

TRANSPORTATION ADVISORY BOARD

MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | October 7, 2020

9:00 AM

Call-in number: 1-888-742-5095

Conference code number: 375-153-7050

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

(Agenda is approved without vote unless amended.)

III. APPROVAL OF MINUTES

September 2, 2020, meeting of the TAB Technical Advisory Committee

IV. TAB REPORT

V. COMMITTEE REPORTS

1. Executive Committee (Lisa Freese, Chair)

a. Update on Process for Selecting Next TAC Chair

2. TAC Action Items

a. **2020-34:** 2021-2024 Streamlined TIP Amendment for MVTA: Burnsville Bus Garage Renovation

b. **2020-35:** 2021-2024 Streamlined TIP Amendment for MnDOT Signal System Replacement in Chanhassen

3. Planning Committee (Kevin Roggenbuck, Chair)

No items

4. Funding & Programming Committee (Paul Oehme, Chair)

No items

VI. SPECIAL AGENDA ITEMS

1. Funding Scenarios for the Regional Solicitation (Steve Peterson and Joe Barbeau, MTS) (attachment 1) (attachment 2)

2. Post-COVID 19 Travel Behavior and Trends (Jonathan Ehrlich and Ashley Asmus, MTS)

VII. AGENCY REPORTS

VIII. OTHER BUSINESS

IX. ADJOURNMENT

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

*Transportation Advisory Board
of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, September 2, 2020
9:00 A.M.**

Members Present: Lisa Freese, Joe MacPherson, Lyndon Robjent, Gina Mitteco, Chad Ellos, Brian Isaacson, Emily Jorgensen, Steve Bot, Elaine Koutsoukos, Steve Peterson, Patrick Boylan, Adam Harrington, Jon Solberg, Mehjabeen Rahman, Andrew Emanuele, Matt Fyten, Peter Dahlberg, Danny McCullough, Karl Keel, Ken Ashfeld, Paul Oehme, Kim Lindquist, Jenifer Hager, Paul Mogush, Bill Dermody, Paul Kurtz, Kevin Roggenbuck

1. Call to Order

The meeting was called to order by Chair Freese at 9:02 a.m. Due to the COVID-19 pandemic, the meeting was held via video conference.

2. Approval of Agenda

The Committee approved the agenda via roll call.

3. Approval of Minutes

A motion to approve the June 3, 2020 TAC minutes was made by Mr. Solberg and seconded by Mr. Isaacson. Motion carried.

(Meeting minutes for the March 4, 2020 minutes will be presented for approval at a future committee meeting.)

4. TAB Report

TAB Coordinator Ms. Koutsoukos provided a summary of the August 19, 2020 TAB meeting.

5. Committee Reports

1. Executive Committee (Lisa Freese, Chair)

Chair Freese noted that the Executive Committee met in the morning and discussed items on the agenda. The Committee also discussed the Regional Solicitation scoring appeal process that will be undertaken by the Funding and Programming Committee at its upcoming meeting.

2. Planning Committee (Kevin Roggenbuck, Chair)

a) 2020-29: 2021 Unified Planning Work Program (UPWP)

This item was presented by Mr. Roggenbuck. The UPWP serves as an application to the USDOT for transportation planning funds for the upcoming year. It documents all the work activities undertaken by the MPO for the year. It also includes a breakdown and budget of staff time and consultant studies

planned for the upcoming year. In 2021 the total UPWP budget is just over \$6.1 million, of which \$4.5 million is funded using federal Consolidated Planning Grant funds.

Chair Freese noted that there were some regional studies not mentioned in the UPWP and requested that these be included. Mr. Burns stated that the change will be made to the draft UPWP prior to approval by the TAB.

Mr. Peterson made a motion to amend the recommend motion to include the incorporation of the Travel Demand Management study, inclusion of comments received by MnDOT and MPCA after the TAC Planning draft, and changes as recommended by Chair Freese. The new study would be funded in 2021 by shifting \$20,000 from the Model Network Rebuild project and continue into 2022. Mr. Peterson's motion was seconded by Mr. Solberg. Motion carried.

3. Funding and Programming Committee (Paul Oehme, Chair)

a) 2020-30: Program Year Extension Request: City of St. Paul Bridge Reconstruction

This item was presented by Mr. Oehme. He explained that the City of St. Paul received \$7 million in 2016 Regional Solicitation funds to assist in the reconstruction of Kellogg Boulevard from East 7th Street to Market Street. The city is requesting a program year extension from 2021 to 2022 due to a request for state funds from the 2020 legislative session for which the city is still awaiting to hear an outcome. There was some discussion from the Committee on program year extensions and the associated budget by year.

A motion to approve the request was made by Mr. Boylan and seconded by Mr. Isaacson. Motion carried.

b) 2020-31: Program Year Extension Request: City of St. Paul Minnehaha Avenue Safety Improvements

Mr. Oehme explained that the City of St. Paul is requesting a program year extension for its Minnehaha Avenue Signal Safety Improvements project from fiscal year 2022 to 2023. The project was funded in part with \$1,080,000 in 2018 Regional Solicitation funds and the city is requesting the extension in order to be on schedule with a programmed MnDOT mill and overlay project.

A motion to approve the request was made by Mr. Keel and seconded by Mr. MacPherson. Motion carried.

c) 2020-32: 2020 Regional Solicitation: Arterial Bus Rapid Transit Project Selection Timeline Revision

Mr. Oehme presented this item, explaining that Metro Transit is requesting the committee recommend approval of a timeline revision of the project selection process for the F Line from December 2020 to April 2021. Metro Transit is also requesting approval to direct its staff to include \$25 million for the F Line ABRT project in all 2020 Regional Solicitation funding options brought forward for TAB consideration. The revised timeline will allow Metro Transit to better engage with communities in the fall of 2020 and help ensure the F Line will be funded under all potential 2020 Regional Solicitation funding scenarios.

Charles Carlson of Metro Transit provided a presentation and update on the item and detailed the project timeline. The Committee posed questions to Mr. Carlson on the potential corridor alignments and the public outreach strategies.

A motion to recommend the TAB to both allow the timeline extension for the F line from December 2020 to April 2021 and to direct staff to include \$25 million for the F Line in all Regional Solicitation funding scenarios was made by Mr. Boylan and seconded by Mr. Harrington. Motion carried.

d) 2019-33: Streamlined TIP Amendment for MnDOT's I-94 Frontage Road Pedestrian Improvements

This item, presented by Joe Barbeau, is a request by MnDOT to amend both the 2020-2023 and 2021-2024 TIPs in order to increase the cost of the I-94 frontage road pedestrian project to \$1,846,146. The project is funded using National Highway Preservation Programs funds. Both TIPs are included in the request due to uncertainty as to which one will be in effect when the project is let.

A motion to recommend TAB approval of the item was made by Mr. Solberg and seconded by Mr. MacPherson. Motion carried.

6. Special Agenda Items

1. Draft Regional Solicitation Scores (Steve Peterson, MTS)

Mr. Peterson presented this item, which includes all projects submitted for 2020 Regional Solicitation funding, their location, and the total amount requested by application type. It also shows the preliminary scores and ranking of projects in each application category. Mr. Peterson noted that the Council had received approximately 15 scoring appeals, which will be heard at the forthcoming Funding and Programming Committee meeting. After the appeal process, the scores will be finalized and provided to TAC.

Ms. Mitteco requested clarification on the transit categories and whether BRT funds were the same as ABRT funds. Mr. Peterson explained that TAB has authorized up to \$25 million for ABRT projects and an additional amount of up to \$7 million could be supplied to other BRT projects. There were two submittals for BRT projects, both on the Gold Line. The Committee requested information on the funding levels for each category. Mr. Peterson responded he will send the funding ranges out to the group and it will be presented in future presentations to the Committee.

2. Freeway System Interchange Study (Tony Fischer, MTS and Michael Corbett, MnDOT)

This item was presented by Tony Fischer of MTS Planning and Michael Corbett of MnDOT. The presentation was an overview of the findings and outcomes of the recently completed Free System Interchange Study. The study seeks to prioritize investments on the highest priority interchanges along the freeway system. The aim is to reduce delay, increase safety, and ensure "right-size" investments. The study was jointly led by both MnDOT and the Council and engaged stakeholders from throughout the region.

Overall, 56 interchanges were examined. Through the process, these were scored based on several performance measures and criteria, resulting in 37 interchanges meriting increased consideration. This

study is intended to direct investments in lower cost, higher benefit projects and will be used in project scoping in the future.

