

ACTION TRANSMITTAL No. 2017-30

DATE: November 6, 2017
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2018 Regional Solicitation: Weighting of Criteria and Measures
REQUESTED ACTION: Approval of the weighting of the criteria and measures for the 2018 Regional Solicitation as shown in Attachments 1 through 5.
RECOMMENDED MOTION: That TAB adopt the weighting of the criteria and measures for the 2018 Regional Solicitation as shown in Attachments 1 through 5.

BACKGROUND AND PURPOSE OF ACTION: Each criterion contains measures, the scores for which were determined by TAB following TAC recommendation. Some criteria, measures, and scoring weights were changed prior to the 2016 Regional Solicitation. Similarly, criteria and measures are proposed to change for the 2018 Regional Solicitation as described in the previous action transmittal. The following list proposes some changes to criteria weights and measure scoring values. Attachment 1 shows the criteria and the proposed weighting for the criteria for each of the application categories. Attachments 2 through 5 show the proposed changes to the distribution of points within and between the criteria.

Proposed criteria weighting changes are shown on Attachment 1 and the explanation of why the change is being recommended is shown below.

- In Roadway Expansion, Role in the Regional Transportation System and Economy is proposed to change from 16% to 19% alongside a reduction from 7% to 4% in Infrastructure Age and Condition. The primary rationale is that survey feedback indicates a preference to increase scoring that benefit freight movements.
- In Roadway Reconstruction and Modernization, a change is proposed that would decrease Role in the Regional Transportation System from 16% to 15% and increase Congesting Reduction and Air Quality from 7% to 8%. This is primarily a function of the proposed change to the measures and, therefore, scoring values.
- Following work group meetings, in Roadway System Management, Role in the Regional Transportation System is proposed to increase from 11% to 16% of the total alongside a decrease from 9% to 5% in Multimodal Elements and Existing Conditions. This is primarily a function of the inclusion of new measures in the former and a belief that multimodal accommodations are not as vital to these projects as they are to projects in the other roadway categories.
- Transit Modernization includes several changes proposed following meetings from a Transit work group.
 - Increasing Usage from 27% to 30% and increasing equity and housing performance from 14% to 16%. These were both initially adjusted to match the Transit Expansion application, but then partially reduced to make room for the following increases.
 - Decreasing Congestion Reduction and Air Quality Improvement from 9% to 5%. Members believed that this criterion was a bit overweighed given that the category is not about attracting new riders, but serving existing riders.

- Decreasing Risk Assessment from 9% to 5%. This was decreased as a response to increasing other measures.
- Increasing Transit and Customer Improvements from 14% to 18%. Members believed that this category is very important and captures the essence of transit modernization.
- The TDM workgroup recommended a decrease in Congestion Reduction and Air Quality from 36% to 18% along with increases in Role in the Regional Transportation System from 9% to 18% and Innovation from 18% to 27%. However, when this was brought as an information item, members believed that Congestion Reduction and Air Quality should not be reduced by half and recommended changing that to 27%, while leaving Innovation at 18%.
- No changes to criteria weights are proposed for Bridges, Transit Expansion, or any of the Bicycle/Pedestrian categories.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding.

COMMITTEE COMMENTS AND ACTION: At its October 19, 2017 meeting, the Funding & Programming Committee voted unanimously to recommend the attached weights, inclusive of removing the 50-point snow removal measure from the Multiuse Trails and Bicycle Facilities application.

At its November 1, 2017 meeting, the Technical Advisory Committee voted unanimously to recommend the attached weights, including the 50-point snow and ice control measure from the Multiuse Trails and Bicycle Facilities application. This measure is shown within the usage criterion, as it was when TAC first suggested the measure at its October 6 meeting.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	10-19-2017
Technical Advisory Committee	Review & Recommend	11/1/2017
Transportation Advisory Board	Review & Adopt	-
Transportation Committee	Review & Recommend	-
Metropolitan Council	Concurrence	-

