

Recommended Revisions for 2020 Regional Solicitation

Transportation Advisory Board
August 21, 2019



What is the Regional Solicitation?

Regional process to allocate federal transportation funds to locally-initiated projects that support regional transportation goals and objectives.

- Solicit and select projects every two years for implementation four-to-five years into the future (e.g., 2020 Regional Solicitation will fund projects in 2024 and 2025)
- Use a transparent and technically-driven scoring system to select projects
- Federal awards pay up to 80% of total project cost or approved maximum award amounts

Strong Linkage to Regional Policy



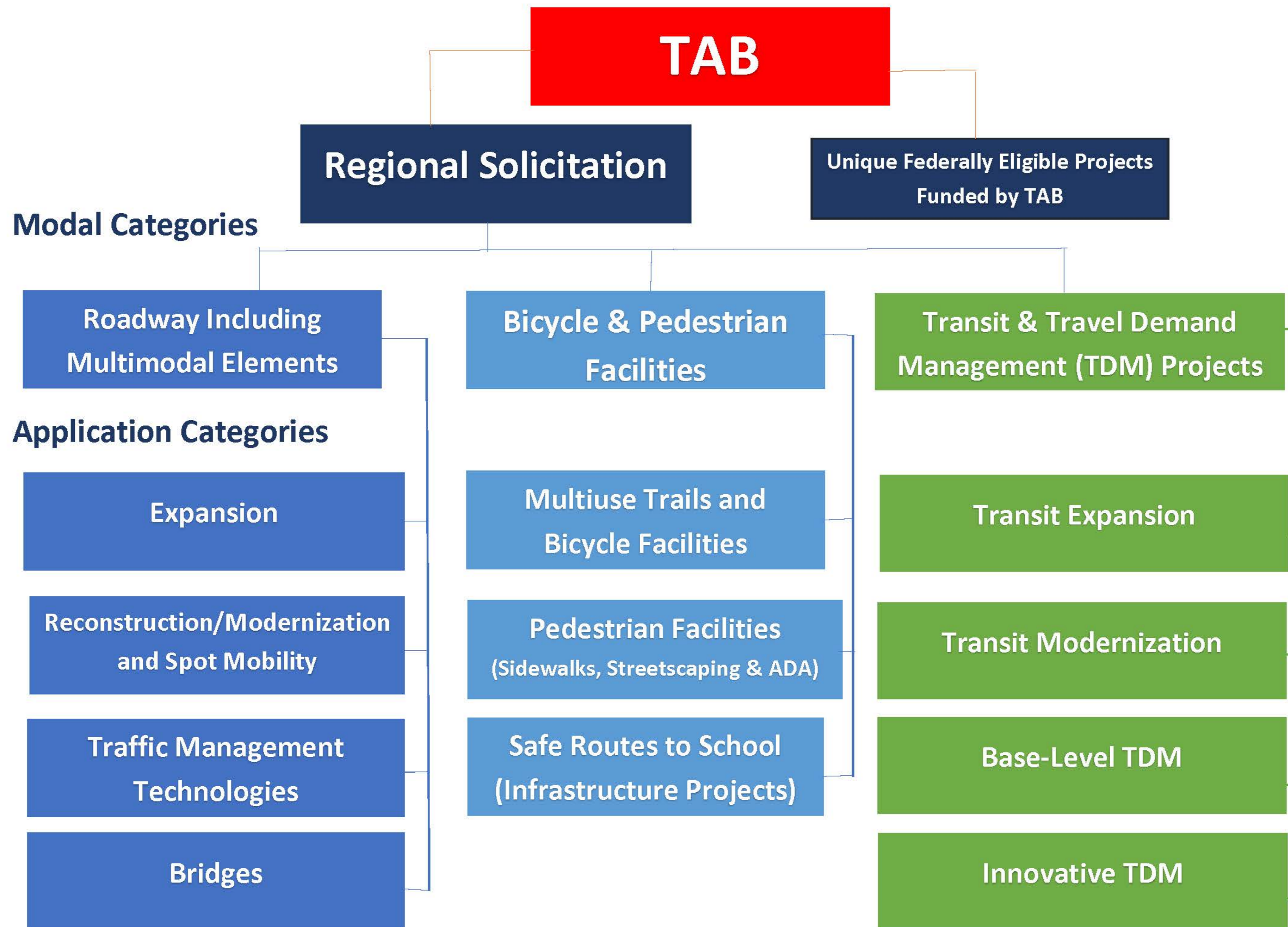
- Qualifying criteria ask applicants to document consistency with regional policy
- Geographic balance is a secondary lens

