

Info and Action Items: Potential Changes for 2016 Regional Solicitation

TAC Meeting

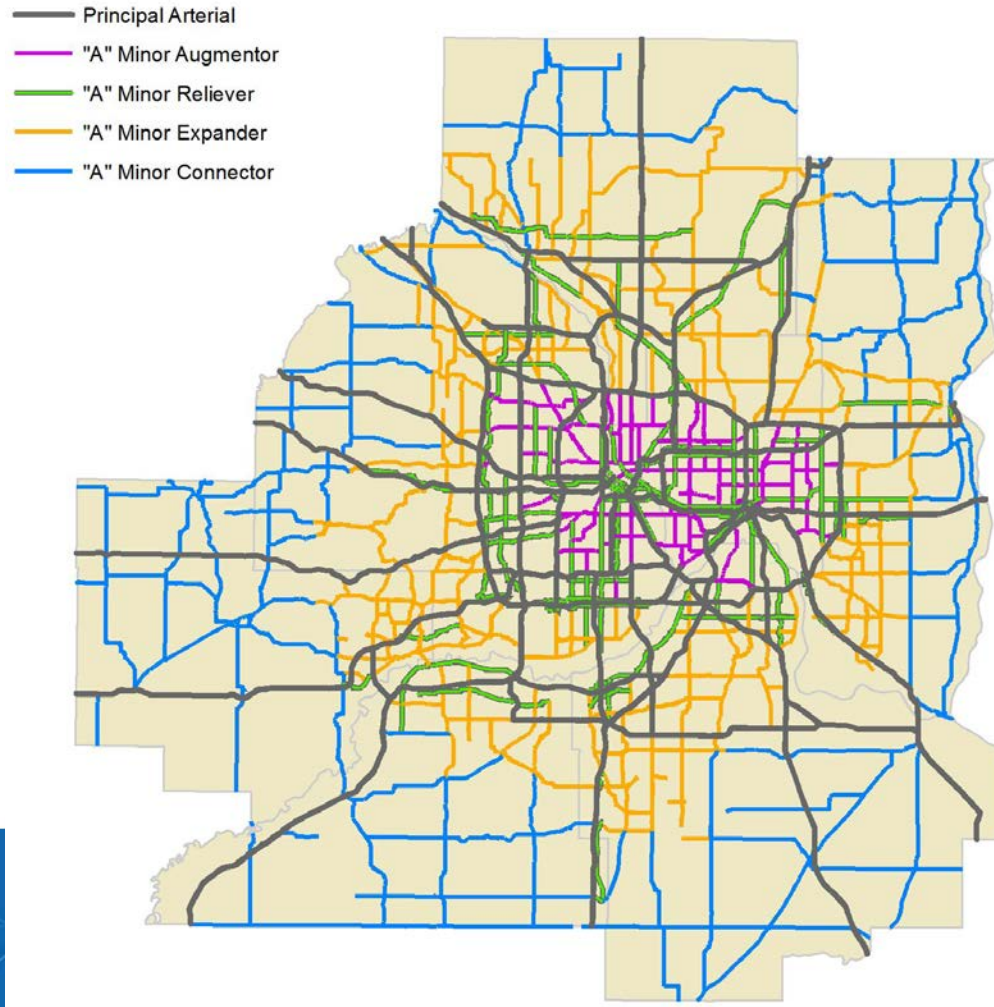
January 6, 2016



Today's Items

- Info Item: Funding by Roadway Functional Classification
- Action Item: Measures and Scoring Guidance
- Action Item: Weighting of Criteria and Measures
- Action Item: Minimum and Maximum Federal Funding Amounts
- Action Item: Introduction, Forms, Qualifying Criteria; Release Draft Regional Solicitation for Public Comment

Info Item: Funding by Roadway Functional Classification



Funding by Roadway Functional Classification

TAB requested (Dec. 16) pros and cons of three options forwarded by TAC (Dec. 2)

F & PC (Dec. 17) gave general input to help staff develop pros & cons

F & PC Consensus to modify Option 1

- “Guarantee that at least one A-Minor Connector will be funded”
- Previous Option 1: “Guarantee that a minimum of one project will be funded in each of the four A-Minor classifications”

Pros/Cons of Three Options

Option 1: Guarantee funding all classes

Pro: Incentive to submit connector application

Pro: Supportive of A-Minor Study recommendations

Pro: More transparent and objective

Con: Skipping over ranked projects inconsistent with Regional Solicitation premise to fund “best” project

Option 2: Adjust Scoring so that Top Ranked A-Minors and NFPAs Receive Max Score

Pro: Supportive of A-Minor Study recommendations

Con: Applying new criteria to 2014 Solicitation would change order/selection of 5 projects and no Connectors would be funded

