

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 20th, 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 18th, 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.

Spooner-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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