



Potential Changes to 2024 Regional Solicitation

TAB



April 2023

2024 Regional Solicitation



Milestones

- Draft Regional Solicitation application action item to TAB: May 2023
- Public comment period: May/June 2023
- Open application period: late September/October-December 2023
- Scoring and appeals: January-March 2024
- Funding scenarios: April-July 2024
- TAB project selection: July 2024

Advanced timeline assumes minimal changes to the application to enable greater focus on Regional Solicitation Evaluation, which will start this summer.

Safety Criteria Weighing



Increase points for safety measures?

- The attached memo shows options to increase safety within each application category by 0 (no change), 100, and 300 points (as suggested by TAC F&P). It also displays the results from 2022 Regional Solicitation if safety been worth 100 or 300 additional points.
- TAC Comments:
 - Prefer 100-point addition out of the three options (0, 100, or 300).
 - Not necessary to have all categories carry the same maximum point totals (i.e., do not add any points to Transit Expansion and Transit Modernization”).
 - In Roadway Spot Mobility and Safety, Strategic Capacity, and Reconstruction/Modernization categories, consider changing from 50/50 crash reduction/pedestrian safety to proportionate to current values. Question referred back to TAC F&P.

Tied Scores



Breaking Ties

- The attached memo shows proposed language on breaking ties.
- Staff suggestions include:
 - Ties are broken using specific guidance prior to the scores and rankings being released.
 - Tie breaker: The application with the highest score on the safety related measure will break the tie.
- TAC Comments: Agreed with using a simple approach to break ties early in the process. Several ideas discussed at TAC including using the measure with the highest total points possible in each application category.

Federal Minimum and Maximum Awards

Modal Application Categories:	Min Fed Award	Max Fed Award
Roadways Including Multimodal Elements		
• Traffic Management Technologies	\$250,000	\$3,500,000
• Spot Mobility and Safety	\$1,000,000	\$3,500,000
• Strategic Capacity	\$1,000,000	\$10,000,000
• Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000
• Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects		
• Arterial Bus Rapid Transit Project	N/A	\$25,000,000
• Transit Expansion	\$500,000	\$7,000,000
• Transit Modernization	\$500,000	\$7,000,000
• Travel Demand Management (TDM)	\$100,000	\$500,000
Bicycle and Pedestrian Facilities		
• Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
• Pedestrian Facilities	\$250,000	\$2,000,000
• Safe Routes to School	\$250,000	\$1,000,000
Unique Projects	\$500,000	\$4,000,000

Increase Federal Maximum Awards?

Balance Between Catching up and Funding more Projects

- Maximum awards have not kept up with inflation. For example, \$7M in 2014 would be \$11.4M (Assuming 5% annually) or \$13.5M (Assuming 5% through 2018 and 8% since)
- Pedestrian and Strategic Capacity maximum award were increased in 2022 and 2020, respectively
- Increasing maximums in 2022 would have reduced the number of projects funded. Based on projects that would have been able to request more funding with higher maximums, up to 12 fewer projects would have been selected.
- Transit Planning Technical Working Group: Generally wanted to have transit treated the same as other modes. Inflation has been a concern for both operating and capital costs.

TAC Comments: No consensus on increasing the maximum awards. Members noted that the costs of projects is increasing and there is a need to look at both sides of the issue (increasing the award amount vs. funding more projects). The issue was referred back to TAC F&P.



Bus Rapid Transit Introduction

OTHER BRT

Arterial BRT



Existing

- A Line
- C Line
- D Line

Planned

- B Line
- E Line
- F Line
- G Line
- **H Line**

Highway BRT



Existing

- **Red Line**
- **Orange Line**

Potential (Not finalized)

- Red Rock BRT
- Highway 169 BRT

Dedicated BRT



Existing

- None

Planned

- **Gold Line**
- **Purple Line**

METRO Light Rail Transit

- METRO Blue Line
- METRO Green Line
- METRO Green Line Extension
(Project under construction)
- METRO Blue Line Extension
(Project under study; route and stations subject to change)
- Riverview Line
(Project in development by county)

