

Regional Solicitation Information for September Decisions

Transportation Advisory Board – August 18, 2021



Today's Topics-Part 1

A. Geographic Balance

- a. Potential Maximum/Minimum Changes

B. Criteria Weighting in Spot Mobility and Safety Application

C. Regional Solicitation Scoring Measure Changes

- a. Equity and Affordable Housing
- b. Update of Other Technical Measure Changes

D. Unique Projects Follow-up and Technical Feedback

Today's Topics-Part 2

Regional Solicitation – Opportunity for Polling

A. Qualifying and eligibility

B. Application categories and purpose statements

C. Unique projects category design

D. Project selection guarantees/limits

E. Application category criteria weighting

F. Application category scoring measures

G. Modal funding ranges

H. Application category minimum and maximum award amounts

Action items and release for public comment at the Sept. TAB meeting.



Geographic Balance

- Comments on geographic balance:
 - There is no rule related to geographic balance in terms of what geography to use or to determine what is “balanced”
 - Technical committee members expressed that balance should be examined over time, as opposed to within each funding cycle
 - In general, smaller project awards lead to more opportunities to spread funding across the region
- TAB options moving forward:
 - No change (address geographic balance at end of process as has been done in past to provide flexibility in the final decision)
 - Establish project programming rules related to awards in each cycle or over time

Criteria Weighting in Spot Mobility and Safety

- TAC members commented on increasing the safety weighting in the Spot Mobility and Safety funding category, which was new for 2020.
- TAB requested options for doing this at its July meeting.
- TAC is recommending Option 3: Take 60 points from Role in the Region and add it to Safety.

Criteria and Measures	Existing		Option 1		Option 2		Option 3	
	Pts	% of Total Pts	Pts	% of Total Pts	Pts	% of Total Pts	Pts	% of Total Pts
1. Role in the Regional Transportation System and Economy	175	16%	175	16%	175	16%	115	10%
Measure A - Congestion within the Project Area, Level of Adjacent Congestion, Principal Arterial Intersection Conversion Study Priorities, or CMSP	100		100		100		70	
Measure B - Regional Truck Corridor	75		75		75		45	
2. Equity and Housing Performance	100	9%	100	9%	100	9%	100	9%
Measure A - Benefits and outreach to disadvantaged	50		50		50		50	
Measure B - Affordable housing connection	50		50		50		50	
3. Congestion Reduction/Air Quality	275	25%	215	20%	275	25%	275	25%
Measure A - Vehicle delay reduced	200		140		200		200	
Measure B - Kg of emissions reduced	75		75		75		75	
4. Safety	275	25%	335	30%	335	30%	335	30%
Measure A - Crashes reduced	225		235		235		235	
Measure B - Pedestrian Crash Reduction	50		100		100		100	
5. Multimodal Elements and Existing Connections	100	9%	100	9%	100	9%	100	9%
Measure A - Transit, bicycle, or pedestrian project elements & connections	100		100		100		100	
6. Risk Assessment	75	7%	75	7%	15	1%	75	7%
Measure A - Risk Assessment Form	75		75		15		75	
7. Cost Effectiveness	100	9%	100	9%	100	9%	100	9%
Measure A - Cost effectiveness	100		100		100		100	
Total	1,100		1,100		1,100		1,100	

2022 Regional Solicitation: Equity and Affordable Housing Proposed Scoring Measure Changes

August 18, 2021



2020 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%	32.5%	10%	20%	15%	25%
Safety	15%	15%	20%	--	--	--	--	25%	30%	25%
Congestion/Air Quality	15%	7.5%	20%	--	20%	5%	40%	--	--	--
Infrastructure Age	7.5%	15%	7.5%	40%	--	--	--	--	--	--
Equity and Housing Performance	10%	10%	10%	10%	20%	17.5%	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%	5%	5%	13%	13%	13%
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	25%
Transit Improvements	--	--	--	--	--	20%	--	--	--	--
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

2020 Equity and Housing Scoring

Category	Measure A-1 Engagement (Weight)	Measure A-2 Equity Population Benefits & Impacts (Weight)	Measure B-1 Housing Performance Score (Weight)	Measure B-2 Affordable Housing Access (Weight)	Total Possible Points (Weight)
Roadway Strategic Capacity	20 (2%)	30 (3%)	40 (4%)	10 (1%)	100 (10%)
Roadway Reconstruction/Modernization	20 (2%)	30 (3%)	40 (4%)	10 (1%)	100 (10%)
Bridges	20 (2%)	30 (3%)	40 (4%)	10 (1%)	100 (10%)
Spot Mobility and Safety	20 (2%)	30 (3%)	40 (4%)	10 (1%)	100 (10%)
Traffic Management Technologies	20 (2%)	30 (3%)	40 (4%)	10 (1%)	100 (10%)
Transit Expansion	60 (6%)	90 (9%)	40 (4%)	10 (1%)	200 (20%)
Transit Modernization	50 (5%)	75 (7.5%)	40 (4%)	10 (1%)	175 (17.5%)
Travel Demand Management	40 (4%)	60 (6%)	40 (4%)	10 (1%)	150 (15%)
Multiuse Trails	30 (3%)	40 (4%)	40 (4%)	10 (1%)	120 (12%)
Pedestrian	30 (3%)	40 (4%)	40 (4%)	10 (1%)	120 (12%)
Safe Routes to School	30 (3%)	40 (4%)	40 (4%)	10 (1%)	120 (12%)