7. Agency Reports

Mr. Solberg of MnDOT updated the Committee on the de-federalization of projects in Anoka County. Anoka County has agreed to utilize MnDOT's equity program to advance smaller projects that match the sum of the de-federalized projects. Mr. Solberg announced the firms that will be utilized as consultants on these studies, noting that they are all TGB or DBE firms.

Mr. Peterson reported that the Council will be providing letters of support for applicants to the Minnesota Highway Freight Program and urged interested parties to contact Council staff quickly in order to allow time to process the letters of support. He also announced that the Governor would be forming a Blue-Ribbon Committee to explore aspects of the Council as an MPO.

8. Other Business and Adjournment

The meeting was adjourned at 10:49 a.m.

Prepared by:

David Burns

ACTION TRANSMITTAL No. 2020-34

DATE: September 30, 2020

TO: Technical Advisory Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: 2021-2024 Streamlined TIP Amendment for MVTA: Burnsville Bus Garage Renovation

REQUESTED ACTION: MVTA requests an amendment to the 2021-2024 TIP to add a project expanding and renovating the Burnsville Bus Garage

RECOMMENDED MOTION: That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2021-2024 TIP to add a project expanding and renovating MVTA's Burnsville Bus Garage

BACKGROUND AND PURPOSE OF ACTION: This amendment is requested because Minnesota Valley Transit Authority (MVTA) was awarded Federal Transit Administration (FTA) Section 5339 discretionary funds, with which it intends to fund a renovation and expansion of the Burnsville Bus Garage. This effort will improve the condition of the existing facility, resolve congestion, and increase bus storage capacity by 30.

FTA Section 5339 funds are awarded directly to the provider and are not a part of the Regional Solicitation process.

The amendment would add the project to the 2021-24 TIP, which was approved by the Metropolitan Council on September 23, 2020. The TIP still needs to be approved by the Federal Highway and Transit Administrations. Should this amendment be approved before that approval, the project will not be eligible until federal approval occurs.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee review and results in saving a month of process time.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019. Public input opportunity for this amendment is provided through the TAB's and Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Note that while the project is exempt, MVTA should

be aware that storage of additional buses can impact air quality in the garage's vicinity and purchase of electric and hybrid buses should be considered.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
Technical Advisory Committee	Review & Recommend	10/7/2020
Transportation Advisory Board	Review & Adopt	10/21/2020
Metropolitan Council Transportation Committee	Review & Recommend	10/26/2020
Metropolitan Council	Adopt	10/28/2020

Please amend the 2021-2024 Transportation Improvement Program (TIP) to amend this project in program year 2021. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Fiscal Year	ATP / Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2021	M	BB	Not yet assigned	Minnesota Valley Transit Authority	Sect 5339: Minnesota Valley Transit Authority – Burnsville Bus Garage Renovation/Expansion. Fund renovation and addition to existing bus garage to improve condition of existing building, resolve congestion and safety issues, add storage, increase ceiling height, and increase bus storage.	-

Prog	Type of Work	Prop Funds	Total \$	FTA \$	FHWA \$	Other \$
BB	Transit (P)	FTA 5339	\$3,500,000	\$2,800,000	-	\$700,000

PROJECT BACKGROUND:

- Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed because Minnesota Valley Transit Authority (MVTA) was awarded Section 5339 discretionary funds. The Minnesota Valley Transit Authority Burnsville Bus Garage Renovation/Expansion will improve the condition of the existing facility, resolve congestion and safety issues, add storage, increasing ceiling height to maintain all bus types in the fleet, and increase bus storage capacity by 30 to accommodate current and long-term inventories.

- How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money **X**
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint

New Money: The funding for this project is FTA 5339; it is new discretionary funding.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis **X**
- N/A (not in a nonattainment or maintenance area)

Exempt from regional level analysis: T-8: Reconstruction of renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures).

ACTION TRANSMITTAL No. 2020-35

DATE: September 30, 2020

TO: Technical Advisory Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: 2021-2024 Streamlined TIP Amendment for MnDOT Signal System Replacement in Chanhassen

REQUESTED ACTION: MnDOT requests an amendment to the 2021-2024 TIP to add a project replacing an antiquated signal system in Chanhassen.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2021-2024 TIP to add a replacing an antiquated signal system in Chanhassen.

BACKGROUND AND PURPOSE OF ACTION: This amendment is required to add a new rail crossing project into fiscal year 2021 of the 2021-24 TIP. The project location is CSAH 18 At Lymna Blvd in Chanhassen. At the same time project 27-00328, a replacement of lights and gates in Minneapolis will be dropped.

The project will be funded with funds from the Highway Rail Grade Crossings & Rail Safety program, which is programmed by MnDOT.

The amendment would add the project to the 2021-24 TIP, which was approved by the Metropolitan Council on September 23, 2020, The TIP still needs to be approved by the Federal Highway and Transit Administrations. Should this amendment be approved before that approval, the project will not be eligible until federal approval occurs.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee review and results in saving a month of process time.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB's and Council's regular meetings.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
Technical Advisory Committee	Review & Recommend	10/7/2020
Transportation Advisory Board	Review & Adopt	10/21/2020
Metropolitan Council Transportation Committee	Review & Recommend	10/26/2020
Metropolitan Council	Adopt	10/28/2020

Please amend the 2021-2024 Transportation Improvement Program (TIP) to include this project in program year 2021. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2021	M	CSAH 18	10-00123	MnDOT	CSAH 18 At Lymna Blvd in Chanhassen, Replace antiquated signal system	0.00

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	TH \$
SR	RR Crossing Improvements	RRS	190,000	171,000	19,000

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is required to add a new rail crossing project into fiscal year 2021 of the 2021-24 TIP. At the same time project 27-00328, a replacement of lights and gates in Minneapolis will be dropped.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects X
- Earmark or HPP not affecting fiscal constraint
- Other

SP 27-00328, programmed for the same cost in the same year, will be dropped, releasing the funds needed for this project. Therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis X*
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category S-8, Railroad/highway crossing warning devices per Section 93.126 of the Conformity Rules.

Information Item

DATE: October 1, 2020
TO: Technical Advisory and Funding & Programming Committees
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Steve Peterson, Manager of TAB/TAC Process (651-602-1819)
SUBJECT: Developing Funding Scenarios for the Regional Solicitation

With the scoring appeals process completed and the final scores for the 2020 Regional Solicitation tabulated, the TAB, TAC, and Funding & Programming Committees will turn toward development of funding alternatives. In order to enable TAB to approve final funding options at its December 16, 2020, meeting, Funding & Programming will need to provide formal recommendations to TAB at its November 19, 2020, meeting and TAC will need to do so at its December 2, 2020, meeting.

Attached are five draft funding scenarios along with associated Figures 1-5 that show the location of projects selected in each funding scenario. The scenarios fall within the TAB-approved modal funding ranges shown in Table 1. The first four scenarios use the mid-point percentages to distribute funding by mode, while the last scenario shifts \$10M from Roadways to Bicycle/Pedestrian. It should be noted that scenarios 4 and 5 are a response to some of the themes from public comments received on the draft 2040 Transportation Policy Plan (TPP) wanted less funding for roadway expansion and more funding for active transportation (bicycle/pedestrian).

Table 1: Modal Funding Ranges

	Roadways	Transit / TDM	Bicycle / Pedestrian	Total
Ranges	46%-65% \$89-\$125M	25%-35% \$48-\$67M	9%-20% \$17-\$39M	100%
Mid-Point	55.5% \$107M	30.0% \$58M (\$26M)	14.5% \$28M	\$193M
\$ Requested	\$300M	\$65M	\$97M	\$462M
# of Apps	57	32	52	132

Preliminary Funding Scenarios:

1. Historical Process (Orange): This scenario is like TAB's past selection history dating back to 2014, except for the \$5M shifted to transit relative to past funding cycles. The scenario focuses on the mid-points of the TAB-approved funding ranges (55.5% for Roadways, 30% for Transit/TDM, and 14.5% for Bicycle/Pedestrian) and then, as a starting point, divides the funding within each mode based on the number of applications and dollar values requested therein for each category compared to the other categories within the same mode. This scenario shows 46 funded projects.
2. Bigger Projects (Green): This scenario focuses on funding larger projects. The scenario favors the Strategic Capacity category within the Roadways mode and the Multiuse Trails and Bicycle Facilities category within the Bicycle/Pedestrian mode. The funding scenario shows 40 funded projects, the least of any scenario

- by six projects. This scenario and the “Historical Process” scenario leverage the most non-Regional Solicitation dollars (shown as Local Match in Table 2).
3. More Projects Scenario (Pink): As a counterpoint to the Bigger Projects scenario, this scenario shows 56 funded projects, made possible by reducing the number of funded projects in the Roadway Strategic Capacity and Multiuse Trails and Bicycle Facilities categories in favor of categories with lower federal maximum awards like Safe Routes to School.
 4. Less Roadway Expansion Scenario (Purple): This scenario is only shown in the Roadways mode with the assumption that the Historical Process scenario would apply to the other modes. The scenario is responsive to some of the TPP public comments that favored less roadway expansion. It funds three fewer \$10 million Strategic Capacity projects compared to the Historical Process scenario in favor of lower-cost projects in the other Roadway categories.
 5. Bike/Ped +\$10M Scenario (Blue): This is the only scenario that deviates from the modal target by shifting \$10M to the Bicycle/Pedestrian mode. This scenario funds 52 projects and responds to some of the TPP public comments asking for more funding for active transportation.

