across most categories. These working groups will help determine how projects are scored and compared, allowing for flexibility and adjustments as work progresses. The goal is to gather feedback and refine the approach rather than present final decisions immediately.

Scott Janowiak, Metro Transit, asked whether the new application structure will have a similar number to, or fewer categories than before. Peterson replied that policymakers have not yet provided specific direction on the number of categories. Peterson replied that policymakers have not yet provided specific direction on the number of categories. Cole Hiniker, MTS Planning, raised a concern about whether the existing application criteria and measures align with the new TPP objectives. He asked if an analysis has been done to check how well current measures would fit into the new categories, or if there was a need to reconsider measures before exploring new ones. Peterson confirmed that an initial analysis had been conducted to ensure all project types fit within the new objectives. However, once draft application categories are developed, a similar exercise will be conducted to see if the existing measures align with the new categories. This will help determine if adjustments are necessary. Peterson added that feedback indicated not every category needs to measure everything. For instance, a safety category might only require a few specific measures. Some measures, such as cost-effectiveness and readiness, might not be necessary for every category. Molly Stewart from SRF mentioned that their team is already reviewing current measures, identifying those that no longer apply, and considering new data sets and requirements that have emerged over the past decade.

Russ Matthys, Eagan, asked how the proposed hybrid structure compares to other MPOs with similar models. Peterson explained that there are many ways to distribute funds across regions, and there is no single "correct" approach. The peer review process will explore these various models to see if a direct comparison with other MPOs is feasible or if a more tailored approach should be developed. Stewart added that further investigation with peer regions is needed to determine the best path forward.

Chair Kosluchar inquired about how the hybrid model and goal-oriented structure would influence future TPP updates. Hiniker explained that the current strategic structure, which includes goals, outcomes, and modal investment plans, aims to assess regional issues and progress. The goal is to understand the effectiveness of past investments and identify any gaps. While this may not



affect the five-year update, it could influence the ten-year update, as there will be enough time to evaluate how the new structure works in practice.

Oehme, chair of the Technical Steering Committee, shared that at the Policy Working Group meeting on January 15, policymakers expressed support for a flexible approach to structuring the new solicitation and are in favor of simplifying and streamlining the application process. The focus is on reducing the burden for agencies applying for funds while continuing to progress with the hybrid model. Lauren Dickerson, MPCA, asked how the past application categories relate to the five TPP goals. Peterson explained that projects are often categorized into multiple goal areas, with some projects overlapping between categories, such as safety-related projects that also address other elements. The challenge is in properly categorizing projects to ensure clarity, especially when they serve multiple goals. The Technical Steering Committee's guidance will be crucial in defining the path for these projects.

Dickerson suggested using a radar chart model to visually represent how projects contribute to multiple goals. This could help assess how projects benefit various goal areas, such as health and safety, climate change, and equity. Peterson agreed that this idea is worth exploring and noted that scoring projects based on multiple goals is an important topic for future discussion.

Chair Kosluchar noted that some projects don't fit neatly into a specific infrastructure category but blend multiple types. These projects might not compete well under the current scoring system. Peterson agreed, recalling how similar issues arose when transitioning from roadway functional classification-based categories 10 years ago. In early cycles, both the old and new scoring systems were tracked to ease the transition. Flexibility in the scoring system may be necessary moving forward.

Other Business

None.

Adjournment

Business completed; Auge moved, and Koutsoukos seconded, to adjourn. Meeting adjourned at 2:19 p.m.

Council contact:

Robbie King, Planner
robbie.king@metc.state.mn.us
651-602-1380



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: March 20, 2025

Date: March 12, 2025

Action Transmittal: 2025-10

Program Year Extension Request: Washington County CR 19A Realignment Project

To: TAC Funding and Programming Committee

Prepared By: Joe Barbeau, Planning Analyst, 651-602-1750

Requested Action

Washington County requests a program year extension to move its County Road 19A (Keats Avenue) Realignment project (082-596-010) from 2026 to 2027.

Recommended Motion

That the Funding and Programming Committee recommend approval of Washington County's program year extension request for its County Road 19A (Keats Avenue) realignment from 2026 to 2027.

Project History

This project has not had any scope changes or program year changes.