Solicitation Prioritizing Criteria	Thrive Outcomes	TPP Goals
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> – Prosperity – Livability 	<ul style="list-style-type: none"> – Access to Destinations – Competitive Economy
Usage	<ul style="list-style-type: none"> – Livability – Prosperity 	<ul style="list-style-type: none"> – Access to Destinations – Competitive Economy
Equity and Housing Performance	<ul style="list-style-type: none"> – Equity – Livability 	<ul style="list-style-type: none"> – Access to Destinations – Healthy and Equitable Communities – Transportation and Land Use
Infrastructure Age	<ul style="list-style-type: none"> – Stewardship – Sustainability 	<ul style="list-style-type: none"> – Transportation System Stewardship
Congestion Reduction/Air Quality	<ul style="list-style-type: none"> – Prosperity – Livability 	<ul style="list-style-type: none"> – Healthy and Equitable Communities – Competitive Economy
Safety	<ul style="list-style-type: none"> – Livability – Sustainability 	<ul style="list-style-type: none"> – Safety and Security
Multimodal Facilities and Existing Connections	<ul style="list-style-type: none"> – Prosperity – Equity – Livability – Sustainability 	<ul style="list-style-type: none"> – Access to Destinations – Transportation and Land Use – Competitive Economy
Risk Assessment	<ul style="list-style-type: none"> – Stewardship 	<ul style="list-style-type: none"> – Transportation System Stewardship
Cost Effectiveness	<ul style="list-style-type: none"> – Stewardship 	<ul style="list-style-type: none"> – Transportation System Stewardship

Solicitation Components for TAB Decision-making:

- Modal Application Categories
- Modal Funding Ranges
- Minimum and Maximum Award Amounts (by category)
- Regional Criteria Weighting
- Scoring Measures (by Criteria and Application category)
- Qualifying Requirements
- Funding Guarantees

2018 Application Categories



2018 Modal Funding Ranges

	Roadways	Transit and TDM	Bicycle and Pedestrian Facilities	Total
2018 Solicitation Ranges	48%-68% \$96M-\$136M	22%-32% \$44M-\$64M	10%-20% \$20M-\$40M	100% \$200M

2018 Regional Criteria Weighting

Criteria	Roadway Exp.	Roadway Reconst/ Modern.	Roadway System Man.	Roadway Bridges	Transit Exp.	Transit Modern.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	17.5%	17.5%	12.5%	19.5%	10%	10%	10%	20%	15%	--
Usage	17.5%	17.5%	12.5%	13%	35%	30%	10%	20%	15%	25%
Safety	15%	15%	20%	--	--	--	--	25%	30%	25%
Congestion /Air Quality	15%	7.5%	20%	--	20%	10%	40%	--	--	--
Infrastructure Age	7.5%	15%	7.5%	40%	--	--	--	--	--	--
Equity and Housing Performance	10%	10%	10%	10%	20%	15%	15%	12%	12%	12%
Multimodal Facilities	10%	10%	10%	10%	10%	10%	--	10%	15%	--
Risk Assessment	7.5%	7.5%	7.5%	7.5%	5%	10%	5%	13%	13%	13%
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	25%
Transit Improvements	--	--	--	--	--	15%	--	--	--	--
TDM Innovation	--	--	--	--	--	--	20%	--	--	--
Total (1,000 Points)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Cost Effectiveness (Points)	100	100	100	100	100	100	100	100	100	100
TOTAL POINTS	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100

Scoring Measures

- Scoring measures are identified for each Regional Criteria by Application category
- For example, in the Roadways application categories Usage is measured by average daily traffic volumes, in the Transit Expansion application category Usage is measured by new transit ridership
- Some measures are identical across application categories (i.e., Equity and Housing Performance)
- Technical groups recommend the scoring measures and TAB approves

Scoring Process

- Scoring committees made up of 50+ technical experts representing agencies throughout the metro
- Scoring of projects is an open, transparent, and data-driven process

