

ACTION TRANSMITTAL – 2021-33

DATE: September 8, 2021

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

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SUBJECT: 2022 Regional Solicitation: Project Selection Guarantees and Limitations

REQUESTED ACTION: Decision on whether to continue to fund at least one roadway project in each functional classification, whether to continue to fund the \$25M ABRT project, whether to fund at least one new market transit project, and whether to maintain the \$10M Bridge target.

RECOMMENDED MOTION: That TAB fund at least one roadway project in each functional classification, fund the \$25M ABRT project, fund at least one new market transit project, and maintain the \$10M Bridge target.

BACKGROUND AND PURPOSE OF ACTION: Following the 2014 Regional Solicitation, TAC and TAB discussed the difficulty that applications along some roadway classifications, specifically A-minor connectors, had in scoring high enough to be funded. Therefore, for the 2016 Regional Solicitation, a policy was added stating that at least one project from each of the five eligible functional classifications must be funded to ensure that all parts of the system receive investment. The five eligible roadway classifications include:

- Non-freeway principal arterials
- A-minor augmentors
- A-minor connectors
- A-minor expanders
- A-minor relievers

During the Policy Work Group Process, a bus rapid transit (BRT) program was discussed. Along with this new program would come a guarantee that at least one new market expansion project would be funded. This would be a project that serves Transit Market Area (as defined in the TPP) III, IV, or V or a freestanding town center. Projects that serve Downtown Minneapolis, Downtown St. Paul, or the University of Minnesota would not be considered new market projects.

While there is no guarantee related to the Roadway Bridges category, there is a \$10M “target” to provide TAB with flexibility in project selections.

Summary of current guarantees and limitations:

1. Roadways: minimum of one funded project in each roadway classification.*
2. \$25M Arterial Bus Rapid Transit (ABRT) project award.
Includes a \$32M maximum total for ABRT/BRT (see transit memo from July TAB meeting for further discussion).*
3. Transit “new market” guarantee to fund a project in Transit Market Area III, IV, or V.*
4. Bridge “target” of \$10M.

* could lead to skipping higher-scoring applications in favor of lower-scoring applications.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding.

COMMITTEE COMMENTS AND ACTION: At its August 19, 2021, meeting the TAC Funding and Programming Committee unanimously recommended funding at least one roadway project in each functional classification, funding the \$25M ABRT project, funding at least one new market transit project, and maintaining the \$10M Bridge target.

At its September 1, 2021, meeting, the Technical Advisory Committee recommended funding at least one roadway project in each functional classification, funding the \$25M ABRT project, funding at least one new market transit project, and maintaining the \$10M Bridge target as part of the consent agenda.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/19/2021
Technical Advisory Committee	Review & Recommend	9/1/2021
Transportation Advisory Board	Review & Adopt	9/15/2021