

ACTION TRANSMITTAL No. 2015-52

DATE: December 16, 2015
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
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Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT: Addition of a Cost Effectiveness Criterion to the Regional Solicitation
REQUESTED ACTION: Add a separate cost effectiveness criterion to each application category in the 2016 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: During the Regional Solicitation Evaluation, cost effectiveness was frequently mentioned as an important criteria. In the final solicitation package, cost effectiveness was included as a stand-alone criteria in only the Bridge application category. Other application categories included cost effectiveness within certain criteria and measures. For example, the Transit Expansion application included, within the Usage criteria, a measure of cost per new rider while three Roadway applications included cost per peak hour kilograms of emissions reduced within their Congestion Reduction criterion.

Including cost effectiveness within other criteria created scoring complications during the 2014 Regional Solicitation and did not allow for a clear comparison of a project's cost effectiveness (i.e., does cost per new rider measure usage or cost effectiveness?). Additional concern with cost effectiveness measures is the difficulty in comparing applications when reviewing scope change requests.

Options considered by TAC at its December 2 meeting:

1. Eliminate cost effectiveness from other criteria and measures and add an overall cost effectiveness criteria and measure for each application category.
2. No change: Continue to allow each application category to include a cost effectiveness criteria and/or measures or not, as in the 2014 Regional Solicitation.

TAC recommendation: Option 1 - Eliminate cost effectiveness from other criteria and measures and add a new cost effectiveness criterion for every application category.

If TAB adopts Option 1, then TAC Funding and Programming at its December 17 meeting and TAC at its January 6 meeting will need to consider and recommend how to measure the cost effectiveness criteria and how to weight and apply the criterion within the scoring system for each application category.

RELATIONSHIP TO REGIONAL POLICY: The Regional Solicitation is a key responsibility of the TAB. Through this process, federal funds can be directed to a variety of locally-initiated projects that address transportation needs and help implement

regional transportation and development policies. The Regional Solicitation is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area.

COMMITTEE COMMENTS AND ACTION: At its December 2, 2015, meeting, TAC unanimously recommended eliminating cost effectiveness from other criteria and measures and adding an overall cost effectiveness criteria and measure for each application category.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee	Review & Recommend	12/2/2015
Transportation Advisory Board	Review & Adopt	