Background and Purpose

Seven months following the programming of the 2022 Regional Solicitation, Washington County was awarded \$7,000,000 for its County Road 19A (Keats Ave) realignment, one of two projects programmed with Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) funds. The project includes the realignment of approximately 1.2 miles of County Road 19A from the US 61 ramps to 100th Street in Cottage Grove. The realignment will be an A-minor expander.

The project currently has Surface Transportation Block Grant (STBG) Program funds programmed in 2026 (\$4,147,479) along with PROTECT funds programmed in 2026 (\$987,200) and 2027 (\$3,531,600, payback). The project is currently programmed for 2026. Washington County requests a one-year program year extension to 2027 in order to make project submittal deadlines and work with the railroad, for which the project includes an overpass.

Relationship to Regional Policy

The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (last updated in February 2025) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines. The applicant is requesting an exception to the policy to enable the project to be constructed with larger adjacent projects.

Staff Analysis

This project is on track to be obligated in fiscal year 2027. This request is not an exception to the one-time, one-year baseline rule established in the Program Year Policy.

Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	<i>March 20, 2025</i>
Technical Advisory Committee	Review & Recommend	<i>April 2, 2025</i>
Transportation Advisory Board	Review & Adopt	<i>April 16, 2025</i>





PUBLIC WORKS

Wayne Sandberg, P.E., Director, County Engineer
Frank D. Ticknor, P.E., Deputy Director

March 10, 2025

Mr. Jim Kosluchar
Chair, TAC Funding and Program Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Re: Program Year Extension Request for SP082-596-010
CR19A (100th Street) Realignment Project

Dear Mr. Kosluchar:

Washington County (County) was awarded \$2,481,200 STBG and \$987,200 PROTECT funds in FY 2026 to fund the County Road (CR) 19A Southwest Arterial Alignment. This project includes realignment of the existing CR19A to create an east-west arterial highway to support over 500 acres of future development and the City of Cottage Groves (City) growing commercial and residential areas. This project also includes construction of a grade separated crossing over the CPKC Railroad, a new roundabout to control traffic on the southern US 61 on and off ramps, a new signal at the intersection of 100th street and Jamaica Avenue and the realignment and extension of the existing roadway network to support the future arterial highway.

In addition the project received \$3,531,600 PROTECT funds, and \$1,666,279 Congressional Directed Spending (CDS) in FY2027 and \$5,000,000 from the Minnesota Highway Freight Program in FY 2028, for a total of \$13,666,279 federal funds. Since receiving the first notice of award the City and County have been busy working through preliminary engineering and pursuing additional funding opportunities. The team anticipates the continuation of environmental documentation and completing the NEPA process over the next 12 months. To properly align the projects schedule and funding to a single FY, the project is requesting a one-year extension on the federal funding currently programed for FY2026.

The current project schedule includes:

- Approval of Categorical Exclusion document – June 2026
- Completion of Final Plans – October 2026
- Final Right-Of-Way – September 2026
- Authorization to Bid – December 2026
- Bid Letting – February 2027

Please contact me with any questions at (651) 430-4314 or ryan.hoefs@washingtoncountymn.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Hoefs".


Ryan Hoefs, P.E.,
Engineer II, Washington County Public Works

Cc: Colleen Brown, MnDOT Federal Aid
Wayne Sandberg, Public Works Director & County Engineer (Washington County)
Frank Ticknor, Deputy Director of Public Works (Washington County)
Cory Slagle, Assistant County Engineer (Washington County)
Kevin Peterson, Design Engineer (Washington County)
Ryan Burfiend, Public Works Director (City of Cottage Grove)

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www.co.washington.mn.us

Washington County is an equal opportunity organization and employer



PROGRESS SCHEDULE FOR PROGRAM YEAR

Enter request date: _____

1. Project Background (Project description, federal cost, non-federal cost, current program year, original program year):

The County Road 19A Realignment Project is a cooperative project between Washington County and the City of Cottage Grove and is the result of an intensive arterial alignment needs study. This realignment will create a new arterial highway to support the City's residential, commercial, and industrial growth by unlocking over 500 acres of development opportunity. This realignment will include a three-lane road section, pedestrian accommodations with grade separated trails, and the realignment/extension of adjacent roadways to support future development. This realignment will also include an overpass over the CPKC railroad. This connection will relieve pressure on the existing Jamaica Avenue interchange and provide safe, efficient travel for all users. This project currently has obtained funding for program years 2026 and 2027, this program extension will consolidate the FY2026 funding with program year 2027. The total project cost is estimated at \$47 Million dollars, with construction estimated to be \$29 million dollars. To date, Washington County and the City of Cottage Grove has secured \$13,666.279 in outside funding.