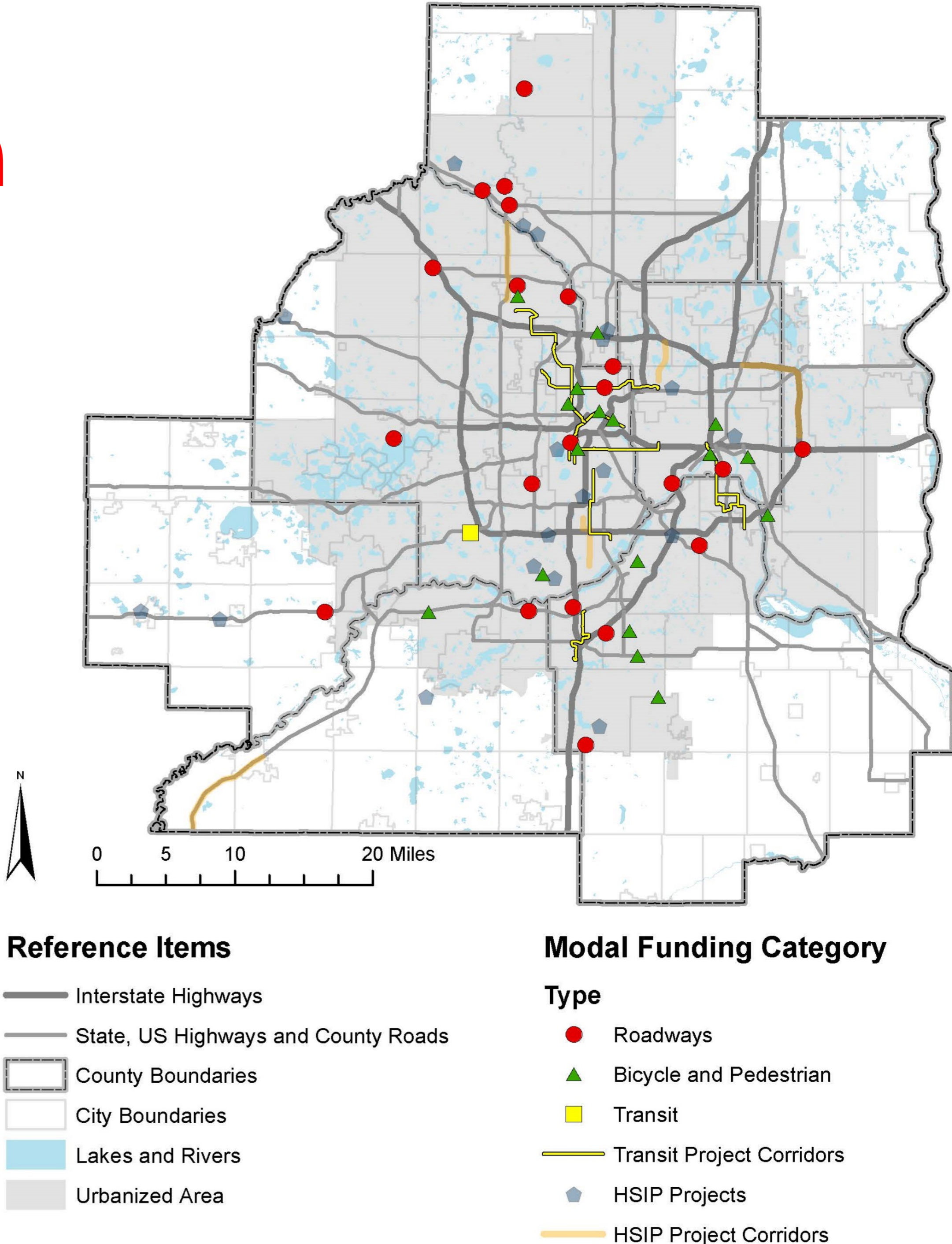


Funding Decisions

- Technical Committees create funding options for TAB, using ranked list of projects
- Projects are selected based on their total project score
- Demand within categories is considered
- Applicants may appeal the scoring decision of an individual measure
- In final project selection, geographic balance and applicant distribution are also considered
- TAB and Council approve the final program of projects

2018 Regional Solicitation

- 57 Projects
- Projects in all 7 counties
- Projects in 37 different cities and townships
- Geographic balance can be influenced through:
 - Selection of funding program options (i.e., where to draw the lines across categories)
 - Number of projects funded
 - Funding guarantees