ATTACHMENT 1: DRAFT CRITERIA WEIGHTING

Criteria	Roadway Exp.	Roadway Reconst/ Modern.	Roadway System Man. Traffic Mgmt. Tech	Roadway Bridges	Transit Exp.	Transit Modern.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	16 19%	16 15%	11 16%	18%	9%	9%	9 18%	18%	14%	--
Usage	16%	16%	11%	12%	32%	27 30%	9%	18%	14%	23%
Equity and Housing Performance	9%	9%	9%	9%	18%	14 16%	14%	11%	11%	11%
Safety	14%	14%	18%	--	--	--	--	23%	27%	23%
Infrastructure Age	7 4%	14%	7%	36%	--	--	--	--	--	--
Congestion /Air Quality	14%	7%	18%	--	18%	9 5%	36 27%	--	--	--
Multimodal Facilities	9%	9%	9 5%	9%	9%	9%	--	9%	14%	
Risk Assessment	7%	7%	7%	7%	5%	9 5%	5%	12%	12%	12%
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	23%
Transit Customer Improvements	--	--	--	--	--	14 18%	--	--	--	--
TDM Innovation	--	--	--	--	--	--	18%	--	--	--
Cost Effectiveness	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
TOTAL POINTS	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100

ATTACHMENT 2: ROADWAY MEASURES

Criteria and Measures	Expansion	Recon/Mod	System Traffic Mgmt	Bridge
Role in the Regional Transportation System and Economy	16 19%	16 15%	11 16%	18%
Measure A - Average Distance to nearest parallel bridge	80	80	55	115 100 pts
<u>Measure A – System congestion and PA Intersection Conversion Study priorities</u>	80 pts	65 pts		
<u>Measure A – Functional Classification</u>			50 pts	
Measure B – Connection to Total Jobs, Manu/Dist Jobs, <u>education</u>	30 50 pts	30 40 pts	30 pts	30 pts
<u>Measure B – Integration within existing traffic management systems</u>			50 pts	
Measure C – Current daily heavy commercial traffic <u>Regional Truck Corridor Tiers</u>	50 80 pts	50 65 pts	30 50 pts	35 65 pts
<u>Measure D – Coordination with other agencies</u>			25 pts	
- <u>Measure D – Freight project elements</u>	15 pts	15 pts	10 pts	15 pts
Usage	16%	16%	11%	12%
Measure A – Current daily person throughput	110 pts	110 pts	85 pts	100 pts
Measure B – Forecast 2040 average daily traffic volume	65 pts	65 pts	40 pts	30 pts
Equity and Housing Performance	9%	9%	9%	9%
Measure A – Connection to disadvantageded pop and benefits, impacts, mitigation	30 pts	30 pts	30 pts	30 pts
Measure B – Housing Performance Score	70 pts	70 pts	70 pts	70 pts
Infrastructure Age/Condition	7 4%	14%	7%	36%
Measure A – Date of construction / <u>obsolete equipment</u>	75 40 pts	50 pts	75 pts	
<u>Measure A – Bridge Sufficiency Rating</u>				300 pts
Measure B - Geometric, structural, or infrastructure deficiencies		100 pts		
Measure B – Load-Posting				100 pts
Congestion Reduction/Air Quality	14%	7%	18%	
Measure A – Vehicle delay reduced	100 pts	45 50 pts	150 pts	
<u>Measure A – Congested roadway</u>			150 pts	
Measure B – Kg of emissions reduced	50 pts	30 pts	50 pts	
<u>Measure B – Emissions and congestion benefits of project</u>			50 pts	
Safety	14%	14%	18%	
Measure A – Crashes reduced	150 pts	150 pts	200 50 pts	
<u>Measure B – Safety issues in project area</u>			150 pts	
Multimodal Elements and Existing Connections	9%	9%	9 5%	9%
Measure A - Transit, bicycle, pedestrian, elements, and connections	100 pts	100 pts	100 50 pts	100 pts
Risk Assessment	7%	7%	7%	7%
Measure A - Risk Assessment Form	75 pts	75 pts	75 pts	75 pts
Cost Effectiveness	9%	9%	9%	9%
Measure A - Cost effectiveness (total project cost/total points awarded)	100 pts	100 pts	100 pts	100 pts
Total Points	1,100 pts	1,100 pts	1,100 pts	1,100 pts