2. Project Progress; Requests must include an agency's anticipated schedule:
 - Environmental document approval date or anticipated approval date: 10/25/2025
 - 100% plan approval date or anticipated approval date: 11/27/2026
 - Right-of-way certificate approval date or anticipated approval date: 10/31/2026

3. Justification for Extension Request. Please describe the circumstances of this request.

What circumstances have led to the need for an extension? What is unique about this project that requires an extension of the program year?

- Having obtained funding for both program years FY2026 & FY2027, this program year extension will allow funding to be consolidated to allow necessary submittal deadlines to be followed. With the coordination required with CPKC and the scale of this project, FY2027 timelines better align with the project schedule.

What are the implications if the project does not obtain the requested extension? (e.g., withdraw the project, attempt to complete the project on time)?

- Without the program year, this project risks losing funding as the project schedule will not allow for necessary work to be completed for project authorization.

Will delaying the project negatively impact the affected area (e.g., would a longer delay allow for dangerous conditions to persist)? Are there interim steps that can be taken to address the project and mitigate impacts in the interim?

- Delaying this project poses no immediate negative impact. There is an existing road network and at grade railroad crossing to serve the area. The at grade crossing will continue to be monitored.

Regional Program Year Policy

The Regional Program Year Policy is intended to manage the development and timely delivery of transportation projects awarded federal funds through the TAB's Regional Solicitation Process.

Project sponsors awarded federal funds through the regional solicitation process are expected to get their project ready for authorization in their program year.

The program year is July 1 to June 30 (FHWA) or October 1 to September 30 (FTA) of the year in which the project is originally programmed in the Transportation Improvement Program (TIP).

Additionally, if a regionally selected project is not ready to request authorization by June 15 of its program year, the project will not be carried over into the new TIP unless the project sponsor receives a program year extension from the TAB.

Project sponsors that have made significant progress but are delayed by circumstances that prevent them from delivering their projects on time should coordinate with the appropriate grants manager (i.e., MnDOT Metro District State Aid or Met Council MTS) on application eligibility prior to submitting a request for a program year extension to the TAB Coordinator by the deadline of December 31 of the project's program year.

The maximum length of a program year extension is one year. Projects are eligible for only one program year extension request. Exceptions to these limitations can be made due to extraordinary circumstances (for example, a circumstance related to a project's connection to another project or delays related to a need for more stringent environmental review). In these cases, the project sponsor must provide justification for an exception. Any requests beyond a second request will need to be reviewed and recommended by the TAB Executive Committee prior to consideration by the TAC Funding and Programming Committee.

If a program year extension is granted, funding the project will be contingent on the availability of federal funds. A project sponsor is responsible for funding the project until federal funding becomes available.

Projects receiving program year extensions will not receive an inflationary cost increase in their federal cost caps.

Criteria for Meeting Program Year

Construction Projects through the FHWA Process:

- Environmental document approved – June 1
 - *Environmental Documentation draft submittal due December 1*
- Right of way certificate approved – June 1
 - *Condemnation proceedings formally initiated by February 28 with title and possession by June 1.*
- Final construction plans approved– June 1
- Engineer’s estimate – June 1
- Utility relocation certificate – June 1
- Permit applications submitted – June 1

Construction Projects through the FTA Process

- Environmental document completed; project plans complete and reflect the project that was selected
- Letting date can be set within 90 days
- FTA notification that grant approval imminent

Right of Way Only Projects through FHWA Process

- Environmental document approved – June 1
- Right of way plans and estimate approved – June 1
- OCPPM/SALT authorization to proceed – June 1

Right of Way Only Projects through FTA Process

- Environmental document completed
- Appraisals over \$250,000 approved by FTA; under \$250,000 reviewed by Right of Way Section
- FTA notifies that grant approval is imminent
- OCPPM transfers funds
- Offers made/condemnation initiated if offers refused

Program Project - FTA

- Grant application submitted to FTA; includes work plan
- Notification from FTA that grant approval is imminent
- Work will begin within 90 days after grant approval
- Agreement executed between MnDOT and proposer once funds are transferred
- If project start date will be more than one year after end of program year, project manager notifies grants manager and consults with TAB Coordinator to demonstrate ability to complete project.