Con: No guarantee a Connector will be funded

Con: Less transparent

Option 3: Make No Changes – TAB Decides

Pro: No changes needed to current, adopted Regional Solicitation process

Con: Skipping over ranked projects inconsistent with Regional Solicitation promise to fund “best” project

Con: Fewer applications for Connectors will likely be submitted

Action: (2016-03)
**Recommended Measures and
Scoring Guidance Changes**

Proposed Changes to Overall Categories

- Include new cost-effectiveness criteria:
Total TAB-eligible project cost, excluding the cost of noise walls/total points
- Eliminate cost-effectiveness from other criteria and measures

Proposed Changes to Roadways

- Replace: “connection to areas of jobs manufacturing/distribution and educational institutions
- New: “connection to total jobs, manufacturing/distribution jobs and students”
 - Need input on scoring guidance
- Consolidate/simplify Multimodal criterion and add freight as a multimodal component

Proposed Changes to Roadways (continued)

- Adjust measures to help RR crossing grade-separation projects to be more competitive
 - calculate train-caused delays (fieldwork)
 - calculate emissions (equation requires inputs from fieldwork)
 - calculate separate safety score

Proposed Changes to Roadways (continued)

- Discuss emissions reduction measure for new roadways
 - Emissions likely reduced on parallel roadways (measured through Synchro) as traffic diverts to the new roadway, but there are emissions generated on the new roadway that also need to be measured
 - Inputs needed to calculate emissions for the new roadway (speed limit, VMT, total peak hour delay, total stops) in the same way as Synchro

Proposed Changes to Roadways (continued)

- Calculate the net emissions for new roadways
 - Option A - Cumulative: Sum impacted intersections on parallel roadways (emissions reduced) with impacted intersections on new roadways (emissions increased) to get net emissions.
 - Option B - Pick 1 intersection: Select one intersection on an impacted parallel roadway and the highest-volume intersection on the new roadway; sum together to get net emissions.
- Does this choice between Option A and B affect the Roadway Reconstruction/Modernization or System Management categories?

Proposed Changes to Roadways (continued)

- Modify risk assessment points given addition of interchange project review status
- Modify A-Minor and Non-Freeway PA scoring guidance for Expansion and Reconstruction/Modernization to help all categories be more competitive, if Option 2 selected.

Proposed Changes for Transit

- Provision to attach letters from employer/education institutions committing to provide last-mile service
- Replace average daily transit ridership with number of weekday transit trips
- Focus Transit Expansion Usage criterion on new riders
- Focus Transit Modernization Usage criterion on existing riders
- Consolidate/simplify Multimodal criterion
- Remove population measure 1B – population is a part of measure 2A, usage

Proposed Changes to TDM Measures

- Use one measure for “Role in Regional Transportation System” i.e., existing regional transit facilities and resources project will capitalize (transit station, key roadways, bikeways, etc.)
- Revise geographic concentration focus of socio-economic equity
- Combine Innovative criteria into one measure
- Remove requirement to fill out Risk Assessment form – non-capital items

Proposed Changes to Multiuse Trails Measures

- Combine closing gaps and circumventing barriers
- Consolidate/simplify Multimodal criterion

Proposed Changes to Pedestrian Facilities Measures

- Eliminate employment from usage measure since duplicated in previous measure
- Combine closing gaps and circumventing barriers
- Consolidate/simplify Multimodal criterion



Proposed Changes to Safe Routes to School

- Add public transportation users to count of students that bike or walk

Action: (2016-04)

Recommended Weighting of Criteria and Measures

- Add 100 points for Cost Effectiveness Criteria to all 10 categories; total points possible increases from 1,000 to 1,100
- Increase Risk Assessment criterion for four Roadway applications from 75 to 100, reducing Multimodal accordingly.

Action: (2016-04) Recommended Weighting of Criteria and Measures

- Reallocate 33 points from deleted measure 1B under Role in Regional System for Transit Expansion & Modernization to other two measures within the same criterion that will each be worth 50 points.
 - Example: Transit Connectivity increases from 34 to 50 points
 - Existing connecting transit routes was 24 points, now X
 - Planned connecting transitway, was 10 points, now X

Action: (2016-05) Recommend Approval of Minimum and Maximum Funding Amounts

Application Category	Min. Fed Award	Max. Fed Award
Multiuse Trail	\$125,000 \$250,000	\$5,500,000 \$3,500,000
Pedestrian Facilities	\$125,000 \$250,000	1,000,000
Safe Routes to School	\$125,000 \$150,000	1,000,000

**Action: (2016-08) Recommend
Approval of Introduction,
Forms, and Qualifying Criteria;
Release Draft Regional
Solicitation for Public Comment**

Next Steps

- Feb 3rd: Other Application Topics
- Mar 2nd: Final Approval of Regional Solicitation
- May 15th: Application Released

Questions

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