

Regional Solicitation for Transportation Projects: Key Changes out for Public Comment

Transportation Committee
October 10, 2019



What is the Regional Solicitation?

The process to allocate federal Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation and Air Quality (CMAQ) funds to locally-initiated projects that meet regional transportation needs.

- Solicit projects every two years for roughly four-to-five years into the future (e.g., 2020 Regional Solicitation will fund projects in 2024 and 2025)
- Use a transparent and technically-driven scoring system to select projects
- Federal awards pay for up to 80% of total project cost

2020 Regional Sol. Public Comment Period

- TAB approved the application to go out for public review on 9/18
- Public comment period closes on 11/6.
- Comments considered at the 11/18 TAB meeting and then application approved and sent to Council for approval.

Proposed Funding Categories

Regional Solicitation

Unique Projects (2.5% of federal Funds; \$4M to \$5M)
Including the Regional Travel Behavior
Inventory/Modeling Program

MODAL CATEGORIES

Roadways Including
Multimodal Elements

Transit and Travel Demand
Management (TDM) Projects

Bicycle and
Pedestrian Facilities

APPLICATION CATEGORIES

Traffic Management
Technologies

Spot Mobility and Safety

Strategic Capacity

Roadway
Reconstruction/Modernization

Bridges

Arterial Bus Rapid
Transit Project

Transit Expansion

Transit Modernization

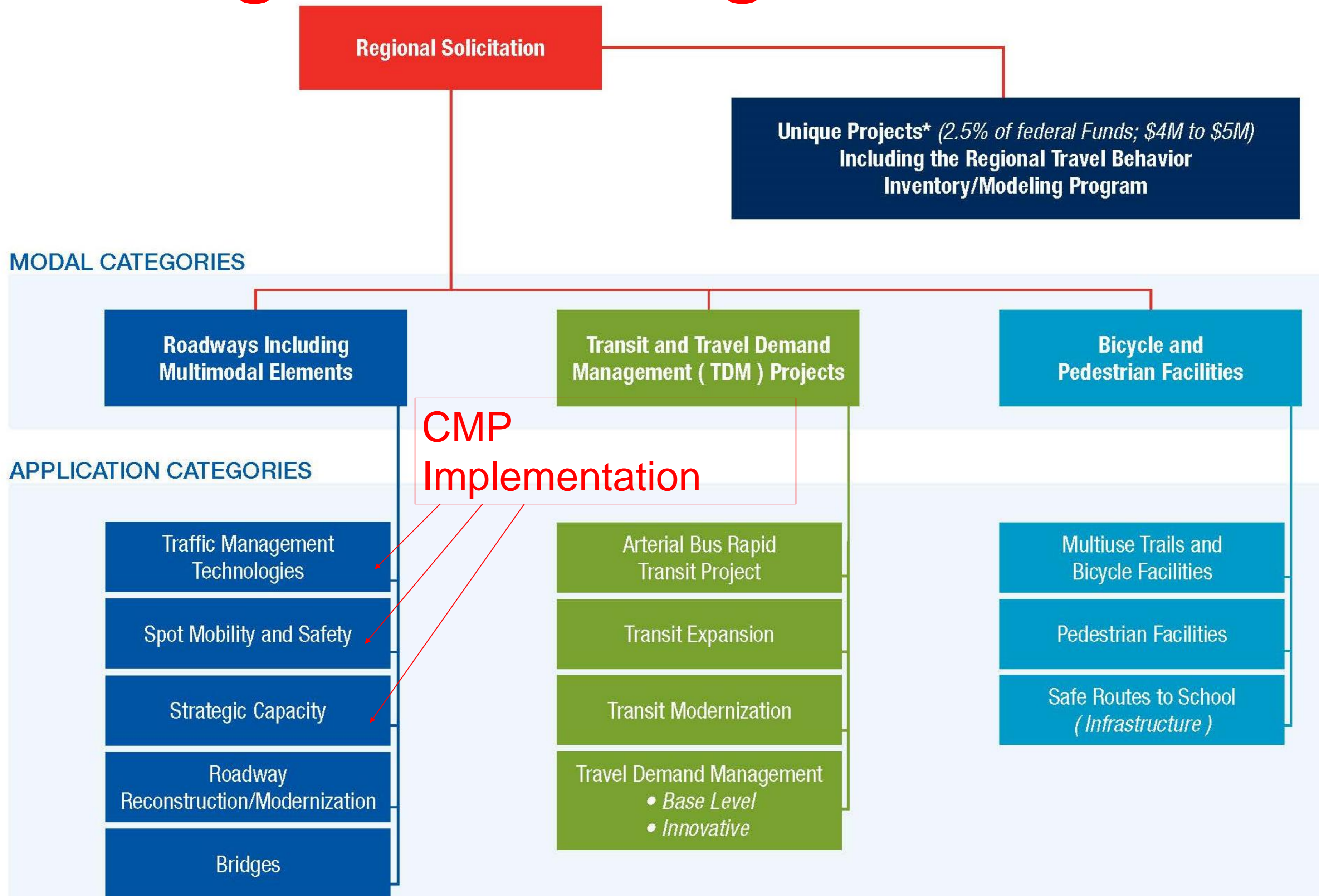
Travel Demand Management
• Base Level
• Innovative