Previous Scoring

Equity Measure

- Engagement
 - Describe and map populations
 - Describe engagement and methods
- Benefits & Impacts
 - Describe benefits
 - Describe negative impacts
- Bonus Points

Housing Measure

- Housing Performance Score
 - Score from whole city/township
 - Weighted average for multi-jurisdiction projects
- Affordable Housing Access
 - Describe and map any affordable housing within ½ mile of project
 - Describe access improvements for affordable housing residents

2020 Bonus Points

- In 2020, replaced the multiplier for Areas of Concentrated Poverty with bonus points
- Bonus points 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
- 10 projects received bonus points in 2020, geographically distributed through the region

2020 Scoring Observations

- Many low scoring projects
 - No engagement or future engagement
- Few medium scoring projects
 - Equity populations described and/or engaged, but connected project need not identified
- Few high scoring projects
 - Engagement occurred, and input has influenced project
 - Project need connected to equity population feedback
- Mapping requirements and data needs confusing
 - High effort for 10 points
- Housing Performance Score
 - Not tied to project area

2020 Application Observations

- Storytelling approach is helpful for scorers
- Support application statements
 - Make connection between equity group feedback and project changes
 - Be specific about engagement at all project phases
- Differentiate between general and targeted engagement
 - How do needs and responses differ?
- Narrative should connect equity and affordable housing
- Describe who a project serves
 - Connection to childcare, schools, retail
 - Related access improvements
 - Specify how the project was prioritized or selected relative to engagement
- Learn from SRTS on youth engagement

2022 Proposed Changes

- Measure A: Engagement, 30%
 - Now includes affordable housing
 - More guidance on successful response
- Measure B: Equity Population Benefits and Impacts, 40%
 - Focus on benefits, combined response
 - More guidance on successful response
- Measure C: Affordable Housing Access, 30%
 - Housing Performance Score removed
 - Focused on subsidized affordable housing, with Council-generated maps
 - Applicants encouraged to tell story about other affordable housing
 - Describe connection between residents and destinations

2022 Equity and Housing Scoring

**Overall Weight
Unchanged**

Category	Measure A Engagement (Weight)	Measure B Equity Population Benefits & Impacts (Weight)	Measure C Affordable Housing Access (Weight)	Total Possible Points (Weight)
Roadway Strategic Capacity	30 (3%)	40 (4%)	30 (3%)	100 (10%)
Roadway Reconstruction/ Modernization	30 (3%)	40 (4%)	30 (3%)	100 (10%)
Bridges	30 (3%)	40 (4%)	30 (3%)	100 (10%)
Spot Mobility and Safety	30 (3%)	40 (4%)	30 (3%)	100 (10%)
Traffic Management Technologies	30 (3%)	40 (4%)	30 (3%)	100 (10%)
Transit Expansion	60 (6%)	80 (8%)	60 (6%)	200 (20%)
Transit Modernization	50 (5%)	75 (7.5%)	50 (5%)	175 (17.5%)
Travel Demand Management	45 (4.5%)	60 (6%)	45 (4.5%)	150 (15%)
Multiuse Trails	36 (3.6%)	48 (4.8%)	36 (3.6%)	120 (12%)
Pedestrian	36 (3.6%)	48 (4.8%)	36 (3.6%)	120 (12%)
Safe Routes to School	36 (3.6%)	48 (4.8%)	36 (3.6%)	120 (12%)

Bonus Point Change

- In 2022, bonus points are proposed to apply across equity and housing measures
 - Applications receiving 80% of overall equity and housing criteria points would receive bonus points
- In 2022, bonus reflects Metropolitan Council discontinued use of ACP50
 - 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

Questions?

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Other Technical Measures

- In the roadways categories, the pedestrian safety measure was revised based on the Council's Pedestrian Safety Action Plan.
- In the roadways categories, applicants will be allowed to use historic traffic counts due to COVID-19's impacts.
- The newly formed Transit Work Group met on July 28th to discuss how to approach transit ridership numbers in the application given COVID-19's impacts.
- For new ridership in Transit Expansion, give applicants the choice of year.
- For existing ridership in Transit Modernization, use 75% (2019 ridership) and 25% (2020 ridership)
 - Same approach for weekday trips on transit route

Today's Topics-Part 2

Regional Solicitation – Opportunity for Polling

- A. Qualifying and eligibility
- B. Application categories and purpose statements
- C. Unique projects category design
- D. Project selection guarantees/limits
- E. Application category criteria weighting
- F. Application category scoring measures
- G. Modal funding ranges
- H. Application category minimum and maximum award amounts

Action items and release for public comment at the Sept. TAB meeting.