METRO Bus Rapid Transit

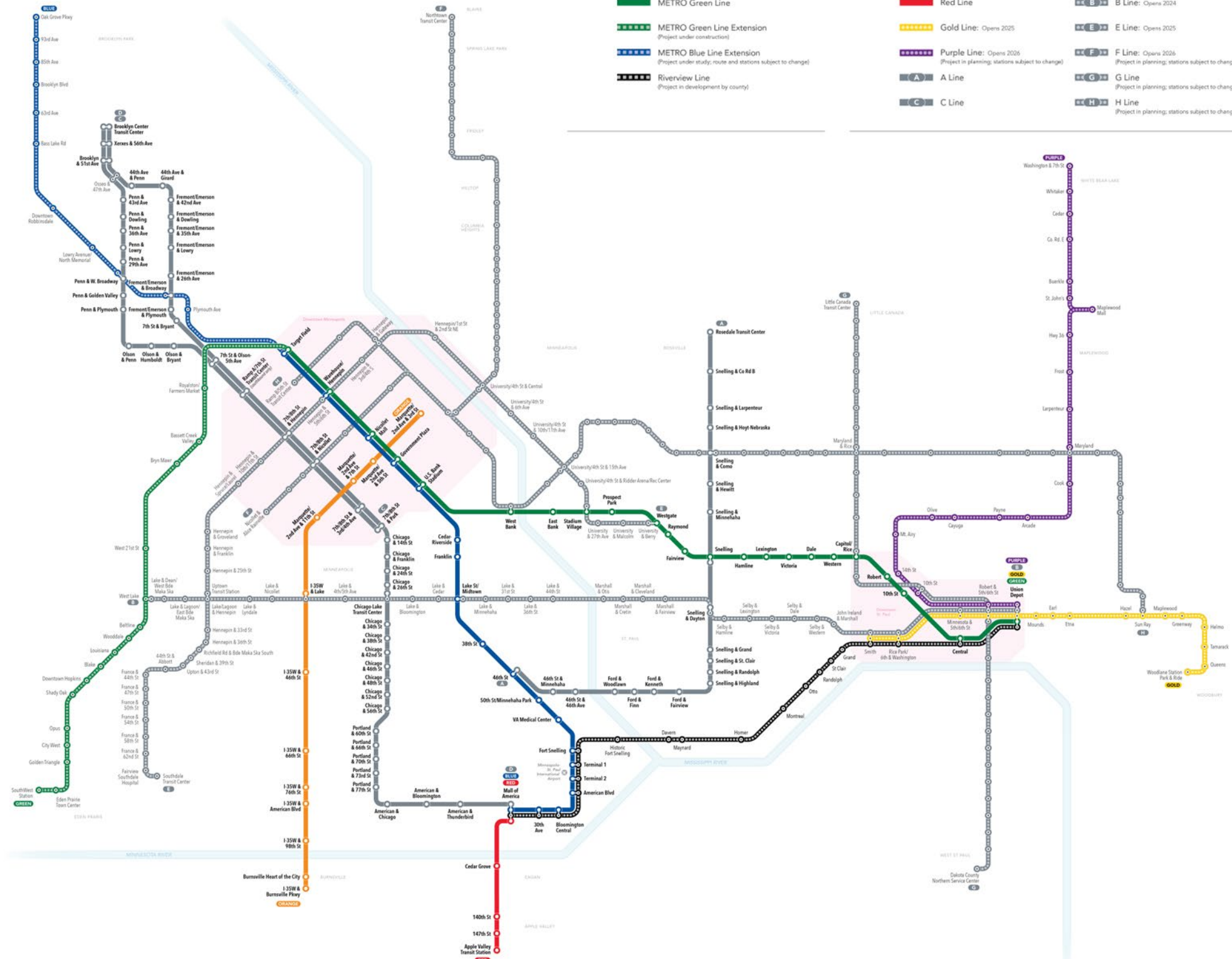
- Orange Line
- Red Line
- Gold Line: Opens 2025
- Purple Line: Opens 2026
(Project in planning; stations subject to change)
- A Line
- C Line
- D Line
- B Line: Opens 2024
- E Line: Opens 2025
- F Line: Opens 2026
(Project in planning; stations subject to change)
- G Line
(Project in planning; stations subject to change)
- H Line
(Project in planning; stations subject to change)

Orange, Red, Gold, and Purple lines operate primarily on bus-only lanes and freeways with transit advantages.

Lettered BRT lines operate in mixed traffic with signal priority and other transit advantages like bus-only lanes.

Both offer speed improvements of up to 25% over regular transit routes.

- Current Station
- Proposed Station



Bus Rapid Transit (BRT) Limit



How to update BRT rule to reflect increased funding?

- When the arterial bus rapid transit (ABRT) funding program was formed, a new rule was established limiting BRT projects to a total of **\$32M** (based on \$54M transit midpoint)
 - **Arterial BRT** maximum \$25,000,000 (*no change proposed*)
 - **Other BRT** maximum \$7,000,000
- Transit Planning Technical Working Group discussed options for changes:
 - Increase total BRT maximum by relative amount of Regional Solicitation funding increase since BRT rule was established (about 40%) **\$32M → \$45M** (\$75M transit midpoint)
 - Increase total BRT maximum by one additional project to **\$39M**
 - Switch the to a project-based rule (at least two non-BRT projects) similar to Transit Market Area guarantee
 - No more than one BRT project per applicant
 - No change

TAC Comments: No consensus.



Thank You

Joe Barbeau

Senior Planner, MTS
joseph.barbeau@metc.state.mn.us

Steve Peterson

Senior Manager of Highway Planning and TAB/TAC
Process
Steven.Peterson@metc.state.mn.us