Multiuse Trails and
Bicycle Facilities

Pedestrian Facilities

Safe Routes to School
(Infrastructure)

Congestion Management Process



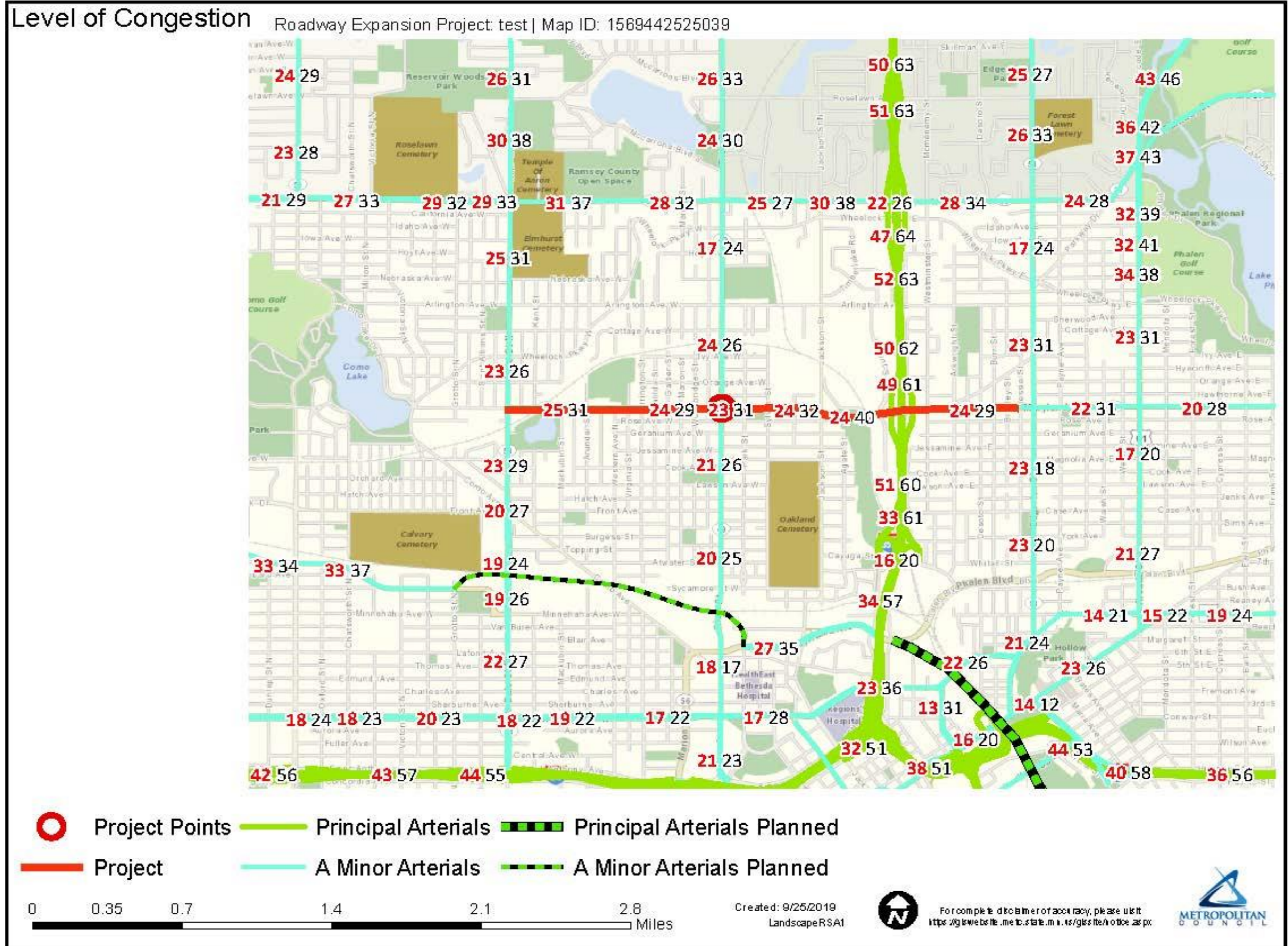
CMP Implementation

Example:

Traffic Management Technologies: 150 pts/1,100 points total based on the intensity of congestion in the project area using Streetlight data

Peak hour speed (whatever hour of the day has the slowest speeds) compared to the reference speed

Congestion Management Process Implementation



Transit Recommendations

1. Increase the mid-point of the modal funding range for the Transit application category by \$5M (from \$49M to \$54M) and proportionately reduce the modal funding ranges for the Roadway (\$4M) and Bicycle and Pedestrian (\$1M) application categories.

\$54M for Transit

-\$7M for TMOs/TDM

-\$25M for ABRT

\$22M remaining for transit expansion and modernization categories
(for 3+ large transit projects @ \$7M each or a higher number of smaller projects)

Transit Recommendations

2. Allow for only one Arterial BRT project to be awarded in the Transit Expansion and Transit Modernization categories along with up to \$25M for a full Arterial BRT project.
3. All other BRT projects (on existing BRT lines, highway BRT, and dedicated or New Start BRT projects) will compete in the Transit Expansion or Transit Modernization categories (maximum funding amount of \$7M).
4. To assure that non-BRT transit projects continue to compete and receive funding, no more than \$32M will be allocated to BRT projects in total, including the selected ABRT project and any other high scoring BRT projects in the other categories.
