



Potential Changes to 2024 Regional Solicitation

TAB Feedback



April 2023

2023-22; Criteria and Weighting



TAB input:

- Modest 100-point increase preferred to larger 300-point increase
- Some interest in making no change, given upcoming evaluation

Discussion topics:

- Still need feedback on how to distribute the 100 points in roadways
- Exclude adding 100 safety points to two transit application categories?

2023-23; Maximum Federal Awards



- TAB Input:
 - Option: No increases so more projects can be completed.
 - Option: Increase all maximums by the same proportion (e.g., by 40% (based on roughly 40% increased total amount over 2020 cycle).
 - Option: Consider how recently categories were increased and whether there is demand for the current maximum awards.
 - Option: Increase those categories that have not been increased.
 - Possibly only Bridges, Reconstruction/Modernization, Safe Routes to School due to the demand for trails and the potential for transit money through the legislature.
- Discussion topics:
 - Current action item shows no change, but TAC and TAB encourage F&P to further discuss this area

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

2023-24; Funding Ranges By Mode

Roadways	Transit & TDM	Bicycle & Pedestrian	Total
Range of 46%-65% Midpoint 55.5%	Range of 25%-35% Midpoint 30%	Range of 9%-20% Midpoint 14.5%	100%

2023-25; Policies, Qualifying, and Eligibility



- TAB Input and Other Issues:
 - Breaking Ties:
 - Use safety measure to break ties
 - If two projects from the same applicant are tied in the same application category, the applicant should be allowed to select which project is ranked higher.
 - BRT \$32M maximum
 - No TAB discussion
 - No change shown in attachment
 - Multiuse Trails and Bicycle Facilities Projects and **Bike/Pedestrian Elements of Other Projects** only: All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use.
 - Applying within different modes
 - Current rule: “Applicants must not submit an application for the same project elements in more than one funding application category.”
 - Could it be permissible to apply for a bicycle/pedestrian project that is included adjacent to the primary project in a roadway application?

Bus Rapid Transit (BRT) Limit

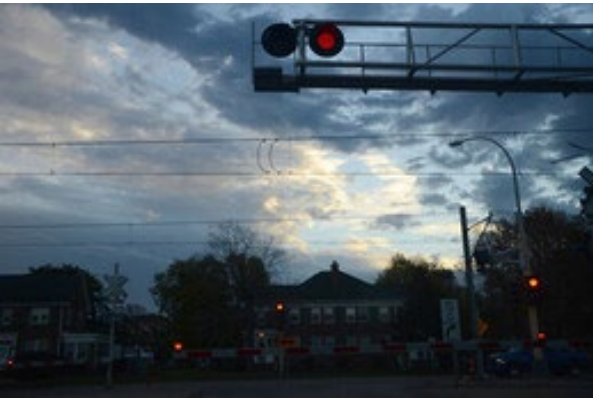


How to update BRT rule to reflect increased funding?

- 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.

Applying within Different Modes



Bicycle/Pedestrian Elements in Roadway Projects

- Current rule: “Applicants must not submit an application for the same project elements in more than one funding application category.”
- Could it be permissible to apply for a bicycle/pedestrian project that is included adjacent to the primary project in a roadway application?