Table 2: Scenario Comparisons

Scenario	Projects	Federal	Local Match	Unique Applicants	Funded Equity Projects*
Historical Process	46	\$200M	\$209M	23	8 of 10
Bigger Projects	40	\$203M	\$214M	22	7 of 10
More Projects	56	\$202M	\$200M	29	8 of 10
Less Road Expansion	50	\$200M	\$177M	24	8 of 10
Bike/Ped +\$10M	52	\$200M	\$181M	26	9 of 10

**“Funded Equity Projects” refers to any project that scored well enough to receive the equity “bonus points,” awarded to any application that was awarded at least 80% of the equity points. Overall, 10 projects were awarded equity bonus points.*

Other Assumptions or Observations:

1. Taken from the total amount (\$198M) is \$4.9 million for Unique Project(s) for 2025 and 2026 funding to be distributed by the 2022 Regional Solicitation. Criteria for unique project selection will be established in 2021.
2. The draft scenarios assume minimal overprogramming, ranging from less than 1% to 2.6%. Overprogramming is used to account for selected projects that withdraw or change their scopes and need to give funds back to the region. Overprogramming is typically 8% to 10%. TAB can discuss adding overprogramming in the coming weeks.
3. The 2020 TAB-approved application states: Within Roadways Including Multimodal Elements, at least one project will be funded from each of the five eligible functional classifications: A-Minor Arterial Augmentors, Connectors, Expanders, and Relievers, as well as Non-Freeway Principal Arterials. All the draft scenarios fund all five classifications without skipping over higher-ranked projects as was necessary in past cycles.
4. Another change this funding cycle was that the \$10 million Bridge category minimum has been adjusted to be a “target.” The two highest ranked bridge

projects have a tied score. The cumulative federal funding for these two projects is \$13.9M.

5. The TAB-approved funding ranges included a \$5 million shift to Transit: \$4 million from Roadways and \$1 million from Bicycle/Pedestrian. This comes along with TAB's decision to allow for a \$25 million funding of a single ABRT route. TAB also agreed to a) only allowing a total of \$32 million to be awarded to BRT projects and b) requiring that at least one award be made to a project that is in a new market area.¹

Given the \$32 million BRT maximum, only one of the two projects ranked at the top of their respective categories (Transit Expansion and Transit Modernization) can be funded. Each of these projects is related to the Gold Line BRT project. In Transit Modernization it is a project for downtown Saint Paul stations and in Transit Expansion the submittal is for a new parking facility near I-494 in Woodbury. To provide input to TAB's decision, the two applicants, Metro Transit and Washington County, consulted with the other project partners. Based on these conversations, the Gold Line project partners indicated preference for Transit Modernization project if only one can be funded.

¹ 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.

DRAFT FUNDING SCENARIO

TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

**Funding Range - 25-35% (\$48M - \$67M)
Midpoint - 30% (\$58M)**

Transit Expansion

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Midpoint of Modal Funding Ranges			Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
								Historical Process	Bigger Projects	More Projects						
1*	14365	Washington Co	Washington	Woodbury	✓	✓	I-494 Park & Ride Structure in Woodbury	Skip due to BRT	maximum being	met with Gold	Line ID#14392	\$7,000,000	\$8,170,946	\$15,170,946	\$7,000,000	852
2	14176	Metro Transit	Hennepin	Minneapolis, St. Louis Park, Hopkins			Route 17 Service Improvement in Minneapolis, St. Louis Park, and Hopkins					\$2,511,123	\$627,781	\$3,138,904	\$9,511,123	607
3	14173	Metro Transit	Hennepin, Ramsey	Bloomington, St. Paul		✓	Route 54 Service Improvement in St. Paul and Bloomington					\$1,762,070	\$440,518	\$2,202,588	\$11,273,193	589
4	14298	Metro Transit	Hennepin	Minneapolis, Golden Valley, Plymouth		✓	New Route 757 Limited Stop in Minneapolis, Golden Valley, and Plymouth	\$8,942,679		\$8,942,679	\$8,942,679	\$4,669,486	\$1,167,372	\$5,836,858	\$15,942,679	566
5	14024	SouthWest Transit	Hennepin	Eden Prairie, Maple Grove, Plymouth, Minnetonka		✓	I-494 North SW Prime Service in Eden Prairie, Minnetonka, Plymouth, and Maple Grove		\$14,542,679			\$5,600,000	\$1,400,000	\$7,000,000	\$21,542,679	555
6	14340	MVTA	Hennepin, Dakota	Minneapolis, Mendota Heights, Eagan		✓	Route 436 Expansion - Viking Lakes in Eagan, Mendota Heights, and Minneapolis					\$2,600,000	\$650,000	\$3,250,000	\$24,142,679	495
7	14146	Metro Transit	Washington	Stillwater		✓	New Route 274 Express in Stillwater and Minneapolis					\$1,321,553	\$330,388	\$1,651,941	\$25,464,232	453
8	14296	Metro Transit	Hennepin, Ramsey	Minneapolis, St. Paul			Route 23 Service Improvement in Minneapolis and St. Paul					\$3,018,668	\$754,667	\$3,773,336	\$28,482,901	337
9	14178	Metro Transit	Ramsey, Washington	7 Cities		✓	Route 219 Service Improvement in Maplewood, White Bear Lake, Mahtomedi, North St. Paul, Oakdale, Landfall, and St. Paul					\$1,750,320	\$437,580	\$2,187,900	\$30,233,221	328
10	14330	SouthWest Transit	Hennepin, Carver	Eden Prairie, Chaska, Chanhassen, Carver, Victoria		✓	SouthWest Transit Golden Triangle Mobility Hub in Eden Prairie, Chaska, Chanhassen, Carver, Victoria					\$4,055,200	\$1,013,800	\$5,069,000	\$34,288,421	295
											\$34,288,421	\$14,993,052	\$49,281,473			

Transit Modernization

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Midpoint of Modal Funding Ranges			Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
								Historical Process	Bigger Projects	More Projects						
1*	14392	Metro Transit	Ramsey	St. Paul	✓		Gold Line Ramsey Washington Saint Paul Downtown Modernization					\$7,000,000	\$3,500,000	\$10,500,000	\$7,000,000	721
2	14357	Metro Transit	Regional	Regional			Bus Farebox Upgrade for All Regional Transit Providers		\$14,000,000			\$7,000,000	\$1,750,000	\$8,750,000	\$14,000,000	637
3	14078	Dakota Co	Dakota	Apple Valley	✓	✓	140th Red Line Pedestrian Bicycle Overpass in Apple Valley	Skip due to BRT	maximum being	met with Gold	Line ID#14392	\$2,400,000	\$600,000	\$3,000,000	\$16,400,000	610
4	14171	MVTA	Dakota, Hennepin	7 Cities		✓	Burnsville Bus Garage (BBG) Modernization					\$2,800,000	\$700,000	\$3,500,000	\$19,200,000	604
5	14084	Apple Valley	Dakota	Apple Valley	✓	✓	Apple Valley Red Line BRT 147th Street Station Skyway	Skip due to BRT	maximum being	met with Gold	Line ID#14392	\$3,810,400	\$952,600	\$4,763,000	\$23,010,400	602
6	14191	SouthWest Transit	Carver	Chaska		✓	Signal Prioritization at East Creek Park and Ride in Chaska	\$17,243,520		\$17,243,520	\$17,243,520	\$443,520	\$110,800	\$554,320	\$23,453,920	582
7	14076	SouthWest Transit	Carver	Chanhassen		✓	Solar Array at SouthWest Village in Chanhassen					\$4,840,000	\$1,210,000	\$6,050,000	\$28,293,920	436
8	14190	MVTA	Dakota, Hennepin, Scott	7 Cities		✓	Burnsville Transit Station (BTS) Modernization-Elevator Installation					\$656,000	\$164,000	\$820,000	\$28,949,920	411
9	14295	MVTA	Dakota, Hennepin, Ramsey	7 Cities		✓	Eagan Transit Station (ETS) Modernization-Elevator Installation					\$440,000	\$110,000	\$550,000	\$29,389,920	247
											\$29,389,920	\$9,097,400	\$38,487,320			

