



Potential Changes to 2024 Regional Solicitation

Transportation Advisory Board



March 2023

2024 Regional Solicitation

Milestones

- Information Items to TAB: March and April 2023
- 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.

Follow Up From February TAB Meeting

Prioritizing Criteria	Thrive Outcomes	TPP Goals
Role in the Regional Transportation System & Economy	<ul style="list-style-type: none"> Prosperity Livability 	<ul style="list-style-type: none"> Access to Destinations Competitive Economy
Usage	<ul style="list-style-type: none"> Livability Prosperity 	<ul style="list-style-type: none"> Access to Destinations Competitive Economy
Equity and Housing Performance	<ul style="list-style-type: none"> Equity Livability 	<ul style="list-style-type: none"> Access to Destinations Leveraging Transportation Investments to Guide Land Use
Infrastructure Age	<ul style="list-style-type: none"> Stewardship Sustainability 	<ul style="list-style-type: none"> Transportation System Stewardship
Congestion Reduction/Air Quality	<ul style="list-style-type: none"> Prosperity Livability 	<ul style="list-style-type: none"> Healthy Environment Competitive Economy
Safety	<ul style="list-style-type: none"> Livability Sustainability 	<ul style="list-style-type: none"> Safety and Security
Multimodal Facilities and Existing Connections	<ul style="list-style-type: none"> Prosperity Equity Livability Sustainability 	<ul style="list-style-type: none"> Access to Destinations Transportation and Land Use Competitive Economy
Risk Assessment	<ul style="list-style-type: none"> Stewardship 	<ul style="list-style-type: none"> Transportation System Stewardship

#1: Criteria / Measure Weighing

Increase points for safety and/or emissions measures?

The Regional Solicitation survey included comments about increasing the score weighting of safety and emissions categories.

WORKING RECOMMENDATION FOR SAFETY: Increase the safety scoring by 100 points for Roadway (excluding Bridges, which do not have a safety measure) and Bike/Ped categories.

1. 50 points each to crash reduction and “Safety Issues in Project Area” in Traffic Management Technologies
2. 50 points for crash reduction and 50 pedestrian safety and in Spot Mobility/Safety, Strategic Capacity, and Reconstruction/Modernization
3. 50 points each for Barriers Overcome and Deficiencies Corrected in Bike/Ped categories

This would result in seven categories having 1,200-point totals and the rest having 1,100 points.

RECOMMENDATION FOR EMISSIONS: No change for emissions as we wait for the Regional Transportation and Climate Change Multimodal Measures process to conclude and incorporate into 2026 cycle.

TECHNICAL COMMENTS: Members were comfortable with the approach but emphasize that 2024 is a “step in the right direction.” Some TAC members favored adding points for the bike/ped qualitative safety scores (#3). F&P will have more discussion on the details of the points, pending TAB direction.

#2: Agency Priorities



Consideration of Agency Priorities

County feedback included interest in including consideration of high-priority projects from individual sponsors.

RECOMMENDATION: Consider this during the Regional Solicitation Evaluation. This conversation and any potential implementation are likely to take several months.

TECHNICAL COMMENTS: Understanding agency priority could be a way to break a tied score, though given the number of applicants (counties, cities, transit providers, etc.) within the same geographies, it may be difficult to truly rank priority projects. For the long-run the region should consider whether it wants to implement regional priorities or local priorities or some of both. Favoring local priorities could also disadvantage applicants without members and increase the degree to which votes are made based on individual projects.

#3: Tied Scores



Breaking Ties?

Currently, there is no rule one way or the other on tied scores. While TAB has historically been unwilling to break ties, tie-breaking could provide an opportunity to achieve other objectives.

STAFF RECOMMENDATION: Out of 1,100 points, scores are not precise enough to say that the two projects provide the same benefit to the region. Staff recommends the flexibility to fund one of two tied projects if that helps with another objective such as modal distribution or geographic distribution.

TECHNICAL COMMENTS: Consider finding a way for ties to be avoided (this could be difficult given the number of scoring measures). Could use something like highest safety score as a tiebreaker. Agency priorities could also be considered at this point.

