

Information Item: Potential Changes for 2016 Regional Solicitation

TAB Meeting

November 18, 2015



Today's Information Item

- Discussion Topics from Roadway Applications
 - General Forms
 - Qualifying Requirements
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- Seeking Input Today
 - No Action Items

New Roadways

Topic:

- New roadways were difficult to score
- Can new roadways receive comparable treatment with existing roads in the Solicitation?

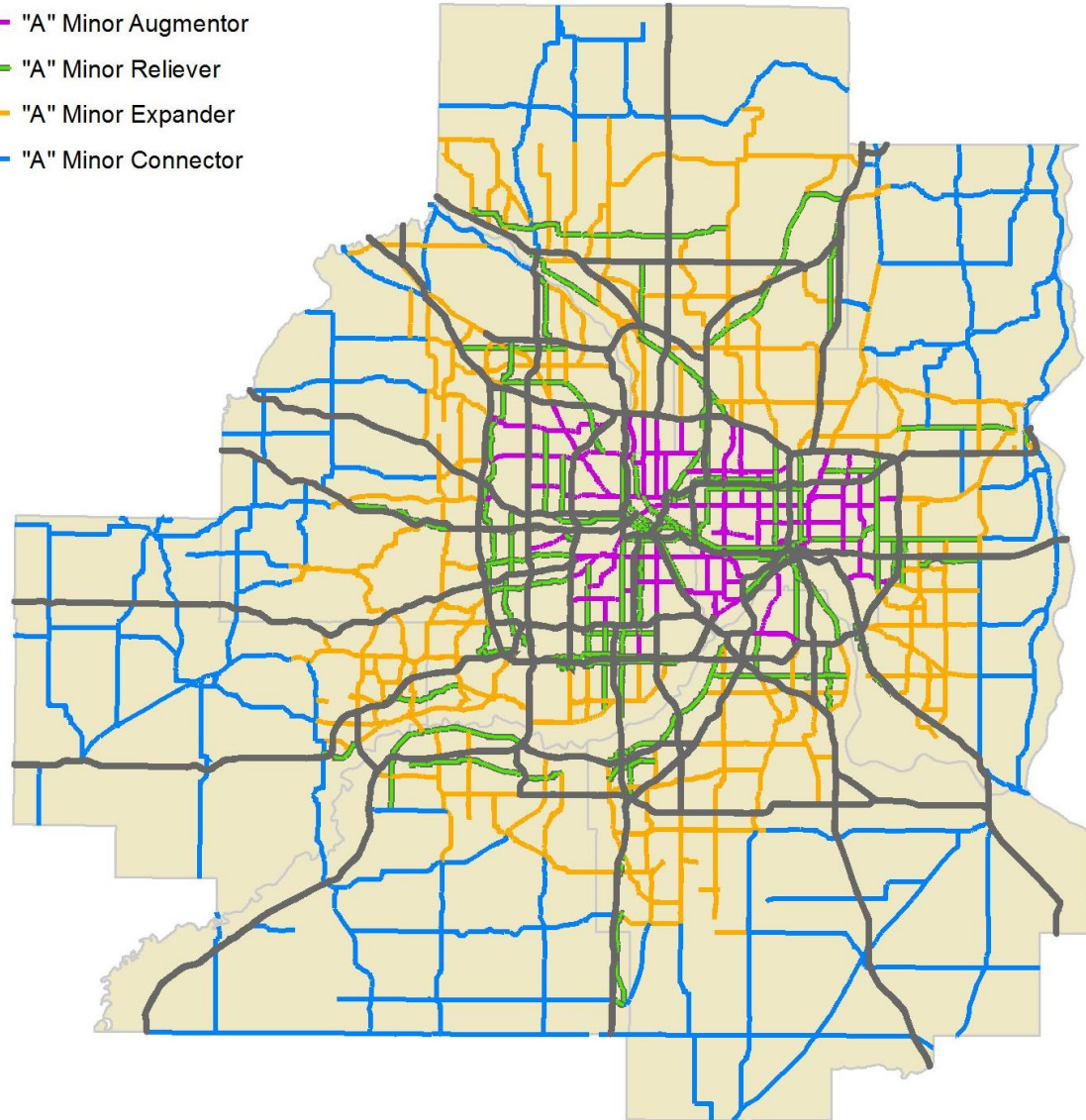
F&PC and TAC Recommendations (Page 30):

- Do not create a separate category for new roadways
- Develop separate, comparable scoring measures for new alignments
 - Usage, Heavy Commercial Usage, Safety, and Congestion Reduction/Emissions measures

What is an A-Minor Arterial?