Arterial Bus Rapid Transit Program

		Metro Transit					Arterial Bus Rapid Transit Program	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000					
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TMO/TDM

Rank	ID	Applicant	County	City			Project Name	Midpoint of Modal Funding Ranges			Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
								Historical Process	Bigger Projects	More Projects						
	-	-					TMO Set-aside for 2025-2026*	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$1,450,000	\$7,250,000	\$5,800,000	-
	-	-					TDM Set-aside for 2025-2026*	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$300,000	\$1,500,000	\$7,000,000	-
1	14041	MOVE Minnesota	Hennepin, Ramsey	Minneapolis, St. Paul			Changing the School Commute: Shifting Youth to Transit Use					\$452,700	\$113,175	\$565,875	\$452,700	892
2	14372	Bicycle Alliance of Minnesota	Hennepin, Ramsey, Dakota	13 Cities			Expanding Adult Learn to Ride Bicycle classes and related programming from St. Paul and Minneapolis to inner suburbs					\$350,488	\$147,600	\$498,088	\$803,188	733
3	13996	Cycling Without Age Twin Cities	Hennepin, Ramsey	Minneapolis, St. Paul			CWA TC Short Trip Program					\$236,856	\$59,214	\$296,070	\$1,040,044	598
4	14400	Move Minneapolis	Hennepin	Minneapolis			Comprehensive Mode Share Measurement	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$275,000	\$69,094	\$344,094	\$1,315,044	444

TDM Total \$1,315,044 \$389,083 \$1,704,127 \$3,610,976

Total (does not include TDM projects) \$58,186,199 \$60,542,679 \$58,186,199 \$58,186,199 \$7,000,000 \$1,750,000 \$8,750,000

* Gold Line BRT projects are top scores in both transit categories. Gold Line project partners indicated preference for Transit Modernization project if only one can be funded.

DRAFT FUNDING SCENARIO
BICYCLE AND PEDESTRIAN FACILITIES
Multiuse Trails and Bicycle Facilities

Funding Range - 9%-20% (\$17M - \$39M)
 Midpoint-14.5% (\$28M)

Rank	ID	Applicant	County	City	Project Name	Midpoint of Modal Funding Ranges			Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
						Historical Process	Bigger Projects	More Projects						
1	14160	Minneapolis	Hennepin	Minneapolis	Hennepin/Dunwoody Protected Bikeway and Multiuse Trail					\$3,760,000	\$940,000	\$4,700,000	\$3,760,000	943
2	14112	St Paul	Ramsey	St. Paul	Samuel Morgan Regional Trail Segments 1 & 4 Reconstruction					\$4,956,800	\$1,239,200	\$6,196,000	\$8,716,800	883
3	14335	St Paul	Ramsey	St. Paul	Kellogg Blvd Capital City Bikeway - St. Peter to 7th Street					\$5,500,000	\$1,444,759	\$6,944,759	\$14,216,800	870
4	14115	Burnsville	Dakota	Burnsville	I-35W Frontage Trail /I-35W Minnesota River Crossing					\$388,000	\$97,000	\$485,000	\$14,604,800	804
5	13983	Three Rivers PD	Hennepin	Golden Valley	Bassett Creek Reg Trail Gap / Duluth St					\$2,561,876	\$640,469	\$3,202,345	\$17,166,676	786
6-T	14302	Brooklyn Park	Hennepin	Brooklyn Park	63rd Avenue Multiuse Trail					\$744,000	\$186,000	\$930,000	\$17,910,676	783
6-T	14350	Washington Co	Washington	Oakdale	Century-Greenway Trail					\$825,865	\$206,466	\$1,032,331	\$18,736,541	783
8	14131	West St Paul	Dakota	West St Paul	CSAH 73 Oakdale Multiuse Trail					\$1,785,600	\$446,400	\$2,232,000	\$20,522,141	779
9	14026	Coon Rapids	Anoka	Coon Rapids	Coon Creek Reg Trail and Bridge over Coon Rapids Blvd					\$2,400,000	\$2,350,000	\$4,750,000	\$22,922,141	775
10	14287	Chaska	Carver	Chaska	Circle the Brick Trail Connection	\$24,167,773				\$1,245,632	\$315,408	\$1,561,040	\$24,167,773	750
11	14062	Minnetonka	Hennepin	Minnetonka	Hopkins Crossroad Multi-Use Trail		\$26,532,473			\$2,364,700	\$591,100	\$2,955,800	\$26,532,473	731
12	14113	St Paul	Ramsey	St Paul	Point Douglas Regional Trail Phase 1 Construction					\$5,040,930	\$1,260,233	\$6,301,163	\$31,573,403	726
13	14092	Ramsey Co	Ramsey	White Bear Lake, Vadnais Hts, White Bear Twp	Bruce Vento Regional Trail Extension					\$4,688,000	\$1,172,000	\$5,860,000	\$36,261,403	725
14-T	14097	Burnsville	Dakota	Burnsville	Multiuse Trail Along Nicollet Avenue Between Trunk Highway 13 and CSAH 32 (Cliff Road)					\$760,000	\$190,000	\$950,000	\$37,021,403	723
14-T	14367	Woodbury	Washington	Woodbury	Woodbury Gold Line Station Trail & Pedestrian Connections					\$1,113,500	\$278,375	\$1,391,875	\$38,134,903	723
16	14322	Anoka (City)	Anoka	Anoka	City of Anoka T.H. 169/Ferry Street Underpass					\$1,440,000	\$360,000	\$1,800,000	\$39,574,903	711
17	14341	Inver Grove Hts	Dakota	Inver Grove Hts	Inver Grove Heights Babcock Trail					\$383,040	\$95,760	\$478,800	\$39,957,943	710
18	14389	Washington Co	Washington	Woodbury	Valley Creek Road Multiuse Trail Project					\$508,000	\$127,000	\$635,000	\$40,465,943	701
19	13971	Dakota Co	Dakota	Egan	MN River Regional Greenway - Ft Snelling State Park UP Rail Overpass					\$3,777,940	\$944,485	\$4,722,425	\$44,243,883	694
20	14057	Fridley	Anoka	Fridley	53rd Avenue Trail and Sidewalk					\$1,843,313	\$460,829	\$2,304,142	\$46,087,196	684
21	14073	Dakota Co	Dakota	Mendota Heights	TH 149 Trail and Underpass					\$2,104,100	\$526,025	\$2,630,125	\$48,191,296	669
22	14175	Anoka Co	Anoka	Fridley	MRRRT Connection / 44th Avenue Bicycle and Pedestrian Improvements					\$1,832,000	\$458,000	\$2,290,000	\$50,023,296	666
23	14342	Farmington	Dakota	Farmington	North Creek Greenway Regional Trail - Downtown Farmington to 195th Street					\$1,411,200	\$352,800	\$1,764,000	\$51,434,496	664
24-T	14034	Bloomington	Hennepin	Bloomington	Normandale Boulevard Multiuse Trail					\$4,000,000	\$1,476,128	\$5,476,128	\$55,434,496	661
24-T	14290	Arden Hills	Ramsey	Arden Hills	Mounds View High School Trail					\$974,936	\$243,734	\$1,218,670	\$56,409,432	661
26	14072	Dakota Co	Dakota	Rosemount	Rosemount CSAH 42 Multiuse Trail and Underpass					\$2,480,000	\$620,000	\$3,100,000	\$58,889,432	651
27	14070	Scott Co	Scott	Carver, Louisville Twp	Merriam Junction Trail					\$5,500,000	\$4,900,000	\$10,400,000	\$64,389,432	626
28	14104	Lino Lakes	Anoka	Lino Lakes	Main Street (CSAH 14)/Central Anoka County Regional Trail					\$976,000	\$244,000	\$1,220,000	\$65,365,432	622
29	13972	Shakopee	Scott	Shakopee	TH 169 Bridge/Quarry Lake Trail					\$3,139,200	\$784,800	\$3,924,000	\$68,504,632	618
30	14404	Washington Co	Washington	Forest Lake	CSAH 32 Multiuse Trail					\$928,000	\$232,000	\$1,160,000	\$69,432,632	613
31	14063	Carver Co	Carver,	Chanhassen, Eden Prairie	MN River Bluffs Regional Trail					\$1,594,720	\$398,680	\$1,993,400	\$71,027,352	608
32	14349	Minneapolis	Hennepin	Minneapolis	22nd Avenue Pedestrian and Bicycle Bridge Replacement					\$3,145,000	\$786,250	\$3,931,250	\$74,172,352	607
33	14161	Cottage Grove	Washington	Cottage Grove	70th Street (CSAH 22) Pedestrian Underpass					\$1,389,690	\$347,425	\$1,737,115	\$75,562,042	586
34	14085	Apple Valley	Dakota	Apple Valley	Apple Valley CSAH 38 Trail					\$4,000,000	\$1,000,000	\$5,000,000	\$79,562,042	580
35	14297	Arden Hills	Ramsey	Arden Hills	Old Snelling Trail Extension					\$1,692,160	\$423,040	\$2,115,200	\$81,254,202	566
36	14162	Cottage Grove	Washington	Cottage Grove	Keats Avenue (CSAH 19) Underpass at Ravine Regional Park					\$1,793,936	\$448,485	\$2,242,421	\$83,048,138	508
37	14336	Rogers	Hennepin	Rogers	Rogers High School and Middle School Pedestrian Tunnel					\$1,083,331	\$270,833	\$1,354,164	\$84,131,469	492
									\$84,131,469	\$26,857,684	\$110,989,153			

