

ACTION TRANSMITTAL 2014-31

DATE: April 30, 2014
TO: Technical Advisory Committee
FROM: Funding & Programming Committee
PREPARED BY: Elaine Koutsoukos, TAB Coordinator, 651-602-1717
SUBJECT: 2017 CMAQ Transit Capital Project Selection
REQUESTED ACTION: That TAC recommend to TAB the rating and selection of projects from the Request for Regionally Significant Transit Capital Projects
RECOMMENDED MOTION: Recommend that TAB accept the project ratings and select projects for 2017 CMAQ transit capital funding

BACKGROUND AND PURPOSE OF ACTION: In March of 2014, TAB recommended the authorization of \$20 million of CMAQ funds for regionally significant transit capital projects. The Metropolitan Council released the request for projects on March 20, 2014. The project evaluation criteria are: (1) regional significance; (2) usage and impacts of the project; (3) equity; (4) project readiness; (5) project costs; and (6) emissions reduction.

The application deadline was April 11, 2014. MTS received six applications for a total request of \$35,960,000 for the \$20 million available.

A CMAQ Project Rating Committee was established upon recommendation by the Technical Advisory Committee with representatives from MnDOT Metro District; Metropolitan Transportation Services, Southwest Transit, Minnesota Pollution Control Agency, and Scott County (representing TAC).

The rating committee reviewed the six projects and rated the six criteria (high/medium/low). The various criteria have one to three individual measures that were considered in developing the rating. The spreadsheet used by the Rating Committee is attached.

RELATIONSHIP TO REGIONAL POLICY: TAB develops the process for awarding regional federal transportation funds and approves projects for funding.

STAFF ANALYSIS: This one-time process is in response to the time sensitivity in allocating these 2017 CMAQ funds. A Project Rating Committee reviewed the projects, rated the individual criteria and presented the ratings to the Funding & Programming committee on April 17th. Following the Funding & Programming Committee meeting, applicants were provided the ratings for information. CMAQ Rating Committee members submitted revised criteria ratings based on the project presentations presented to TAB. Two criteria ratings for Cedar Grove Transit Station were raised from Low to Medium.

COMMITTEE COMMENTS AND ACTION: At its April 17, 2014, meeting, the Funding & Programming Committee reviewed the preliminary project ratings from the CMAQ Project Rating Committee. The Committee recommended that TAB fund the top three projects and distribute the funding available among these projects. Funding & Programming Committee recognized that the applicants had not been given a chance to review their ratings prior to them being presented to Funding & Programming Committee. In addition there was no appeals process provided in the project selection schedule. The Funding & Programming Committee recommended that the ratings be sent to the applicants for information.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	April 17, 2014
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

2017 CMAQ Transit Capital Criteria Rating

Project	Regional Significance	Usage & Impacts	Equity	Project Readiness	Project Costs	Emissions Reductions	Composite Rating
MOA Transit Station	High	High	High	High	Medium	Low	High
B Line Bus Rapid Transit	Medium	High	Medium	Medium	High	High	High
Lake Street Station at I-35W	High	Medium	High	Medium	High	Low/ Medium	High
Minnesota River Valley 169 Connector	Low	Medium	Low/ Medium	High	High	High	Medium
Downtown Hopkins LRT Station Park-and-Ride Structure	High	Medium	Low/ Medium	Medium	Low	Medium	Medium
TH 77 - Cedar Grove Transit Station	Medium	Medium	Low/ Medium	Low	Low	Low	Medium/ Low

REGIONAL SIGNIFICANCE

Project	Measure #1 Comments	Rating	Measure #2 Comments	Rating	Measure #3 Comments	Rating	Composite
	Consistency with TPP; regional significance		Population and number of jobs within 1/2 mile		Job and Activity Centers served or connected		
MOA Transit Station	TPP, major destination	High	11,000 (21,600 S. LOOP) jobs 2,100 population	High	6 online	High	High
B Line Bus Rapid Transit	TPP, major link DT St. Paul to MOA/Ft. Snelling/MSP	High	5,380 riders-day 82,500 jobs	Medium	5 online/adjacent	High	Medium
Lake Street Station at I-35W	TPP, major transfer point, improves accessibility of system DT Mpls to Burnsville; TOD	High	8,000 jobs-10 minute 12,000 pop-10 minute 20,000 riders-day 10.4% of jobs on corridor	High	6 online/adjacent	High	High
Minnesota River Valley 169 Connector	TPP; feeder accessibility	Medium	41,202 jobs in corridor 799-750 riders-day	Low	2 online	Low	Low
Downtown Hopkins LRT Station Park- and-Ride Structure	TPP, improves accessibility of system; TOD/shared parking	High	5,350 jobs-10minute 3,100 pop-10 minute 25,421 riders-day Major job access	High	11 on extension	High	High
TH 77 - Cedar Grove Transit Station	TPP	Medium	1,600-2,000 jobs	Low	2 online (Mall of America)	Medium	Medium
Methodology	TPP relationship/role in system plan; station/corridor importance to and role in Transitway system (high) or connection to transit system (moderate); role/support for TOD development		Number of jobs and population served within 1/2mile or 10 minute; share of regional population/jobs and/or ridership served by corridor		Number of regional job and activity centers served by corridor where service or station is located.		