Solicitation Evaluation and Revision

- Each Solicitation is evaluated:
 - Sensitivity analysis of scoring measures
 - Surveys of TAB members, applicants, scorers
 - Scoring committee suggestions
 - TAB, Council committee and technical work groups meeting discussions
- Results in identifying issues and options for potential changes to Solicitation components
- Typically, the changes are incremental and limited
- TAB Solicitation Policy Work Group to provide recommendations for 2020 Solicitation changes

Policy Work Group Recommendations



Roadways Rec's #1- #6

1. New Roadways application category, Spot Mobility and Safety; Maximum award of \$3.5M
2. New measure for pedestrian safety improvements
3. Modernization/Reconstruction and Bridges stay as separate application categories
4. Eliminate the \$10M minimum set-aside for Bridges
5. Traffic Management Technologies applications decrease maximum award from \$7M to \$3.5M
6. Strategic Capacity (Expansion) applications increase maximum award from \$7M to \$10M

Traffic Management
Technologies

Spot Mobility and Safety

Strategic Capacity

Roadway
Reconstruction/Modernization

Bridges

Bicycle and Pedestrian Recommendation

- Decrease the Multiuse Trail and Bicycle Facilities Maximum award from \$5.5M to \$4M
- Requested input from TAC on potential to lower the maximum federal funding percentage from 80% to 70% to fund more projects
- TAC unanimously approved a motion to recommend to keep the federal percentage at 80%
 - All application categories remain consistent
 - Potential financial burden for cities in this application category

Equity and Housing Performance

- Reduce Housing Performance total score from 70 points to 50 points across all application categories
- Include a new measure on Affordable Housing Access
 - Qualitative measure describing how the project improves access to affordable housing within ¼ mile of the proposed project
 - 10 out of 50 points
- Increase Equity score by 20 points shifted from Housing Performance; total points varies across application categories
 - 50 points in Roadways; 70 points in Bicycle and Pedestrian categories; 100-150 points in Transit; 50 points in TDM
 - 40% of Equity points for demonstrated engagement and outreach
 - 60% of Equity points for identified benefits and mitigation of negative impacts

Equity and Housing Performance Cont.

- Replace the multiplier for Areas of Concentrated Poverty with Bonus points
 - Bonus point only for projects scoring at least 80% on Equity measures
 - 25 points for Areas of Concentrated Poverty with 50% people of color
 - 20 points for Areas of Concentrated Poverty
 - 15 points for census tracts above regional average for poverty or people of color
 - 10 points for all other areas
- Provide applicant workshops and learning sessions on Equity, engagement and identifying project needs and solutions
- Convene a regional policy work group on Transportation and Equity
 - Council and Equity Advisory Committee, TAB, MnDOT, cities and counties
 - Investigate expanding beyond transportation issues

Equity and Housing Performance Scoring

Application Category	3A: Housing			3B: Socio-Economic Equity			Total Possible Points
	HPS	Affordable Housing	Total	Community Engagement	Benefits / Impacts	Total	
Roadway Expansion	40	10	50 (4.5%)	15	35	50 (4.5%)	100
Roadway Reconst/Mod	40	10	50 (4.5%)	15	35	50 (4.5%)	100
Traffic Mgmt Technologies	40	10	50 (4.5%)	15	35	50 (4.5%)	100
Bridge	40	10	50 (4.5%)	15	35	50 (4.5%)	100
Spot Mobility	40	10	50 (4.5%)	15	35	50 (4.5%)	100
Transit Expansion	40	10	50 (4.5%)	45	105	150 (14%)	200
Transit Modernization	40	10	50 (4.5%)	35	90	125 (11%)	175
Travel Demand Management	40	10	50 (4.5%)	30	70	100 (9.1%)	150
Multiuse Trails / Bicycle	40	10	50 (4.5%)	21	49	70 (6.3%)	120
Pedestrian Facilities	40	10	50 (4.5%)	21	49	70 (6.3%)	120
Safe Routes to School	40	10	50 (4.5%)	21	49	70 (6.3%)	120

Unique Projects

- Create a Unique Projects application category
- Set aside 2.5% of total funding in 2020 Solicitation for Unique projects
- Select Unique projects in the 2022 Solicitation
- Identify the Unique Projects criteria and evaluation process after the 2020 Solicitation