- Unique to the Twin Cities Metropolitan Area
- Administrative classification supplementing the federally-required functional classification system
- TAB developed system in 1990

- Principal Arterial
- "A" Minor Augmentor
- "A" Minor Reliever
- "A" Minor Expander
- "A" Minor Connector



Roadway Classification

Topic:

- TAB-adopted 2012 A-Minor Study recommended A-Minor Arterial classifications be used to target federal funds
- Regional Solicitation Evaluation TAB adopted policies:
 - Not to specifically distribute funding by A-minor classification
 - Increase policymaker discretion in final decision
- No A-Minor Connectors funded in 2014 Solicitation

F&PC and TAC Recommendation (Page 30):

- TAB provide policy direction

Roadway/Railroad Grade Separations

Topic:

- Roadway/railroad grade separation projects did not score well

F&PC and TAC Recommendations (Page 41):

- Grade separation projects are important and should remain eligible for the Solicitation
- F&PC did not recommend any changes; TAC recommended developing alternate safety and delay measures

Cost Effectiveness Criteria

Topic:

- Cost Effectiveness was an important topic for policymakers in Regional Solicitation Evaluation
- Cost effectiveness is included in all applications as part of existing measures, e.g. cost per new rider, crash reduction/project cost
- Does not generate understandable comparisons

Cost Effectiveness cont.

F&PC and TAC Recommendations (Page 45):

- Add a new criteria and measure for cost effectiveness to all application categories
- Remove cost effectiveness from all existing criteria

TAB Policy Issues:

- Need to determine weighting of new criteria
- Adding a new criteria will change relative weighting of other existing criteria

TDM Funding

Topic:

- Should the 2016 Solicitation include \$1.2 M for Innovative TDM projects using 2018/2019 funds set-aside as part of the 2014 Solicitation?
- Should Innovative TDM funds be set aside from 2020/2021 funding as part of the 2016 Solicitation (projects selected in 2018 Solicitation)?

F&PC and TAC Recommendations (Page 12):

- Recommend aligning schedules of Innovative TDM and rest of Regional Solicitation
- Decision on future Innovative TDM set-asides can come in early 2016

Transit Inflation

Topic:

- TAB adopted inflation policy for 2014 Solicitation:
 - Inflation added after project selection for all project costs except transit vehicle and operation costs
 - Transit vehicles and operation costs should submit using year of expenditure \$'s
- 2014 Solicitation instructions directed applicants to submit all costs in 2015 \$'s
- Inconsistency discovered during 2014 project scoring

Transit Inflation cont.

F&PC and TAC Recommendations (Page 17):

- Add inflation to these types of projects

TAB Policy Issue:

- Correct funding for 2014 transit projects (3 projects)?
 - \$1 M cost would add to current over-programming, less than 1% more over-programming

Interchange Approvals

Topic:

- All regional interchange projects must receive MnDOT/Council Interchange Request approval (regardless of funding source) before proceeding
- Should this be a qualifying criterion in the 2016 Solicitation or recognized elsewhere?

F&PC and TAC Recommendations (Page 20):

- Approved interchange projects should receive added risk assessment points in 2016 Solicitation
- Interchange request approval should be a qualifying criterion for 2018 Solicitation

Federal Minimum and Maximum Awards

Topic:

- Should the federal minimum or maximum funding amount be modified for some application categories?

F&PC and TAC Recommendations (Page 23):

- Increase minimum project awards for bike/pedestrian categories based on past project request amounts
- Reduce maximum federal award for multiuse trails and bicycle facilities from \$5.5 M to \$3.5 M to fund a larger number of projects

Draft Minimum and Maximum Award Changes

Table 1: 2016 Regional Solicitation Funding Award Minimums and Maximums

Modal Categories	2016 Regional Solicitation		
	Sub-Categories	Minimum <u>Federal</u> Award	Maximum <u>Federal</u> Award
Roadways Including Multimodal Elements	Roadway Expansion	\$1,000,000	\$7,000,000
	Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000
	Roadway System Management	\$250,000	\$7,000,000
	Bridges Rehabilitation/ Replacement	\$1,000,000	\$7,000,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	\$125 250,000	\$5 3,500,000
	Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	\$125 250,000	\$1,000,000
	Safe Routes to School	\$125 150,000	\$1,000,000
Transit and TDM Projects	Transit Expansion	\$500,000	\$7,000,000
	Travel Demand Management (TDM)	\$75,000	\$300,000
	Transit System Modernization	\$100,000	\$7,000,000

Next Steps

- Dec. 2015: Bike/Ped and Transit Applications
- Jan./Feb. 2016: Policy Decisions, Other Measures, Score Distribution, and Modal Funding Ranges
- March 2016: Final Approval of Regional Solicitation
- May 2016: Application Released
- July 2016: Applications Due

Questions

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