USAGE AND IMPACTS

Project	Measure #1 Comments	Rating	Measure #2 Comments	Rating	Measure #3 Comments		Rating	Total Score	Composite
	Estimated Total Ridership Opening Year		Estimated New Ridership Opening Year		Estimate of operating (cost)/savings or increases	(Cost)/Savings per new rider			
MOA Transit Station	Opening Year 2017 (5) Opening Ridership 2,500,000 (6)	11	400,000	6	\$1,013,542	\$1.85	5	22	High
B Line Bus Rapid Transit	Opening Year 2016 (6) Opening Ridership 1,780,000 (5)	11	280,540	5	(\$839,000)	(\$2.99)	4	20	High
Lake Street Station at I- 35W	Opening Year 2019 (4) Opening Ridership 253,000 (4)	8	139,000	3	(\$1,178,534)	(\$8.48)	3	14	Medium
Minnesota River Valley 169 Connector	Opening Year 2017 (5) Opening Ridership 175,000 (2) 2019 - 187,500	7	187,000	4	(\$450,000)	(\$2.40)	4	15	Medium
Downtown Hopkins LRT Station Park- and-Ride Structure	Opening Year 2019 (4) Opening Ridership 8,414,351 (Really?) (3)	7	77,454	2	No system numbers provided - Calculation provided	(\$1.91)	4	13	Medium
TH 77 - Cedar Grove Transit Station	Opening Year 2016 (6) Opening Ridership 285,468 (3)	9	40,872	1	\$396,000	\$9.69	6	16	Medium
Methodology	Earlier implementation, higher points		More new ridership opening day, higher points			Lower cost per new passenger, higher points		Addition of three measurements	

EQUITY

Project	Measure #1 Comments	Rating	Measure #2 Comments	Rating	Measure #3 Comments	Rating	Composite
	Serve or Impact Low-Income/Minority Populations		Number of Low-Income and Minority Population w/in half mile		RCAP with direct connections		
Lake Street Station at I-35W	Centered in a hugely diverse neighborhood.	High	Much higher than regional averages.	High	Exist.	High	High
B Line Bus Rapid Transit	"Connects" neighborhoods with these populations.	Medium	Not explicit.	Medium	"Connects" with RCAPs.	Low-Medium	Medium
Downtown Hopkins LRT Station Park-and-Ride Structure	Some commentary -- not adjacent?	Low-Medium	Some commentary -- not adjacent?	Low-Medium	No.	Low-Medium	Low/Medium
Minnesota River Valley 169 Connector	Connections to Green Line service and populations.	Low-Medium	2% low income, 27% minority.	Low-Medium	Bren Road. Connections to Mpls.	Low-Medium	Low/Medium
MOA Transit Station	Okay narrative but not persuasive.	Medium	No context.	Medium	Connects to RCAPs.	High	High
TH 77 - Cedar Grove Transit Station	Narrative does not support this.	Low-Medium	Narrative does not support this.	Low-Medium	None.	Low-Medium	Low/Medium

PROJECT READINESS

Project	Measure #1 Comments	Rating
	Project Implementation	
MOA Transit Station	65	High
B Line Bus Rapid Transit	50	Medium
Lake Street Station at I-35W	55	Medium
Minnesota River Valley 169 Connector	60	High
Downtown Hopkins LRT Station Park-and-Ride Structure	55	Medium
TH 77 - Cedar Grove Transit Station	45	Low
Methodology	Points Assigned Per Score Sheet Used in Previous Project Ratings High - 60+ Medium - 50-59 Low - Less than 50	

PROJECT COSTS

Project	Measure #1 Comments	Rating	Measure #2 Comments	Rating	Additional Consideration	Rating	Composite
	Detailed Budget		Secured Funding		Total cost and total money leveraging		
MOA Transit Station	Detailed Budget	Medium	Partially secured (\$10 M TIGER not secure)	Medium	Replace existing station; connections to Blue Line, Red Line	Medium	Medium
B Line Bus Rapid Transit	Very Detailed	High	Secured Funding	High	Leveraging future investments in the corridor (BRT service)	Medium	High
Lake Street Station at I-35W	Very Detailed	High	CTIB - Apply mid-2014 Small starts - Apply mid-2014	Medium	Part of larger MnDOT project	High	High
Minnesota River Valley 169 Connector	Very Detailed	High	Secured Funding	High	Use Marschall Road transit station; connect to future Green Line LRT	Medium	High
Downtown Hopkins LRT Station Park-and-Ride Structure	Limited Detail	Medium	Partially secured (SWLRT portion not secure)	Medium	Replace/expand existing park & ride; connect to future Green Line LRT	Low	Low
TH 77 - Cedar Grove Transit Station	Two line items	Low	Not answered in application. Presentation - \$1.5 M committed	Low	Leveraging investments in the corridor - Component of Red Line	High	Low

EMISSIONS REDUCTIONS

Project	Measure #1 Comments	Measure #2 Comments	Rating
	Explanation	Reduction	
Lake Street Station at I-35W		267.27	Low/Medium
B Line Bus Rapid Transit		1,005.56	High
Downtown Hopkins LRT Station Park-and-Ride Structure	Trips removed from the road could come from 1 of the 2 routes. 1/2 of the VMT reduced applied to each route.	308	Medium
Minnesota River Valley 169 Connector	The VMT reduction appears high, but the methodology was clearly shown.	1,219	High
MOA Transit Station		211.21	Low
TH 77 - Cedar Grove Transit Station		189.47	Low
Methodology	Applicants must explain how the project will reduce vehicle miles (VMT) traveled and provide an estimate of annual VMT reduction along with an explanation of methodology to receive any score. The emission rates from various pollutants were then applied to VMT reductions in the proposals to produce grams of these pollutants reduced annually and these were then converted to short tons. The emission reductions ranged from 189 to 1219 tons. These were then grouped and rated Low, Medium, or High based on the amount of emissions reduced.		