Transit Recommendations

- Create a bus rapid transit program for \$25-\$28 million with a program to be selected by TAB prior to application due date
- Create a New Market project definition for Transit Expansion and guarantee funding for at least the top project meeting that definition (similar to A Minor collector guarantee)
- Direct technical staff to work on:
 - Longer term solution to scoring transit support facilities that are not customer focused
 - Transit fleet management recommendations for projects that are not sustained for the life of Regional Solicitation funded fleet

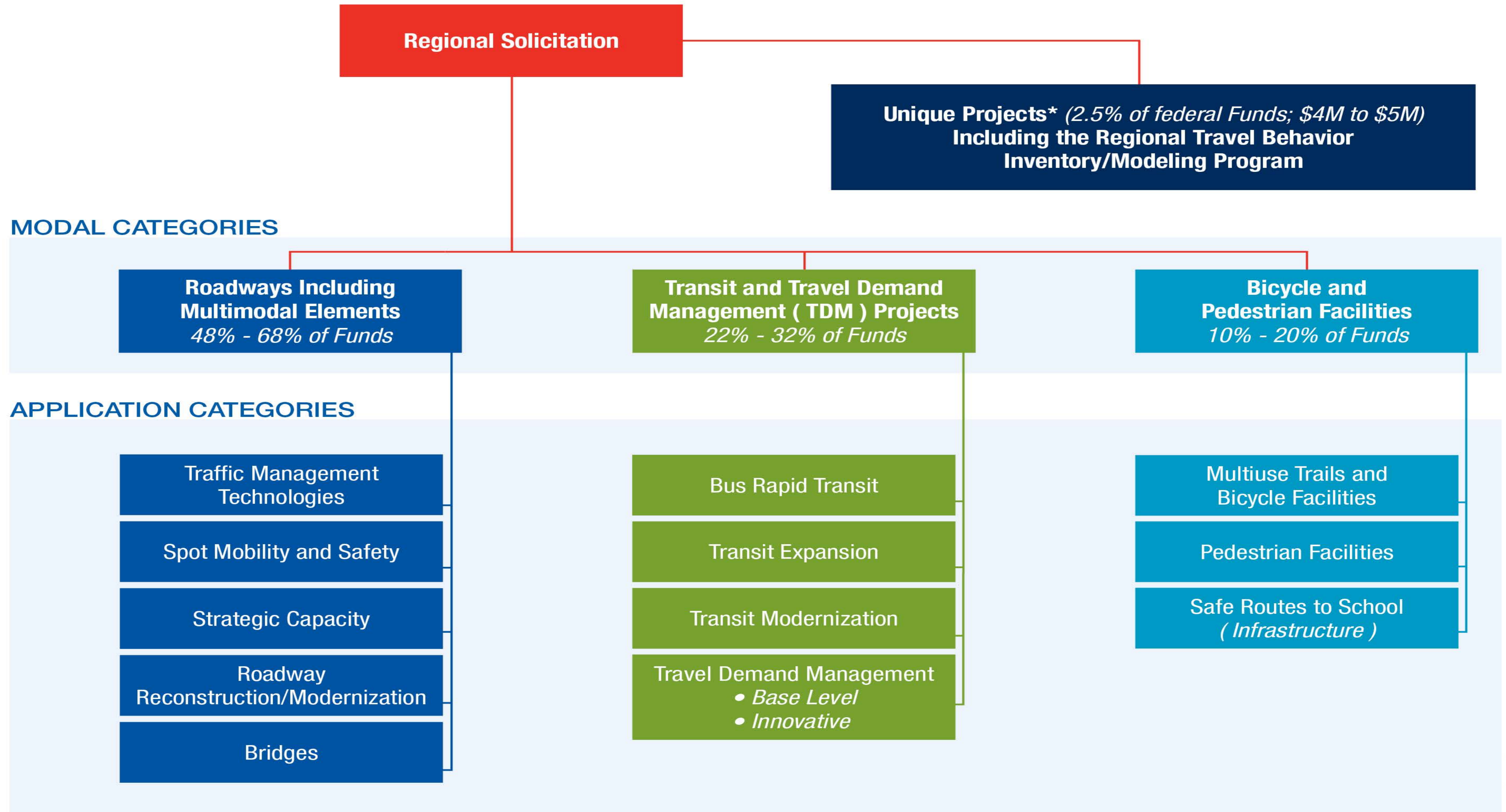
Transit Technical Feedback

- Include all potential BRT projects in the BRT program, i.e. existing line improvements, planned lines and New Starts project improvements
- Increase the program funding range to \$25-\$31 million
- Regional Transit Technical Committee to provide a recommendation on the program funding to TAB
- New Market guarantee to include funding at least one project outside of transit market areas 1 and 2 across all transit application categories