Pedestrian Facilities

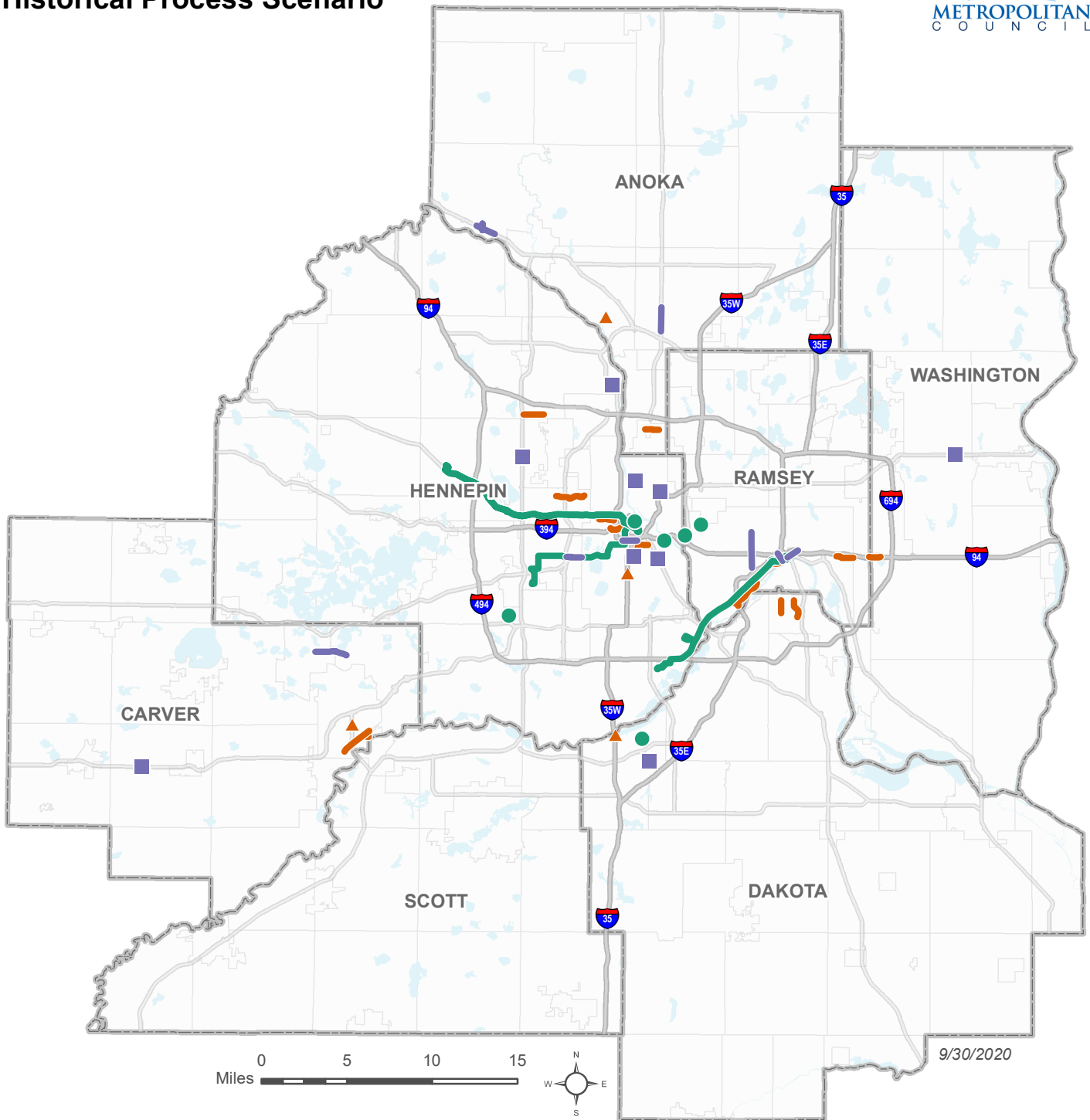
Rank	ID	Applicant	County	City	Project Name	Midpoint of Modal Funding Ranges			Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
						Historical Process	Bigger Projects	More Projects						
1	14095	Minneapolis	Hennepin	Minneapolis	Phillips Neighborhood Pedestrian Safety Improvements					\$1,000,000	\$608,000	\$1,608,000	\$1,000,000	947
2	13987	Hennepin Co	Hennepin	Minneapolis	Accessibility improvements to complement BRT/LRT projects		\$2,000,000			\$1,000,000	\$265,000	\$1,265,000	\$2,000,000	642
3	14355	St. Paul	Ramsey	St. Paul	Burns Avenue Sidewalk Infill - White Bear Avenue to McKnight Road	\$3,000,000				\$1,000,000	\$250,000	\$1,250,000	\$3,000,000	603
4	14288	Chaska	Carver	Chaska	Highway 41 Pedestrian Improvements in Historic Downtown Chaska					\$1,000,000	\$754,000	\$1,754,000	\$4,000,000	587
5	14356	Inver Grove Hts	Dakota	Inver Grove Hts	Inver Grove Heights ADA Ped Ramp Improvements					\$250,240	\$62,560	\$312,800	\$4,250,240	557
6	14129	Ramsey Co	Ramsey	St. Paul	Maple Street/I-94 Pedestrian Bridge Replacement				\$5,250,240	\$1,000,000	\$3,858,000	\$4,858,000	\$5,250,240	512
7	14091	Oakdale	Washington	Oakdale	Multiuse Sidewalk on the west side of Greenway Avenue North from Hudson Boulevard to 7th Street North					\$400,000	\$100,000	\$500,000	\$5,650,240	503
8	14363	Washington Co	Washington	Grant Twp	CSAH 12 Pedestrian Facility			\$5,907,040		\$256,800	\$64,200	\$321,000	\$5,907,040	468
									\$5,907,040	\$5,961,760	\$11,868,800			

Safe Routes to School

Rank	ID	Applicant	County	City	Project Name	Midpoint of Modal Funding Ranges			Bike/Ped +\$10M	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores			
						Historical Process	Bigger Projects	More Projects									
1	14393	Columbia Heights	Anoka	Columbia Heights	49th Avenue Area SRTS Improvements					\$484,400	\$121,100	\$605,500	\$484,400	902			
2	14133	West St. Paul	Dakota	West St. Paul	Bidwell Street Sidewalk Improvements		\$1,124,400			\$640,000	\$160,000	\$800,000	\$1,124,400	869			
3	14362	Chaska	Carver	Chaska	MN 41 Safe Routes to School Pedestrian Underpass Project					\$933,360	\$233,340	\$1,166,700	\$2,057,760	757			
4	14045	Minneapolis	Hennepin	Minneapolis	Green Central Safe Routes to School Improvements	\$3,057,760			\$3,057,760	\$1,000,000	\$991,000	\$1,991,000	\$3,057,760	745			
5	14358	St. Paul	Ramsey	St. Paul	Crossroads Elementary SRTS					\$720,000	\$180,000	\$900,000	\$3,777,760	657			
6	13973	Mahtomedi	Washington	Mahtomedi	Warner Road and 72nd Street North SRTS Improvements			\$4,113,343		\$335,583	\$83,896	\$419,479	\$4,113,343	656			
									\$30,225,533	\$29,656,873	\$30,542,524	\$39,881,403	\$4,113,343	\$1,769,336	\$5,882,679		

