2016 Sensitivity Analysis of Regional Solicitation Measures

Transportation Advisory Board
April 19, 2017
Evaluating Impact of Measures

- Number of applications changing rank order
- Number of applications moving above/below funding line
- Standard deviation

- Strategies for Underperforming Measures
  - Do nothing
  - Change the number of points allocated to the measure
  - Change the measure’s scoring guidelines or applicant instructions
  - Change the measure
  - Convert to a required qualification instead of a scored measure
  - Remove the measure
Key Findings

• No measures are clearly under-performing given the points allocated to them
  – Different finding than after 2014 Regional Solicitation
• Outlier projects with very high scores are clearly impactful to some measures
• Measures perhaps worthy of examination:
  – Risk Assessment Worksheet provides little differentiation.
  – Housing Performance scores are fairly high, particularly in categories that tend to be in Minneapolis and St. Paul.
  – Deficiencies and Safety (Multiuse Trails and Pedestrian categories) saw fairly high scores that were bunched.
  – Avg. number of weekday transit trips connected to the project (Transit Expansion) saw all applicants receive 15 points for connecting to a planned transitway
Several applications had measures in which no application scored even half of the top-scoring application. This is due to top-scoring applications with large margins over all other applications. Key outliers include:

- **Transit Expansion, Usage (Count of new riders, 350 points):** Top application scored 350. Second application scored 247. Others scored from 10 to 76.
- **Transit System Modernization, Usage (count of existing riders, 300 points):** Top application scored 300. Others scored fewer than 100.
- **Transit (both applications), Cost Effectiveness (100 points):** Top application scored 100. No others scored more than 16.
- **Roadway Expansion, crash reduction (150 points):** Top application scored 150. Other applications scored fewer than 60 points.
2014 Comparison

• Connection to Jobs (Roadway Reconstruction/Modernization)
  – 2014: Minimal impact due to rigid scoring that only allowed 0, 12, or 20 points).
  – 2016: More impactful due to pro-rated scoring.

• Gaps and Barriers (Multiuse Trails):
  – 2014: Funding range of 120 to 150.
  – 2016 Funding range of 55 to 150 due to a 100-point cap on applications that did not include crash data.

• Connections to Jobs and Educational Institutions (Transit Expansion):
  – 2014: All applications scored 33 out of 33 points.
  – 2016: Standard deviation of 17 (50-point max), due to changing from “all-or-none” measure to proportionate scoring.
Questions

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