5. Include a New Transit Market Project Guarantee to assure that at least one project that is outside of transit market areas 1 and 2 for at least one end of the project receives funding. (A funded BRT transit expansion or modernization project could fulfill this guarantee.)

Modal Funding Ranges

Existing	Roadways	Transit and TDM	Bicycle/Ped	Unique	Total
Modal Funding	48%-68% \$86M-\$122M	22%-32% \$40M-\$58M	10%-20% \$18M-\$36M	2.5% \$4M-\$5M	100% \$180M

TAB Rec	Roadways	Transit and TDM	Bicycle/Ped	Unique	Total
Modal Funding	46%-65% \$83M-\$117M Midpoint: \$100M	25%-35% \$45M-\$63M Midpoint: \$54M	9%-20% \$16M-\$34M Midpoint: \$26M	2.5% \$4M-\$5M Midpoint: \$4.5M	100% \$180M

Minimum and Maximum Awards

Modal Categories	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Traffic Management Technologies	\$250,000	\$7,000,000 \$3,500,000
	Spot Mobility and Safety	\$1,000,000	\$3,500,000
	Strategic Capacity	\$1,000,000	7,000,000 \$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	\$100,000 \$500,000	\$7,000,000
	Travel Demand Management (TDM)	\$75,000 \$100,000	\$500,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000 \$4,000,000
	Pedestrian Facilities	\$250,000	\$1,000,000
	Safe Routes to School	\$150,000	\$1,000,000

Minimum and Maximum Awards: Multiuse Trail Funding Options

TAB requested that options be brought back to them regarding about the possibility of funding a small number of large multiuse trail projects.

