

# **REGIONAL SOLICITATION: POTENTIAL CHANGES – Transit, TDM, Multiuse Trails & Bikeways, and Equity**

**Transportation Advisory Board  
October 18, 2017**



# Issues Needing Technical Input as Requested by TAB

- 2-to-3-lane conversions; Expansion or Reconstruction/Modernization?
  - F&P/TAC-Reconstruction/Modernization better fit since center turn lane is most similar to adding turn lanes at intersections and often driven by safety
- Autonomous vehicles. Can the solicitation help in the transition?
  - F&P/TAC-consider for 2020 cycle

# Issues Needing Technical Input as Requested by TAB

- CMSP IV projects-How can TAB help get more of these projects funded? Options:
  - Insert into the Reconstruction/Modernization scoring since CMSP projects are at-grade projects? TAC agrees.
  - Invest \$ from the Regional Solicitation for MnDOT to deliver more of these projects. TAC prefers not to have a set-aside for this.

# Congestion Management Safety Plan IV (Page 1)

In Roadway Reconstruction/ Modernization Application, in Role in the Regional Transportation System measure, include CMSP IV with the Congestion on Parallel Routes and the Principal Arterial Conversion Study subsections (Pages 4-5)

# Multiuse Trails and Bicycle Facilities (Page 9)

TAB asked about clearing of snow as part of trail maintenance. TAC recommended awarding points in this category for those applicants that agree to clear snow from trails. (Page 12)

# Transit Work Group Questions for TAB

- While all parts of the region are eligible to apply and have been funded in the past, some areas have higher ridership/potential ridership and score more points. Should a policy-level adjustment be made?
- Should transit maintenance and support facilities/garages be removed from eligibility (Page 41)?

# Transit (Page 24)

- Clarify definitions of Expansion and Modernization based on whether project is meant to attract new riders (Page 25/41)
- (Expansion) Enable deduction to ridership projections beyond 50% (Page 29)

# Transit Criteria Weight Changes

Criteria and Measures		Transit Expansion	Transit Modernization
<b>Role in the Regional Transportation System and Economy</b>		9%	9%
	Measure A - Connection to Jobs and Educational Institutions	50 pts	50 pts
	Measure B – Average number of weekday transit trips connected to the project	50 pts	50 pts
<b>Usage</b>		32%	<del>27</del> 30%
	Measure A – Existing riders		<del>300</del> 325 pts
	Measure B – New riders	350 pts	
<b>Equity and Housing Performance</b>		18%	<del>14</del> 16%
	Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	130 pts	<del>80</del> 105 pts
	Measure B - Housing Performance Score	70 pts	70 pts
<b>Emissions Reduction</b>		18%	<del>9</del> 5%
	Measure A - Total emissions reduced	200 pts	<del>400</del> 50 pts
<b>Multimodal Elements and Existing Connections</b>		9%	<del>9</del> 5%
	Measure A - Multimodal elements of the project and existing connections	100 pts	<del>400</del> 50 pts
<b>Risk Assessment</b>		5%	<del>9</del> 5%
	Measure A - Risk Assessment Form	50 pts	<del>400</del> 50 pts
<b>Service and Customer Improvements</b>			<del>44</del> 18%
	Measure A – Project Improvements for Transit Users		<del>37</del> 200 pts
<b>Cost Effectiveness</b>		9%	9%
	Measure A – Cost effectiveness (total project cost/total points awarded)	100 pts	100 pts
<b>Total</b>		1,100 pts	1,100 pts



# TDM (Page 59)

## Changes recommended by TDM Work Group

- Point Weighting: Increase Criteria 1 and 5 and decrease Criterion 4 (Page 59)
- Ability to reduce or eliminate points in the “Innovation” criterion if duplication of efforts is proposed. (Page 67)

# TDM Criteria Weight Changes

Criteria and Measures		Points
<b>1. Role in the Regional Transportation System and Economy</b>		<b>9 18%</b>
	Measure A – Ability to capitalize on existing regional transportation facilities and resources	<del>400</del> 200 pts
<b>2. Usage</b>		9%
	Measure A – Users	100 pts
<b>3. Equity and Housing Performance</b>		14%
	Measure A - Project's benefits, impacts, and mitigation to disadvantaged populations	80 pts
	Measure B - Housing Performance Score	70 pts
<b>4. Congestion Reduction/Air Quality</b>		<b>36 27%</b>
	Measure A - Congested roadways in project area	<del>200</del> 150 pts
	Measure B - Emissions reduced	<del>200</del> 150 pts
<b>5. Innovation</b>		18%
	Measure A - Project innovations or new geographic area	200 pts
<b>6. Risk Assessment</b>		5%
	Measure A - Technical capacity of applicant's organization	25 pts
	Measure B - Continuation of project after initial federal funds are expended	25 pts
<b>7. Cost Effectiveness</b>		9%
	Measure A – Cost effectiveness (total project cost/total points awarded)	100 pts
<b>Total</b>		1,100 pts

# Risk Assessment (Page 70)

## Changes recommended by Work Group

- Use of four risk assessment elements:
  - Layout or Preliminary Plan
  - Review of Section 106 Historic Resources
  - Right-of-Way
  - Railroad Involvement
- Firm commitment from applicant to cover local match

# Equity (Page 75)

## Changes recommended by Equity Work Group

- Inclusion of community engagement and outreach as an element of the scoring measure (Page 76/79)
- Better definition of negative project elements (Page 77/80)

# Questions

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