Highlighted ID numbers = Equity Bonus Points

**Figure 1. Locations of 2020 Regional Solicitation Projects
Historical Process Scenario**



Projects

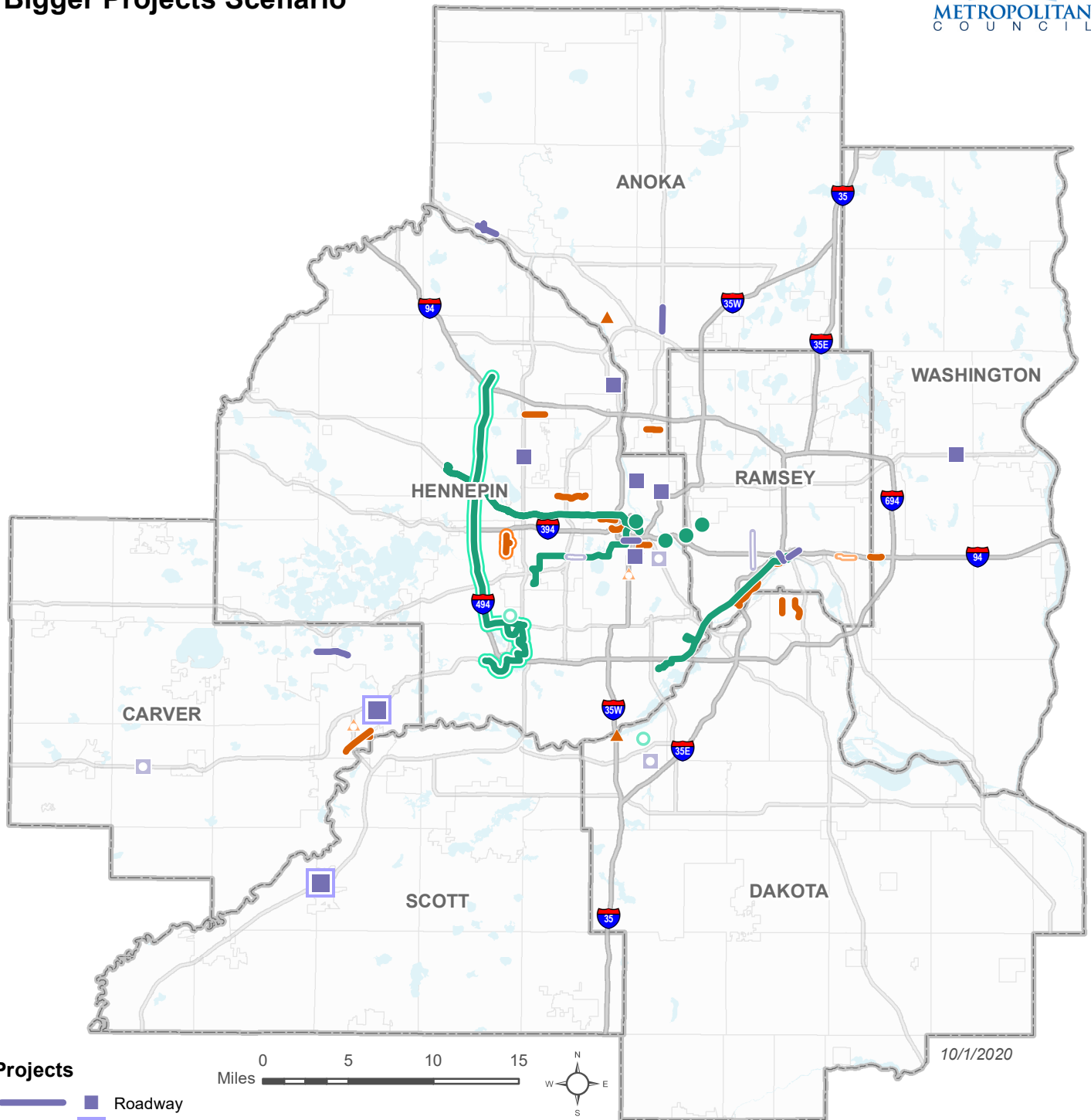
- Roadway
- Transit
- ▲ Bicycle/Pedestrian

Background

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

46 Total Projects

**Figure 2. Locations of 2020 Regional Solicitation Projects
Bigger Projects Scenario**



10/1/2020

Projects

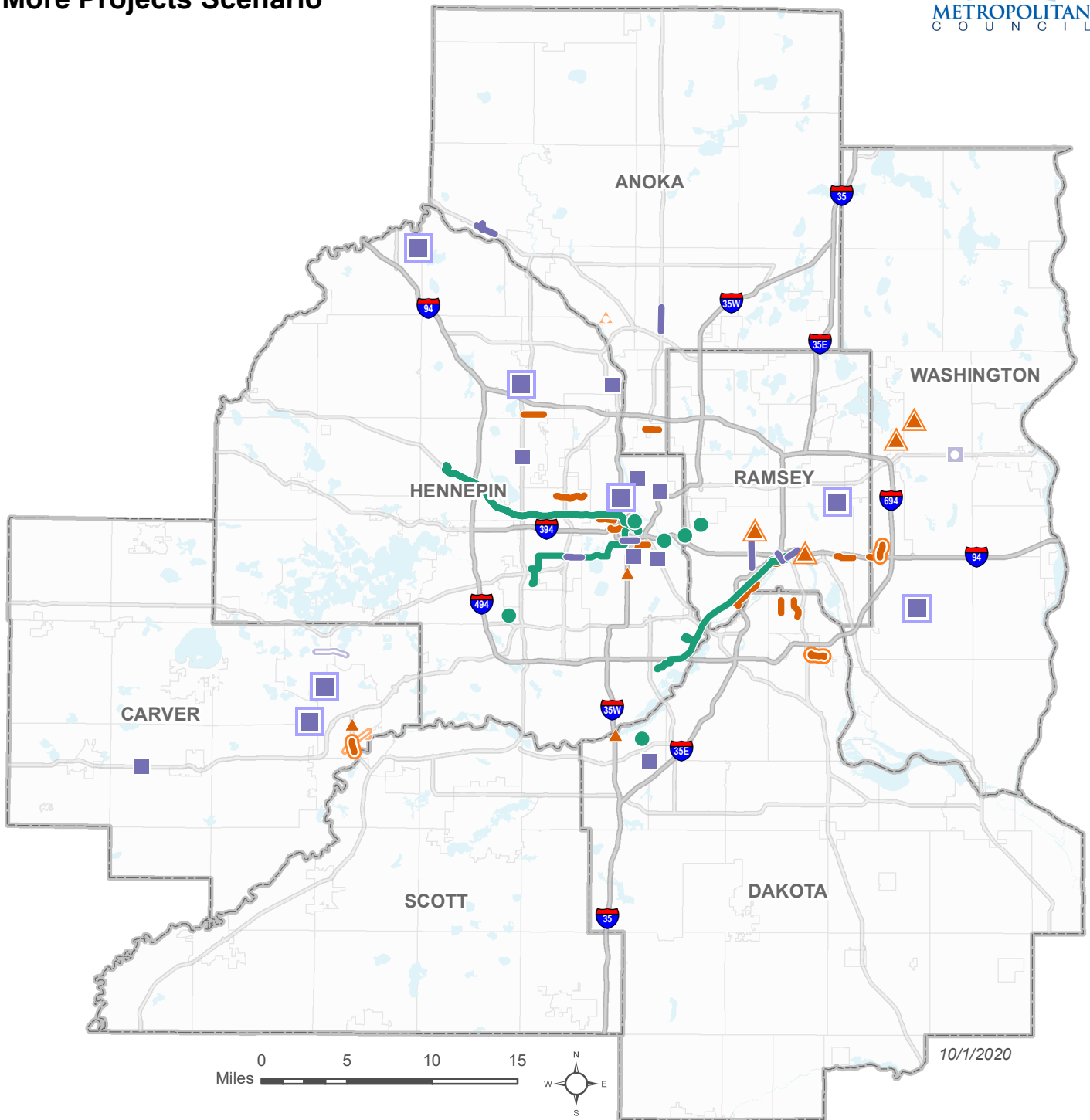
- Roadway
- Roadway Additions
- Roadway Subtractions
- Transit
- Transit Additions
- Transit Subtractions
- Bicycle/Pedestrian
- Bicycle/Pedestrian Additions
- Bicycle/Pedestrian Subtractions