#4: Bus Rapid Transit (BRT) Limit



Is the Bus Rapid Transit Limit Needed?

The below rule was established along with the Arterial Bus Rapid Transit (ABRT) funding program.

Within the Transit modal category, there is an Arterial Bus Rapid Transit Project category. There is also a New Market guarantee to ensure that at least one Transit Expansion or Modernization project is funded that serves areas outside of Transit Market Area 1 and 2 from the Transportation Policy Plan for at least one end of the project. The combined maximum funding amount for bus rapid transit projects funded in the Arterial Bus Rapid Transit Project, Transit Expansion, and Transit Modernization categories will be \$32,000,000.”

STAFF RECOMMENDATION: Because funding amounts can lead to rigidity, staff suggests basing this on the number of projects, i.e., requiring that at least two projects not directly tied to BRT projects are funded. This is in the spirit of original rule shown above.

TECHNICAL COMMENTS: Could consider including LRT along with BRT, though additional restrictions like this could lead to funding lower down the scoring lists, which has been identified as a concern. There is some interest in leaving the rule as is.

#5: Minimum Point Value



Establishing a Cutoff Point?

Some participants note the variation between the lower-ranking project scores that receive funding leading to the question of whether some funding categories essentially have lower standards for funding.

It is nearly impossible to use scores to compare projects across application categories.

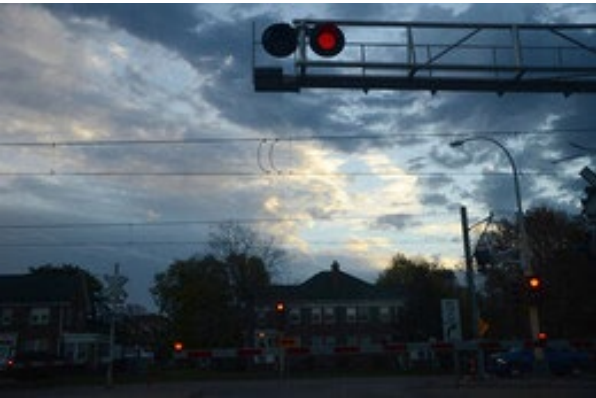
STAFF RECOMMENDATION: No Change for 2024. A determination of a sound way to determine minimum threshold(s) that allow for consistency across categories, if even possible, would likely need the time allotted in the Regional Solicitation Evaluation.

TECHNICAL COMMENTS: A designated line could be arbitrary and could discount viable projects and a lot of thought needs to go into this. Outliers, along with the number of applications submitted, can lead to inconsistent scoring ranges by category.

#6: 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

Regional Bicycle Transportation Network Administrative Adjustments



RBTN

Council staff will have an open period (minimum of 3 weeks) to receive requests for administrative adjustments; eligible adjustments will be limited to specific categories and considered based on RBTN guiding principles as was done for Regional Solicitations prior to 2022. Administrative adjustments include:

- Alignment designations within existing RBTN corridors
- Minor extensions up to one-half mile long that provide missing connections to RBTN alignments, regional trails, or regional destinations
- Minor alignment or corridor centerline shifts to within one-quarter mile of the initial alignment/centerline in core cities or to within one-half mile of initial alignment/centerline outside core cities and that continue to serve regional destinations served by the initial alignment

Other Topics

Technical Topics

- Scoring Appeals – More scoring committee participation and no new information allowed following due date.
- Flexibility in modal funding ranges – No change now, but more discussion needed in Regional Solicitation Evaluation.
- Highway Safety Improvement Program (HSIP) – Continue to allow projects to apply in both the Regional Solicitation and HSIP Solicitation but clarify that funding can only come from one of the two sources.
- Bridges: Expand eligibility to include Major and Minor Collectors and B-Minors for urban areas and the same list minus Minor Collectors for rural areas. This will ensure that the bridges in the worst condition are funded.
- Trail/Sidewalk Maintenance – Require letter for year-round maintenance of all trails and sidewalks build as part of roadway projects (not just Multiuse Trails and Bicycle Facilities category)





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