PROCEDURE TO REQUEST A PROGRAM YEAR EXTENSION

If it appears that a project cannot meet the deadline for authorization within its program year and a program year extension is necessary, the project sponsor must demonstrate to the Funding and Programming Committee that significant progress has been made on the project and the program year criteria can be met within the requested one-year time extension. Projects may be granted only one program year extension. Exceptions to both restrictions can be granted, if TAB deems that extraordinary circumstances, as laid out by the applicant, exist. Requests for a program year extension must be submitted by December 31 of the project's program year.

The project sponsor must submit the following materials to the Funding and Programming Committee. The information provided under "Project Progress" below will determine whether a project is eligible for a one-year extension.

- 1) Project Background.
- 2) Project Progress; Requests must include an agency's anticipated schedule:
 - a) Environmental document approval date or anticipated approval date
 - b) 100% plan approval date or anticipated approval date
 - c) Right-of-way certificate approval date or anticipated approval date
- 3) Justification for Extension Request:
 - a) What circumstances have led to the need for an extension?
 - b) What is unique about this project that requires an extension of the program year?
 - c) What are the financial impacts if this project does not meet its current program year?
 - d) What are the implications if the project does not obtain the requested extension?
 - e) Will delaying the project negatively impact the affected area (e.g., would a longer delay allow for dangerous conditions to persist)?
 - f) Are there interim steps that can be taken to address the project and mitigate impacts in the interim?

PROCESS AND ROLES

The Funding and Programming Committee will hear all requests for extensions (though any project that has already had at least two extensions must first be reviewed by the TAB Executive Committee). The Committee's recommendation will be forwarded to the TAC and TAB for action. The requests will be presented to the TAB for action on its consent agenda at the chair's discretion. Staff for the Funding and Programming Committee will notify the applicant of the committee's decision.

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Enter request date _____

1. Project Background (Project description, federal cost, non-federal cost, current program year, original program year):

2. Project Progress; Requests must include an agency's anticipated schedule:
 - Environmental document approval date or anticipated approval date _____
 - 100% plan approval date or anticipated approval date _____
 - Right-of-way certificate approval date or anticipated approval date _____
3. Justification for Extension Request. Please describe the circumstances of this request.

What circumstances have led to the need for an extension? What is unique about this project that requires an extension of the program year?

What are the implications if the project does not obtain the requested extension? (e.g., withdraw the project, attempt to complete the project on time)?

Will delaying the project negatively impact the affected area (e.g., would a longer delay allow for dangerous conditions to persist)? Are there interim steps that can be taken to address the project and mitigate impacts in the interim?



TAC Funding & Programming

Regional Solicitation Evaluation: Base Application Structure

metro council.org



March 20, 2025



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Project Overview

Regional Solicitation Evaluation

- Overall goal is to align the allocation of the region's federal transportation funds through the Regional Solicitation project selection process to help achieve **the goals, objectives, and policies** of the 2050 Transportation Policy Plan (TPP) and Imagine 2050.
- Current modal structure incorporates the 2040 TPP goals, objectives, and policies at the measure level, which can lead to a more complicated application without clear ties to outcomes

2050 TPP Goals

Equitable
and Inclusive

Healthy and
Safe

Dynamic and
Resilient

Climate
Change

Natural
Systems

Evaluation Decisions Timeline

Stakeholder Groups, Public Engagement, Equity Engagement

Decision Point 1: Preferred Solicitation Base Structure and Draft Application Categories	Decision Point 2: Eligible Projects and Concept Criteria	Decision Point 3: Simplified Application	Decision Point 4: Final Application Materials
<ul style="list-style-type: none"> • 10-Year summary of investments • Listening sessions • MPO peer review • Develop solicitation structure that incorporates Imagine 2050 & 2050 TPP goals, objectives, and policies* 	<ul style="list-style-type: none"> • Identify qualifying project types • Develop high-level criteria (what do we want to measure?) • Identify best way to incorporate new funding sources • Commence special issue working group meetings 	<ul style="list-style-type: none"> • Develop detailed criteria and scoring measures (TSC and special issue working group) • Develop funding ranges • Implement changes to application process • Develop application documents and draft for public review 	<ul style="list-style-type: none"> • Final application package • Final report • Online testing of application • Recommend any changes to the 2050 TPP
<p><u>TAB discussion April 16</u></p>	<p><u>February – May 2025</u></p>	<p><u>June - August 2025</u></p>	<p><u>Fall 2025</u></p>