Background

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

40 Total Projects

**Figure 3. Locations of 2020 Regional Solicitation Projects
More Projects Scenario**



10/1/2020

Projects

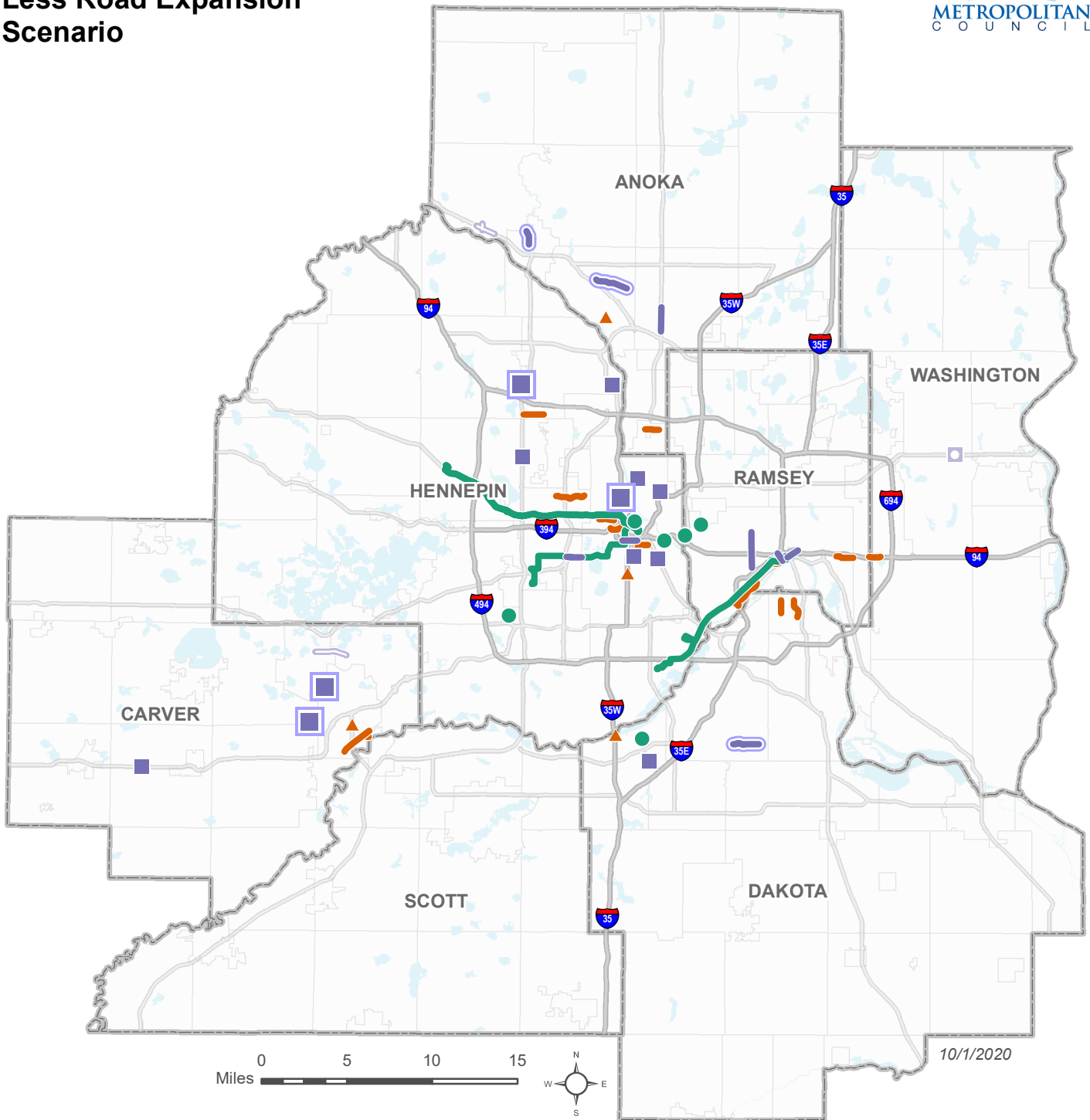
- Roadway
- Roadway Additions
- Roadway Subtractions
- Transit
- Bicycle/Pedestrian
- Bicycle/Pedestrian Additions
- Bicycle/Pedestrian Subtractions

Background

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

56 Total Projects

**Figure 4. Locations of 2020 Regional Solicitation Projects
Less Road Expansion
Scenario**



Projects

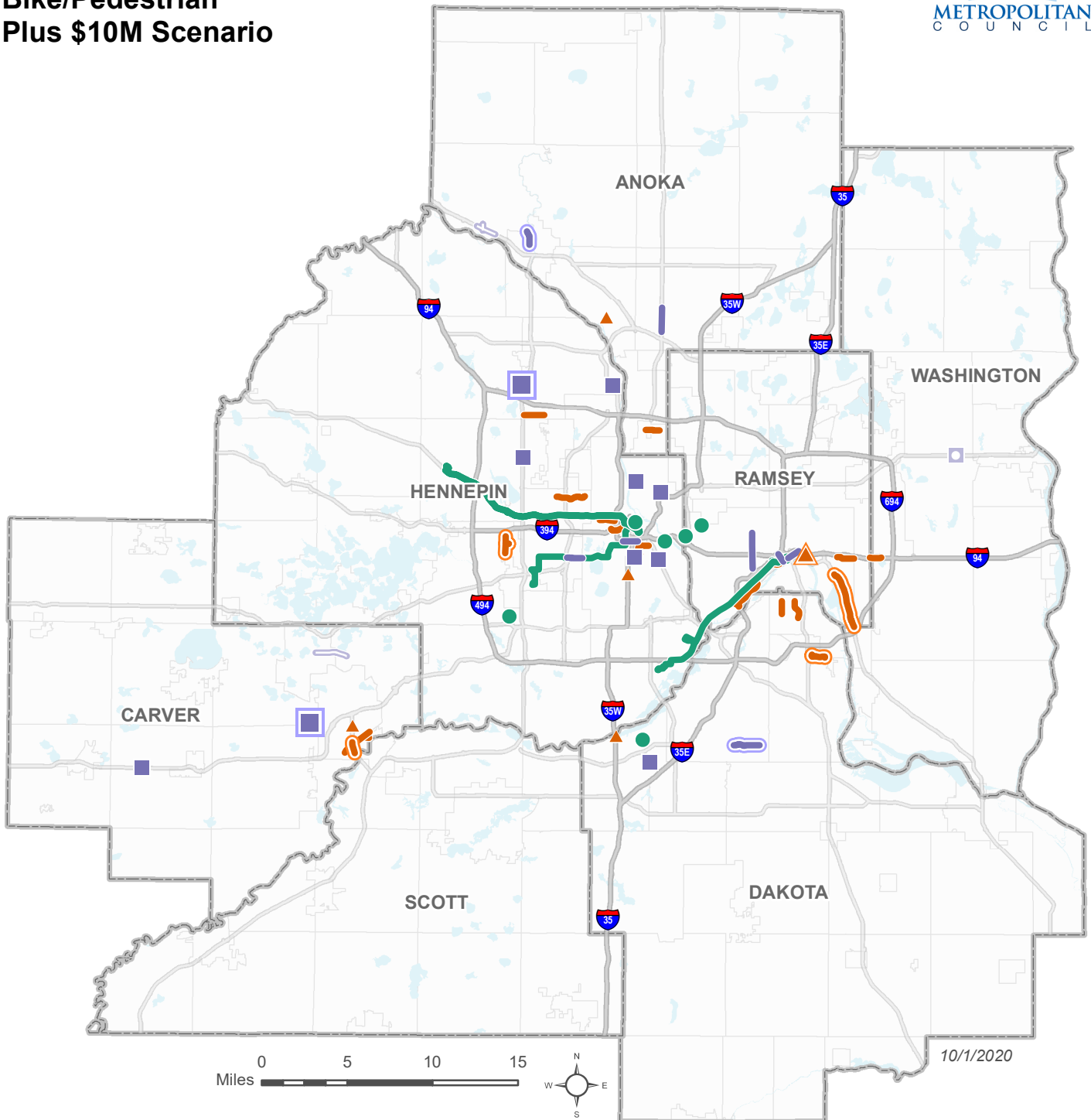
- Roadway
- Roadway Additions
- Roadway Subtractions
- Transit
- Bicycle/Pedestrian

