



Potential Changes to 2024 Regional Solicitation

TAC



April 2023

2024 Regional Solicitation



Milestones

- Draft Regional Solicitation application action item to TAC: 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?

- Members have expressed interest in increasing value of safety and interest in addition of points for 2024, knowing that a deeper look into safety can occur in the Regional Solicitation Evaluation.
- Attached memo shows plan to increase safety within each application category by 0 (no change), 100, and 300 points.
- TAB members have expressed discomfort with varying point totals across categories, leading staff to suggest increasing the total point value across all categories.
- The attached memo shows results from 2022 Regional Solicitation if safety been worth 100 or 300 additional points.
- Transit Planning Technical Working Group:
 - Prefer not to add points to any measure since there are no direct safety measures or typical project components. If added:
 - Add points to usage to keep ridership weight the same.
 - Expansion: Add to Usage and Multimodal Elements (with safety emphasis added to multimodal)
 - Modernization: Add to Usage and Service/Customer Improvements (with more emphasis on safety elements)

Tied Scores



Breaking Ties

- At its March 16, 2023, meeting, members of the TAC Funding & Programming Committee expressed comfort with allowing ties to be broken. The attached memo shows proposed language on breaking ties. Staff suggestions include:
 - Ties are broken at the staff level using specific guidance.
 - A “tie-breaker” measure is named for each funding category. Measures were selected favoring safety along with measures unlikely to result in ties.
 - In case of the tie-breaker measure ending in a tie, lower-cost applications are favored.

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,* eight 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.

*Note that the samples here assume \$7M to Multiuse Trails, \$3M to Ped, \$2M to Safe Routes to School, \$12M to Strategic Capacity, and \$10M to Roadway Reconstruction/Modernization. Most of these reflect less than a 5% annual inflation would indicate.

Bus Rapid Transit (BRT) Limit



How to update BRT rule to reflect increased funding?

- When the arterial bus rapid transit (ABRT) funding program was established, a new rule was established limiting BRT projects to a total of \$32M (based on \$54M transit midpoint)
 - Arterial BRT maximum \$25,000,000
 - 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 and per corridor
 - No change



Thank You

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