

MEETING OF THE TRANSPORTATION ADVISORY BOARD

Wednesday | September 18, 2019
Metropolitan Council, Chambers | 11:30 AM
390 Robert Street North, Saint Paul, MN 55101

REPORTS

1. TAB Chair's Report – Hovland reported on the Regional Solicitation Policy Work Group transit recommendations.
 1. Increase the mid-point of the modal funding range for the Transit application category by \$5 M (from \$49 M to \$54 M) and proportionately reduce the modal funding ranges for the Roadway and Bicycle and Pedestrian application categories. The rationale for this increase to \$54 M is to allow at least two non-BRT projects (of \$7 M) to be funded within the transit applications with the remaining \$14 M -\$15 M after allocating \$7 M for TDM/TMOs, \$25 M for ABRT, and \$7M for BRT (assuming that a BRT project scores high enough to be funded in the competitive transit categories). This results in the recommendation for the modal funding ranges as shown at the end of this document.
 2. Exclude Arterial BRT applications in the Transit Expansion and Transit Modernization categories and instead set-aside up to \$25 M for one Arterial BRT project. Metro Transit will complete its Network Next process which will provide a prioritization of the next Arterial BRT projects to be implemented within the region. The Network Next results will be presented to TAB along with a recommendation on a project to potentially receive the funding. TAB will make a final decision on the ABRT project and the funding amount at the time it selects the other Regional Solicitation projects.
 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 and be subject to the category maximum funding amount of \$7 M.
 4. To assure that non-BRT transit projects continue to compete and receive funding, no more than \$32 M 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 project could fulfill this guarantee.)

BUSINESS

TAB approved the following items and they will be forwarded to the Transportation Committee on the dates indicated.

1. 2019-48: Streamlined TIP Amendment: CSAH 42, Dakota County (TC 10-14-2019)
Transportation Advisory Board approved an amendment to the 2020-2023 TIP to combine two CSAH 42 overlay projects into (SP# 019-642-063 and SP# 019-642-065) into one project (to use SP# 019-642-063)
2. 2019-37: Scope Change request for Scott County's CSAH 2 and CSAH 91 Roundabout
Transportation Advisory Board approved Scott County's request to change the scope of its CSAH 2 and CSAH 91 roundabout project (SP # 070-602-022) to revise adjacent trail connections and allow the HSIP funds to be used on new project elements.

3. 2019-38: 2020-2023 TIP Amendment Request for Scott County's CSAH 2 and CSAH 91 Roundabout (TC 10-14-2019)

Transportation Advisory Board approved an amendment to the 2020-2023 TIP to modify the geometry and trail connections for Scott County's CSAH 2/CSAH 91 roundabout project (SP # 070-602-022).

4. 2019-47: 2020 Highway Safety Improvement Program (HSIP) Application for Release for Public Comment

Transportation Advisory Board approved the draft 2020 HSIP application for release for public comment.

5. 2019-39: 2020 Regional Solicitation: Funding Categories

Transportation Advisory Board approved the funding categories for the 2020 Regional Solicitation:

- Strategic Capacity (Roadway Expansion)
- Roadway Reconstruction/Modernization
- Spot Mobility and Safety
- Traffic Management Technologies (Roadway System Management)
- Bridge Rehabilitation/Replacement
- Arterial BRT Program
- Transit Expansion
- Transit Modernization
- Travel Demand Management (2022 and 2023 funds)
- Multiuse Trails and Bicycle Facilities
- Pedestrian Facilities
- Safe Routes to School
- Unique Projects

6. 2019-40: 2020 Regional Solicitation: Modal Funding Ranges

Transportation Advisory Board adopted funding ranges by modal category, after setting 2.5% aside for Unique Projects, for the 2020 Regional Solicitation:

- Roadways: 48%-65% or \$83M - \$117M
- Transit & TDM: 25%-35% or \$45M - \$63M
- Bicycle & Pedestrian: 9%-20% or \$16M - \$36M

7. 2019-41: 2020 Regional Solicitation: Funding Category Minimum and Maximum Funding Amounts and Inflation Factor

Transportation Advisory Board approved minimum and maximum funding amounts for the 2020 Regional Solicitation applications.

Modal Categories	Application Categories	Minimum Federal Award	Maximum Federal 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 Program	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	\$4,000,000
	Pedestrian Facilities	\$250,000	\$1,000,000
	Safe Routes to School	\$150,000	\$1,000,000

8. 2019-42: 2020 Regional Solicitation: Weighting of Criteria and Measures

Transportation Advisory Board approved weighting of the criteria and measures for the 2020 Regional Solicitation.

9. 2019-43: 2020 Regional Solicitation Application Categories

Transportation Advisory Board approved the measures and scoring guidance for each application category for the 2020 Regional Solicitation.

Key Changes include:

1. Revised the equity measure to enable all applicants to score the full points in the category and rewards projects being programmed due to good outreach with key communities with potential “bonus” points.
2. Adjustment of the Housing Performance Score Measure to include an “affordable housing connection” sub-measure.
3. Addition of a “public involvement” sub-measure to the Risk Assessment Form measure.
4. Insert a new measure specific to pedestrian safety improvements as part of the safety criterion in roadway applications.

5. Incorporation of the Major River Bicycle Barrier Crossings (MRRBCs) into the Multimodal Elements and Connections measure in all applications and Deficiencies and Safety measure in the Multiuse Trails and Bicycle Facilities application.
 6. Ability to reduce outside competitive funding secured from the total project cost when determining the cost effectiveness score.
 7. Incorporation of the park-and-ride demand-estimation model into the usage measure in Transit Expansion application.
 8. Elimination of the snow and ice control measure in the Multiuse Trails and Bicycle Facilities application and making it a qualifying criterion.
 9. Addition of a new measure, completion of safe routes to school plan (or local plan) in the Safe Routes to School application.
10. 2019-44: 2020 Regional Solicitation Policies, Qualifying Criteria, and Project Eligibility
- Transportation Advisory Board adopt the policies, qualifying criteria, and project eligibility for the 2020 Regional Solicitation.
1. Remove the requirement to fund a \$10M minimum of bridge projects during project selection.
 2. Change the ADA transition plan requirement from “substantially working towards” to “complete.” This change was described as part of the 2018 Regional Solicitation to give agencies adequate time to complete their plans.
 3. Include a qualifying criterion requiring all Multiuse Trails and Bicycle Facilities applications to include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use on the project.
 4. Eliminate the rule stating that TAB will not consider projects already listed in the draft or adopted TIP, nor the reimbursement of advanced construction funds for those projects, for funding through the solicitation process.
11. 2019-45: 2020 Regional Solicitation: Guaranteed Funding
- Transportation Advisory Board approved continuing to fund at least one roadway project in each functional classification and to fund at least one “new market” transit project that is outside of market areas 1 and 2 for a least one end of the project.
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12. 2019-46: 2020 Regional Solicitation Release for Public Comment
- Transportation Advisory Board approved the draft 2020 Regional Solicitation for release for public comment and that a meeting for Technical participants be scheduled to review comments and potential changes.

Link to September 18, 2019, TAB agenda and materials - <https://metro council.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB.aspx>