*See this link for 2050 TPP goals, objectives and policies
<https://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan/TPP-Goals-Objectives-Policies.aspx>

Action Item

Recap

- **December 2024:** Policy workshop to identify priority application categories
 - **January 2025:** Present workshop results and first look at high-level proposed structure
 - **January – February 2025:** Continued refinement with Technical Steering Committee and Technical Advisory Committees
 - **February 2025:** Recommendation of proposed application structure by Policymaker Working Group and Technical Steering Committee to advance for continued discussions
- **Today:** Presenting proposed application structure for further discussions

Where We've Been



Generalized Feedback

Key Takeaways

- General support for the hybrid/modal+ structure, but want some flexibility in the final application categories based what comes out of special issue working groups/measure development (e.g., some application categories may be combined or separated)
- Desire for simplification of the scoring/number of scoring measures
- Greater clarity needed on where a project would apply, and how to address projects that may fit under multiple categories
- Need to retain flexibility to respond to federal priorities and funding changes
- Added in bridge modernization category based on feedback from multiple groups

Structure Discussion

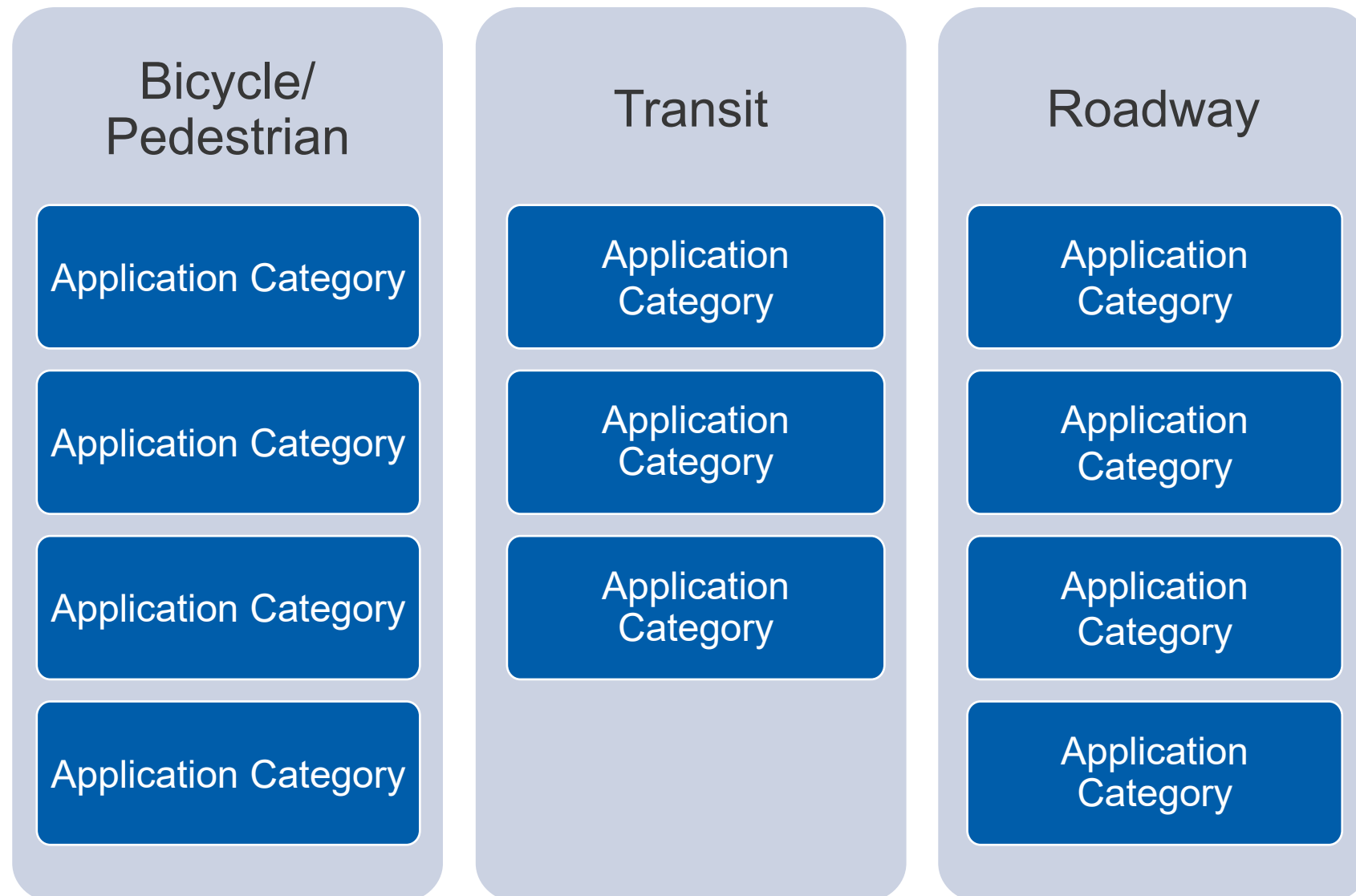


Development of a Modal+ Hybrid Structure

Why Consider a Hybrid Structure/Modal+ Structure?

- Most policy workshop groups intuitively developed a hybrid structure (some modal categories and some outcome-based categories)
- Combines the advantages of each initial structure option:
 - Builds on familiar modal-based structure
 - Aligns projects with 2050 TPP Goals and Objectives
 - Allows for simplified structure with smaller set of criteria for each application
 - Criteria for safety projects would focus mainly on safety, rather than all outcomes
 - Provides a way to focus investment on important outcomes (such as safety or climate)

Example Modal Structure



Categories similar to current solicitation, but tweaked to align with 2050 TPP

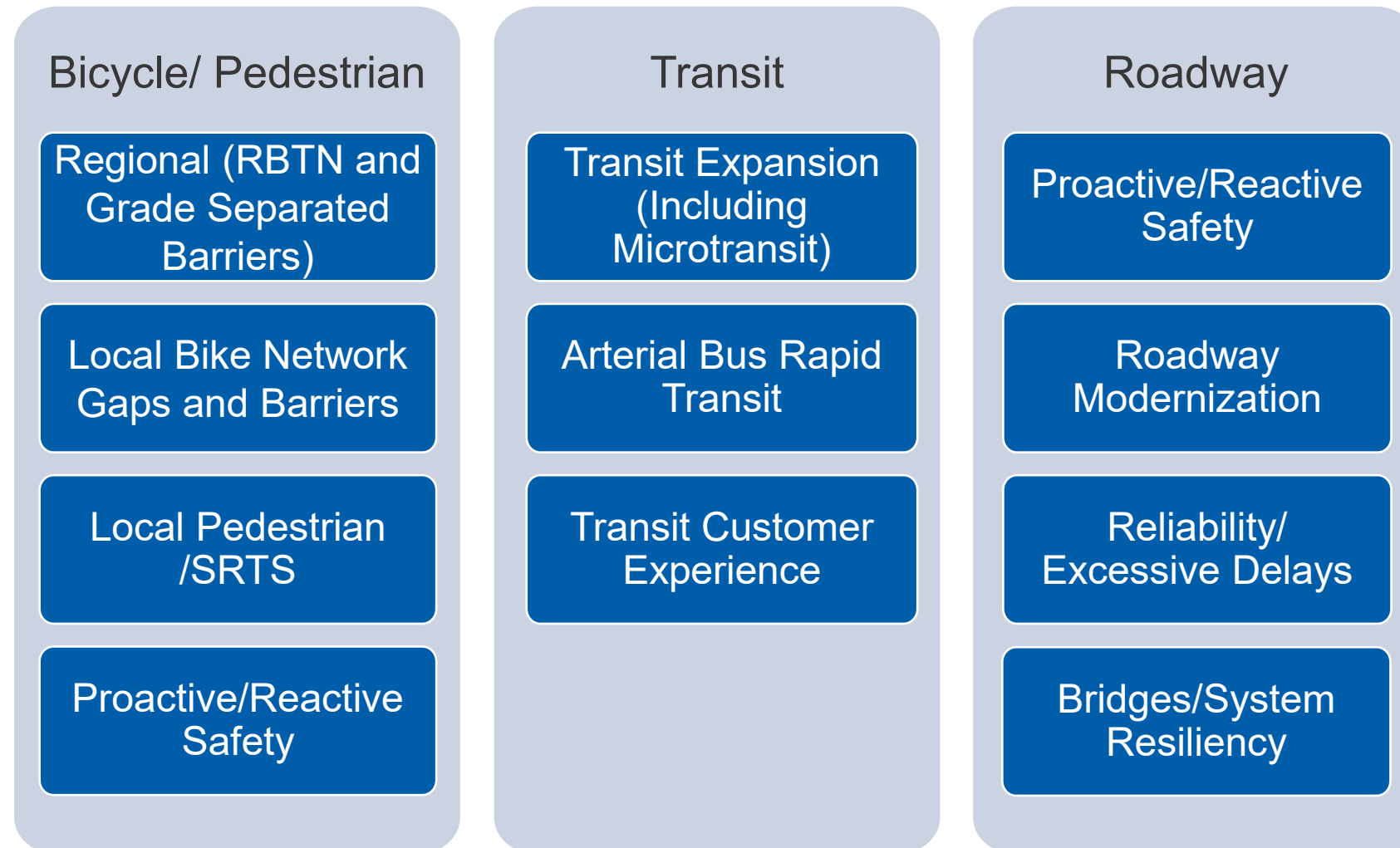
How do we incorporate other priorities?