ATTACHMENT 3: TRANSIT MEASURES

Criteria and Measures	Transit Expansion	Transit Modernization
Role in the Regional Transportation System and Economy	9%	9%
Measure A - Connection to Jobs and Educational Institutions	50 pts	50 pts
Measure B – Average number of weekday transit trips connected to the project	50 pts	50 pts
Usage	32%	2730%
Measure A – Existing riders		300 325 pts
Measure B – New riders	350 pts	
Equity and Housing Performance	18%	1416%
Measure A - Connection to disadvantaged populations and project’s benefits, impacts, and mitigation	130 pts	80 105 pts
Measure B - Housing Performance Score	70 pts	70 pts
Emissions Reduction	18%	95%
Measure A - Total emissions reduced	200 pts	100 50 pts
Multimodal Elements and Existing Connections	9%	9%
Measure A - Multimodal elements of the project and existing connections	100 pts	100 pts
Risk Assessment	5%	95%
Measure A - Risk Assessment Form	50 pts	100 50 pts
Service and Customer Improvements		1418%
Measure C A – <u>Project Service Improvements for Transit Users</u>		37 200 pts
Cost Effectiveness	9%	9%
Measure A – Cost effectiveness (total project cost/total points awarded)	100 pts	100 pts
Total	1,100 pts	1,100 pts

ATTACHMENT 4: TDM MEASURES

Criteria and Measures	Points
1. Role in the Regional Transportation System and Economy	918%
Measure A – Ability to capitalize on existing regional transportation facilities and resources	100 200 pts
2. Usage	9%
Measure A – Users	100 pts
3. Equity and Housing Performance	14%
Measure A - Project’s benefits, impacts, and mitigation to disadvantaged populations	80 pts
Measure B - Housing Performance Score	70 pts
4. Congestion Reduction/Air Quality	3627%
Measure A - Congested roadways in project area	200 150 pts
Measure B - Emissions reduced	200 150 pts
5. Innovation	18%
Measure A - Project innovations or new geographic area	200 pts
6. Risk Assessment	5%
Measure A - Technical capacity of applicant's organization	25 pts
Measure B - Continuation of project after initial federal funds are expended	25 pts
7. Cost Effectiveness	9%
Measure A – Cost effectiveness (total project cost/total points awarded)	100 pts
Total	1,100 pts

ATTACHMENT 5: BIKE / PEDESTRIAN MEASURES

Criteria and Measures	Multiuse Trails / Bike	Pedestrian	SRTS
Role in the Regional Transportation System and Economy	18%	14%	23%
Measure A - Identify location of project relative to Regional Bicycle Transportation Network	200 pts		
Measure A – Connection to Jobs and Educational Institutions		150 pts	
Measure A – “5 Es”			250 pts
Potential Usage	18%	14%	23%
Measure A –Existing population and employment	200 150 pts		
Measure A –Existing population		150 pts	
Measure A - Average share of student population that bikes, walks, or uses transit			170 pts
<u>Measure B – Snow and ice control</u>	<u>50 pts</u>		
Measure B - Student population within school's walkshed			80 pts
Equity and Housing Performance	11%	11%	11%
Measure A - Connection to disadvantaged populations and project’s benefits, impacts, and mitigation	50 pts	50 pts	50 pts
Measure B - Housing Performance Score	70 pts	70 pts	70 pts
Deficiencies and Safety	23%	27%	23%
Measure A – Gaps closed/barriers removed, and/or continuity between jurisdictions improved by the project	100 pts	120 pts	100 pts
Measure B - Deficiencies corrected or safety problem addressed	150 pts	180 pts	150 pts
Multimodal Facilities and Existing Connections	9%	14%	
Measure C - Transit or pedestrian elements of the project; and existing connections	100 pts	150 pts	
Risk Assessment/Public Engagement	12%	12%	12%
Measure A - Risk Assessment Form	130 pts	130 pts	85 pts
Measure A – Public Engagement			45 pts
Cost Effectiveness	9%	9%	9%
Measure A-Cost effectiveness (Total project cost/total points awarded)	100 pts	100 pts	100 pts
Total	1,100	1,100	1,100