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

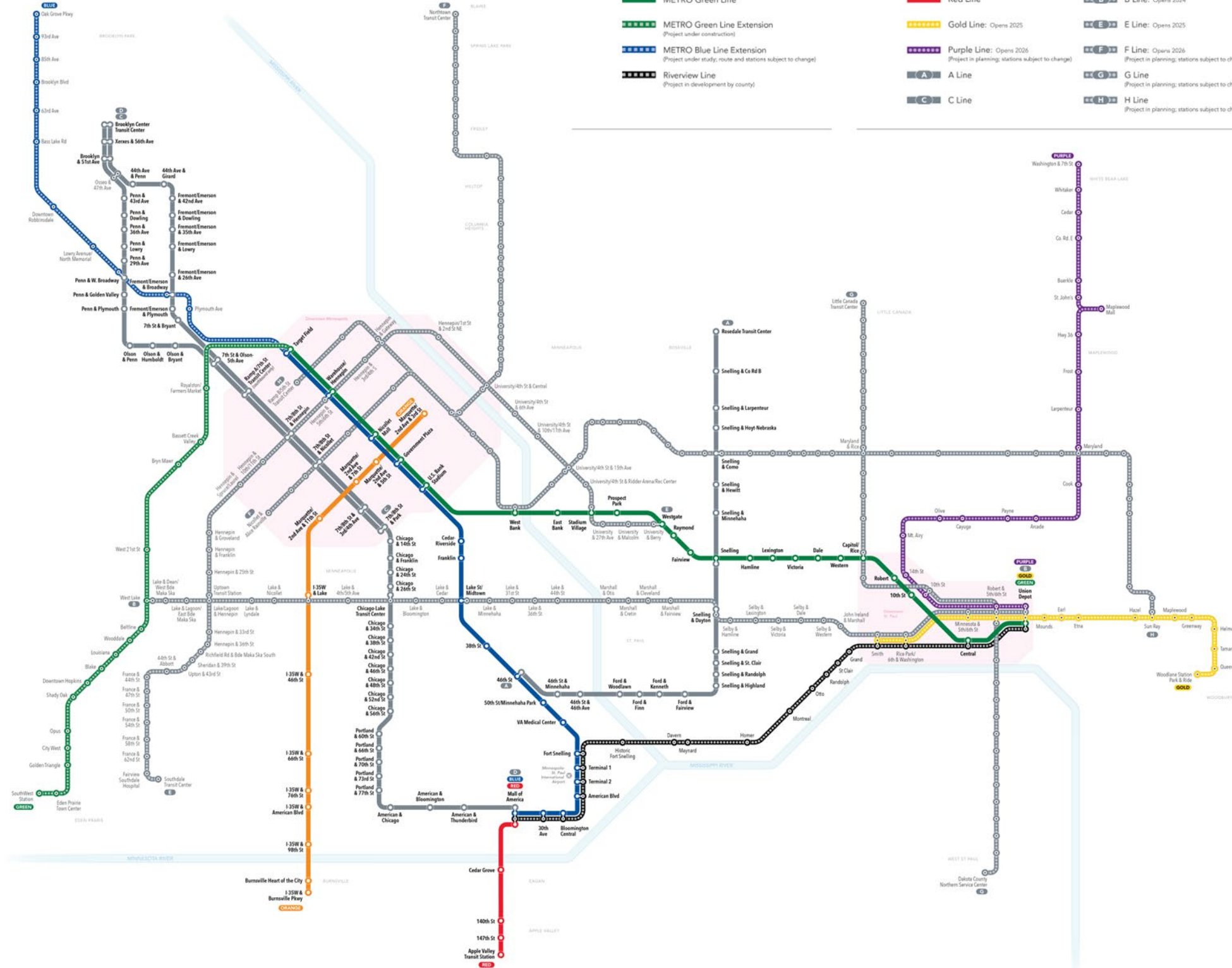
- METRO Blue Line
- METRO Green Line
- METRO Green Line Extension (Project under construction)
- METRO Blue Line Extension (Project under study; route and stations subject to change)
- Riverview Line (Project in development by county)

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



2023-26; Scoring Measures / Guidance



- No TAB discussion
- Transit ridership and route coverage: Shift from 2019 to 2022, as recommended by the Transit Working Group. This applies in the transit categories as well as person throughput in roadways categories.
- Clarification that a Safe Routes to School Plan does not have to be MnDOT sponsored.
- Allowing Bridge Rehabilitation/Replacement projects on collectors (minor collector and above in the urban areas or a major collector and above in the rural areas)



Thank You

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