- *EV Charging*
- *Travel Demand Management (TDM)*

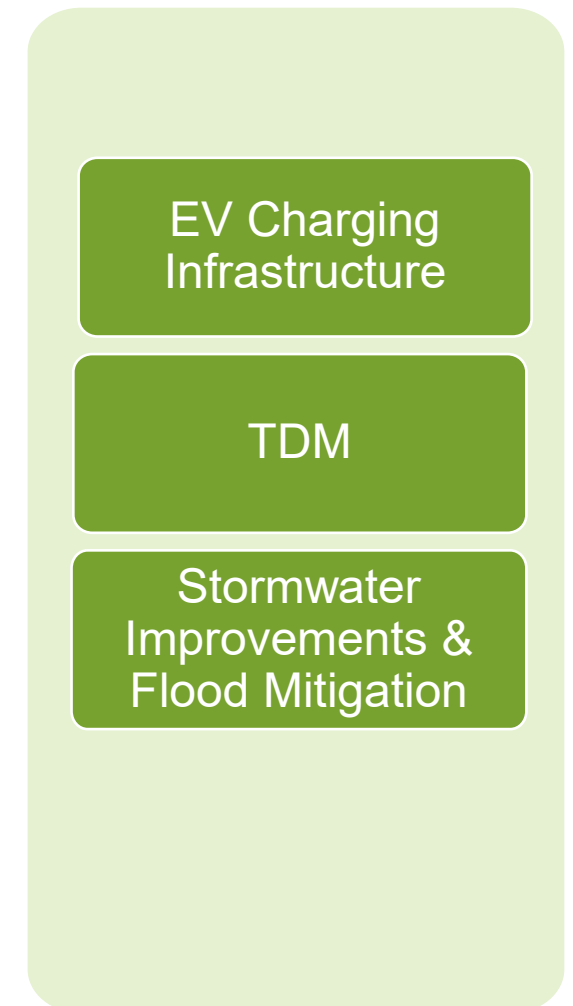
How do we specifically focus on safety, which is often asked by policymakers?

Example Hybrid Structure

Dynamic and Resilient



Environment



Example Hybrid Structure

Safety

Dynamic and Resilient

Environment

Bicycle/ Pedestrian

Regional (RBTN and Grade Separated Barriers)

Local Bike Network Gaps and Barriers

Local Pedestrian /SRTS

Proactive/Reactive Safety

Transit

Transit Expansion (Including Microtransit)

Arterial Bus Rapid Transit

Transit Customer Experience

Roadway

Proactive/Reactive Safety

Roadway Modernization

Reliability/ Excessive Delays

Bridges/System Resiliency

EV Charging Infrastructure

TDM

Stormwater Improvements & Flood Mitigation

Proposed Modal+ Hybrid Structure

Safety

Dynamic and Resilient

Environment

Proactive Safety (All Modes):

Small Projects
(HSIP)
Large Project
(Reg Sol Federal
Funding)

Reactive Safety (All Modes):

Small Projects
(HSIP)
Large Projects
(Reg Sol Federal
Funding)

Bicycle/Pedestrian

Regional (RBTN and
Grade Separated
Barriers)

Local Bike Network
Gaps and Barriers

Local Pedestrian
Network
Connections

Non-Infrastructure

Transit

Transit Expansion
(Including
Microtransit)

Arterial Bus Rapid
Transit

Transit Customer
Experience

Roadway

Roadway
Modernization

Reliability/
Excessive Delays

Bridges/System
Resiliency

EV Charging
Infrastructure

TDM

Stormwater
Improvements &
Flood Mitigation

The other goal area, Our Region is Equitable and Inclusive, is being discussed as a scoring measurer/qualifying requirement.