1. Allow for different maximums for projects with barriers and those without.
2. Create two different trail categories (big and small projects).
3. Allow for only one project to be awarded up to \$5.5M, the rest at the maximum of \$4M.
4. Use the \$4M maximum
5. Leave at \$5.5M maximum

TAB Recommendation– Reflected in public review document

Scoring Measure Changes

- New pedestrian safety measure in the roadway applications (Spot Mobility & Safety, Strategic Capacity, and Reconstruction/ Modernization)
- Inclusion of the Regional Bicycle Barriers Study and Major River Barrier Crossings in the scoring based on TAC feedback in August
- Ability to reduce outside competitive funding secured from the total project cost when determining the cost effectiveness score (Roadways only)

Scoring Measure Changes: Equity & Housing

- Reduce Housing Performance total score from 70 points to 50 points across all application categories
- Include a new measure on Affordable Housing Access
 - Qualitative measure describing how the project improves access to affordable housing within 1/2 mile of the proposed project
 - 10 out of 50 points
- Increase Equity score by 20 points shifted from Housing Performance
 - 40% of Equity points for demonstrated engagement and outreach
 - 60% of Equity points for identified benefits and mitigation of negative impacts

Scoring Measure Changes: Equity & Housing

- Replace the multiplier for Areas of Concentrated Poverty with Bonus points
 - Bonus points only for projects scoring at least 80% on Equity measures
 - 25 points for Areas of Concentrated Poverty with 50% people of color
 - 20 points for Areas of Concentrated Poverty
 - 15 points for census tracts above regional average for poverty or people of color
 - 10 points for all other areas
- Provide applicant workshops and learning sessions on Equity, engagement and identifying project needs and solutions
- Convene a regional policy work group on Transportation and Equity
 - Council and Equity Advisory Committee, TAB, MnDOT, cities and counties
 - Investigate expanding beyond transportation issues

Policies, Qualifying, And Eligibility

- Applicant must have a completed ADA Transition Plan
- Eliminate the \$10M minimum set-aside for Bridges
- Letter committing to snow and ice control on Multiuse Trail and Bicycle Facility projects
- Policy Work Group recommendation to limit total funding to all BRT projects in Transit modal category to \$32 million
- Continue guarantee to fund at least one project from each of the five eligible roadway functional classifications
- Transit New Market guarantee

RBTN Changes

Received administrative change requests from Minneapolis, Dakota County, and South St. Paul in these categories:

- Minor corridor centerline shifts (3)
- Corridor extension of ½-mile or less (1)
- Minor alignment shift (1)
- Alignment extensions of ½-mile or less (2)
- Minor alignment corrections (4)

All change requests were accepted as proposed or modified with agreeable adjustments.

Highway Safety Improvement Program Proposed Changes from MnDOT

- Increase the maximum award from \$1.8M to \$2M.
- Include a new pedestrian/bicycle safety measure similar to the Reg. Sol.
- Require that ADA Transition Plans must be completed similar to the Reg. Sol.
- Remove previous target of awarding 70% of the total funds to reactive safety projects and 30% of the funds to proactive safety projects to provide more flexibility in project selection.
- Application deadline of June 1st, TAB approval in Nov/Dec.

2020 Regional Solicitation Schedule

- September 2019: Application released for public review
- Nov/Dec 2019: Application packet finalized
- Jan/Feb 2020: Application released
- April 2020: Applications due
- Nov/Dec 2020: Projects approved

Questions

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