Background

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

50 Total Projects

**Figure 5. Locations of 2020 Regional Solicitation Projects
Bike/Pedestrian
Plus \$10M Scenario**



Projects

- Roadway
- Roadway Additions
- Roadway Subtractions
- Transit
- Bicycle/Pedestrian
- Bicycle/Pedestrian Additions

Background

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

52 Total Projects

2020 Regional Solicitation Draft Funding Scenarios Discussion

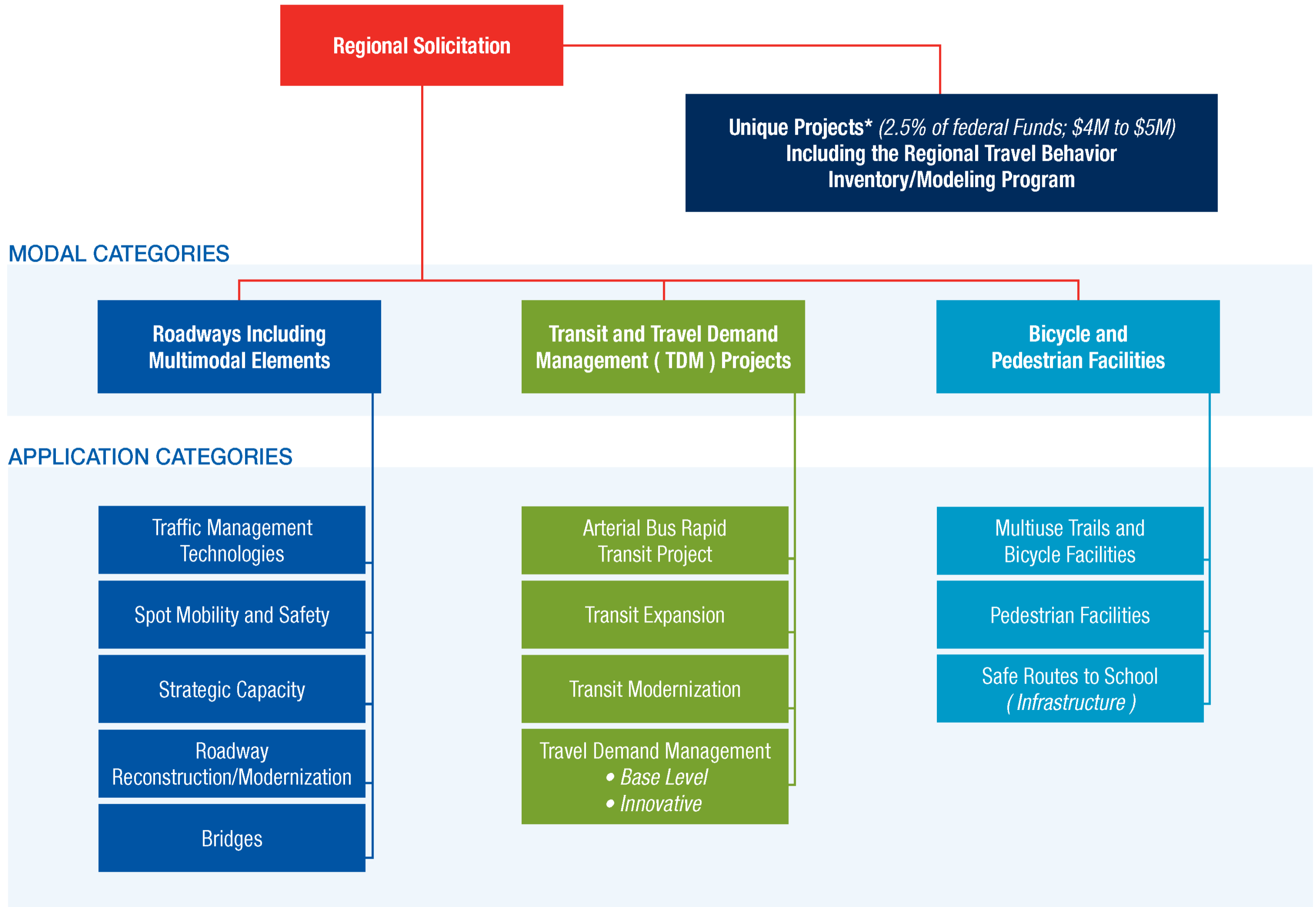
Technical Advisory Committee

10/7/2020



Purpose of Today's Meeting

1. Is there technical input to provide to TAB prior to its first look at the scenarios on October 21st?
2. Are there specific changes needed to any of the scenarios to meet specific application rules or other guidance?
3. Are there any scenarios that have obvious technical or other limitations?
4. Are there any scenarios that TAB should consider eliminating as it narrows down scenario options?



*Unique projects are projects that do not fit in the scoring measures for other application categories. TAB will accept applications in the 2022 Solicitation for Unique projects to be funded with federal funds in 2024 and 2025.

Previous TAB Direction-Unique Projects and Transit

Total Funds Available = \$198

Unique Project Set-Aside = 2.5% or \$4.9M

Remaining Funds for Modes = \$193M

Midpoint for Transit after shifting \$5M= \$58M

Arterial BRT Project = \$25M

TMO/TDM Set-Aside = \$7M

Remaining Transit Funds = \$26M

Total Funding for 2024 and 2025

\$193 million available, plus any overprogramming that TAB approves. Scenarios show no or minimal overprogramming.

	Roadways	Transit & TDM	Bicycle and Pedestrian	Total
Ranges	46%-65% \$89-\$125M	25%-35% \$48-\$67M	9%-20% \$17-\$39M	100%
Mid-Point	55.5% \$107M	30.0% \$58M (\$26M)	14.5% \$28M	\$193M
\$ Requested	\$300M	\$65M	\$97M	\$462M
# of Apps	57	32	52	132

Draft Funding Scenarios

1. Historical Process (Orange): Midpoint of the modal funding ranges, then, within each mode, split funding by the # of apps and funding requested
2. Bigger Projects (Green): Midpoint-Focus on larger project categories within each mode
3. More Projects (Pink): Midpoint-Focus on smaller project categories within each mode to get more projects funded
4. Less Roadway Expansion (Purple): Midpoint-Shifts funds from Strategic Capacity to other roadway types
5. Bike/Ped +\$10M (Blue): Shifts \$10M from roadways to bike/ped; holds Transit steady since already shifted \$5M as part of approved application

Draft Scenario Comparisons

Scenario	Projects	Federal	Local Match	Unique Applicants	Funded Equity Projects*
Historical Process	46	\$200M	\$209M	23	8 of 10
Bigger Projects	40	\$203M	\$214M	22	7 of 10
More Projects	56	\$202M	\$200M	29	8 of 10
Less Road Expansion	50	\$200M	\$177M	24	8 of 10
Bike/Ped +\$10M	52	\$200M	\$181M	26	9 of 10

* “Funded Equity Projects” refers to any project that scored well enough to receive the equity “bonus points,” awarded to any application that was awarded at least 80% of the equity points. Overall, 10 projects were awarded equity bonus points.

Roadways

1. Scenarios fund projects in each of the five eligible functional classifications without skipping over higher projects.
2. TAB approved a bridges “target” of \$10M. The top two bridge projects have a tied score. Cumulative funding would be \$13.9M for the two bridge projects.

Transit

1. In approved application, shifted \$5M to Transit (\$4M less for Roadways, \$1M less for Bike/Ped)
2. Up to \$7M for BRT (4 Projects Submitted)
 - Gold Line BRT projects are top scores in both transit categories. Gold Line project partners indicated preference for Transit Modernization project if only one can be funded
 - The rule skips over one or two Red Line-related projects depending on the scenario since the \$7M cap was met with the Gold Line project.
3. Transit New-Market Guarantee (15 Projects Submitted)-all scenarios fund four New-Market projects.

Bike & Pedestrian

1. The top 3 Multiuse Trail projects are awarded \$14M. Out of the 37 projects submitted, scenarios fund between 8 and 12 projects. There are \$5M projects at the 12th and 13th highest ranking spots.
2. The 3rd and 4th ranked Safe Routes to School projects earned “equity bonus points.”
3. A small amount of overprogramming could be used to fund several projects further down the three lists in this mode, especially in Pedestrian and/or Safe Routes to School.

Approval Schedule

Committee	Info	Info	(Recommend) Approve
F&P	Oct 7	Oct 22	Nov 19
TAC	Oct 7	Nov 4	Dec 2
TAB	Oct 21	Nov 18	Dec 16

Questions?

- Steve Peterson, Manager of Highways and TAC/TAB Process
651-602-1819
- Elaine Koutsoukos, TAB Coordinator
651-602-1717
- Joe Barbeau, Senior Planner
651-602-1705