Decision Point 2



Decision Point 2: Eligible Projects, Criteria, Measures, Funding Ranges

Decision Point 2 Tasks

- Commence special issue working group meetings to discuss the following topics in more detail with guidance from the Technical Steering Committee
 - Identify qualifying project types for each application category
 - Develop high-level criteria (what do we want to measure?)
 - Identify which criteria should be scoring criteria vs. qualifying criteria
 - Identify funding minimums and maximums for each application category

Special Issue Working Groups



Remaining Questions Not Addressed Today

Special Issue Working Groups

- Are planning studies eligible for funding, and if so, under which categories?
- How do we ensure geographic balance?
- Which categories are competitive vs. prioritized by the 2050 TPP?
- How do we integrate regional active transportation funding?
- Where does Safe Routes to School fit?
- What are the min/max awards for each application category?

Future Policy Discussions

- How much funding to apply to each category/goal area (funding ranges)?
- Which criteria (such as equity) should be addressed across most/all categories?
- What are the policy priorities for the regional active transportation sales tax funding and what is the timing of the next call for projects?
- How do we ensure geographic balance?

Special Issue Working Groups

Role and Structure

- **Determine the key outcomes within each TPP goal to guide project evaluation.**
- Identify eligible project types
- Develop scoring criteria and measures
- Identify potential funding minimums and maximums
- Next Steps:
 - Identify technical membership for each group
 - Organize workshops (4/25 and 5/30) to begin detailed technical discussion

Potential Groups

Safety

Bike/Ped

Transit

Roadway

Climate/GHG/EV

TDM

Equity

Special Issue Working Groups

Detailed Work Plan

Early April – Kickoff Meeting with each group

- Follow-up survey to collect initial feedback on criteria and priorities

April 25 – Workshop 1

- Full day agenda with morning "open house" format, and separate group meetings
- Develop consensus on criteria, initial discussion on measures, eligibility requirements and funding min/max ranges

TBD – Virtual meetings

- Issue resolution meetings as-needed
- May involve policymakers or technical groups as relevant

May 30 – Workshop 2

- Develop consensus on previous topics, discuss scoring guidance and geographic considerations

Special Issue Working Group Discussion Topics



Proposed Modal+ Hybrid Structure

Safety

Dynamic and Resilient

Environment

Proactive Safety (All Modes):

Small Projects (HSIP)
Large Project (Reg Sol Federal Funding)

Reactive Safety (All Modes):

Small Projects (HSIP)
Large Projects (Reg Sol Federal Funding)

Bicycle/Pedestrian

Regional (RBTN and Grade Separated Barriers)

Local Bike Network Gaps and Barriers

Local Pedestrian Network Connections

Non-Infrastructure

Transit

Transit Expansion (Including Microtransit)

Arterial Bus Rapid Transit

Transit Customer Experience

Roadway

Roadway Modernization

Reliability/ Excessive Delays

Bridges/System Resiliency

EV Charging Infrastructure

TDM

Stormwater Improvements & Flood Mitigation

The other goal area, Our Region is Equitable and Inclusive, is being discussed as a scoring measurer/qualifying requirement.

Discussion



Discussion



Do you have any technical questions or concerns about the proposed structure?

Do you have any comments you would like to pass onto the Policymaker Working Group and the TAB?

Are there other key technical questions or topic areas that the special issue working groups should tackle?

Next steps



Next steps:

1. Special Issue Working Groups
 - Workshop 1 – April 25
 - Workshop 2 – May 30
2. Info item on a base structure recommendation and application categories
 - TAC – April 2
 - TAC Planning – April 10
 - Transportation Committee – April 14
 - TAB – April 16
3. Update TAC F&P May or June

Thank You

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