Action Items for the September TAB Meeting

- Application Categories
- Modal Funding Ranges
- Minimum and Maximum Award Amounts
- Criteria Weighting
- Scoring Measures
- Qualifying Requirements
- Guarantees
- Release for Public Comment

Application Categories



Modal Funding Ranges

	Roadways	Transit and TDM	Bicycle and Pedestrian Facilities	Unique	Total
2020 Solicitation	48%-68% \$84M-\$119M	22%-32% \$39M-\$56M	10%-20% \$18M-\$35M	2.5% \$4M-\$5M	100% \$180M

Minimum and Maximum Awards

Modal Categories	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Traffic Management Technologies	\$250,000	\$7,000,000 \$3,500,000
	Spot Mobility and Safety	\$1,000,000	\$3,500,000
	Strategic Capacity	\$1,000,000	7,000,000 \$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	Transit Expansion	\$500,000	\$7,000,000
	Transit Modernization	\$100,000 \$500,000	\$7,000,000
	Travel Demand Management (TDM)	\$75,000 \$100,000	\$500,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000 \$4,000,000
	Pedestrian Facilities	\$250,000	\$1,000,000
	Safe Routes to School	\$150,000	\$1,000,000

Regional Criteria Weighting Changes

- Minimal changes overall
- Minor edits due to introduction of new Spot Mobility and Safety category

Criteria	Traffic Mgmt. Tech.	<u>Spot Mobility & Safety</u>	Strategic Capacity	Roadway Reconst/ Modern.	Roadway Bridges	Transit Exp.	Transit Modern.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	16%	<u>16%</u>	19%	15 <u>10</u> %	18%	9%	9%	18%	18%	14%	--
Usage	11%	--	16%	16%	12%	32%	30%	9%	18%	14%	23%
Safety	18%	<u>25%</u>	14%	14 <u>16</u> %	--	--	--	--	23%	27%	23%
Congestion /Air Quality	18%	<u>25%</u>	14%	<u>7</u> %	--	18%	5%	27%	--	--	--
Infrastructure Age	7%	--	4%	14 <u>16</u> %	36%	--	--	--	--	--	--
Equity and Housing Performance	9%	<u>9%</u>	9%	9%	9%	18%	16%	14%	11%	11%	11%
Multimodal Facilities	5%	<u>9%</u>	9%	9 <u>10</u> %	9%	9%	9%	--	9%	14%	--
Risk Assessment	7%	<u>7%</u>	7%	7%	7%	5%	5%	5%	12%	12%	12%
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	--	23%
Transit Improvements	--	--	--	--	--	--	18%	--	--	--	--
TDM Innovation	--	--	--	--	--	--	--	18%	--	--	--
Cost Effectiveness (Points)	9%	<u>9%</u>	9%	9%	9%	9%	9%	9%	9%	9%	9%
TOTAL POINTS	1,100	<u>1,100</u>	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100

Scoring Measures Changes

- New pedestrian safety measure in the roadway applications
- Changes to the Equity measures
- New Affordable Housing Access measure
- Inclusion of the Regional Bicycle Barriers Study in the scoring

Qualifying Requirement Changes

- Applicant must have a completed ADA Transition Plan
- Letter committing to snow and ice control on Multiuse Trail and Bicycle Facility projects

Funding Guarantees

- Continue guarantee to fund at least one project from each of the five eligible roadway functional classifications
- Eliminate \$10 M Bridges guarantee
- Transit New Market guarantee

Release for Public Comment

- September 23-Nov 6, 2019, Application out for public review
- Nov 2019: Application packet finalized
- Feb 2020: Application released
- April 2020: Applications due
- Nov/Dec 2020: Projects approved

Highway Safety Improvement Program (HSIP) Proposed Changes from MnDOT

- Increase the maximum award from \$1.8M to \$2M.
- Include a new pedestrian/bicycle safety measure similar to the Reg. Sol.
- Require that ADA Transition Plans must be completed similar to the Reg. Sol.
- Remove previous target of awarding 70% of the total funds to reactive safety projects and 30% of the funds to proactive safety projects to provide more flexibility in project selection.
- Application deadline of June 1st, TAB approval in Nov/Dec.