A. Qualifications, Eligibility Decisions

- Qualifying Requirements

- Examples include:

- Consistent with the goals and policies including the Transportation Policy Plan
- Inclusion in local planning documents or studies
- ADA self-evaluation or transition plan covering public right-of-way must be completed

Current expectation for the action transmittal starting point for Qualifying Requirements and Eligibility is that the requirements will not substantially change except for a few minor adjustments.

B. Application Categories with Purpose Statements

Roadways (including Multimodal Elements):

- Traffic Management Technologies
- Spot Mobility & Safety
- Strategic Capacity
- Roadway Reconstruction/Modernization
- Bridge Rehabilitation/Replacement

Bicycle/Pedestrian Facilities:

- Multiuse Trails and Bicycle Facilities
- Pedestrian Facilities
- Safe Routes to School

Transit/TDM:

- Arterial BRT
- Transit Expansion
- Transit Modernization
- Travel Demand Management

Unique Projects:

- Innovative projects that do not fit other categories, funds are set-aside from previous Solicitation

Current expectation for the action transmittal starting point for Application Categories is that the number of application categories will remain as in 2020 Regional Solicitation with the addition of purpose statements for each category.

C. Unique Projects Technical Feedback

Current expectation for the action transmittal starting point for the Unique Projects Category Design will be as described earlier in the agenda.

D. Project Selection Guarantees and Limits

- Functional classifications - fund at least one of each A-minor roadway type:
 - Non-freeway principal arterials
 - A-minor augmentors
 - A-minor connectors
 - A-minor expanders
 - A-minor relievers
- Bridge category target funding level of \$10M
- ABRT up to \$25M (see Transit Memo from July's meeting)
- \$32M max for both ABRT and other BRT combined (allows \$7 M for other BRT projects)
- New market guarantee – one project in transit market areas III, IV, or V

Current expectation for the action transmittal starting point for Project Selection Guarantees is that no changes will take place.

Criteria Weighting

Current expectation for the action transmittal starting point for Criteria Weighting is that the Spot Mobility category weighting will change as discussed earlier in the agenda.

F. Scoring Measures

Current expectation for the action transmittal starting point for Scoring Measures is that the following measures will change as discussed earlier in the agenda:

- **Equity and Affordable Housing**
- **Pedestrian Safety**
- **Years for Traffic Volumes and Transit Ridership**

G. Modal Funding Ranges

	Roadways	Transit and TDM	Bicycle / Ped	Total
2003-2018	Range of 48%-68% Midpoint: 58%	Range of 22%-32% Midpoint: 27%	Range of 10%-20% Midpoint: 15%	100%
2020	Range of 46%-65% Midpoint: 55.5%	Range of 25%-35% Midpoint: 30%	Range of 9%-20% Midpoint: 14.5%	100%

Note: 2020 also included a Unique Projects category set-aside of 2.5% (\$4.9M) of the total program for project selection in 2022.

G. Modal Funding Ranges Decisions (Sept)

- Adopt modal funding ranges and mid-points
- Adopt a set-aside for Unique Projects category for 2024 Solicitation award
- Potential changes:
 - Keep modal funding ranges at 2020 ranges (no change)
 - Return to historical average funding ranges
 - Develop new modal funding ranges
 - Increase or decrease Unique Projects set-aside
 - During final project selection TAB can choose to vary from the mid-point of the modal ranges and in 2020 did so through over-programming

Current expectation is that the action transmittal starting point for the Modal Funding Ranges and Unique Projects set-aside will be the same as for the 2020 Regional Solicitation

H. Application Category Min. & Max. Awards

Modal Application Categories:	Min Fed Award	Max Fed Award
Roadways Including Multimodal Elements		
• Traffic Management Technologies	\$250,000	\$3,500,000
• Spot Mobility and Safety	\$1,000,000	\$3,500,000
• Strategic Capacity	\$1,000,000	\$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		
• Arterial Bus Rapid Transit Project	N/A	\$25,000,000
• Transit Expansion	\$500,000	\$7,000,000
• Transit Modernization	\$500,000	\$7,000,000
• Travel Demand Management (TDM)	\$100,000	\$500,000
Bicycle and Pedestrian Facilities		
• Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
• Pedestrian Facilities	\$250,000	\$1,000,000
• Safe Routes to School	\$250,000	\$1,000,000
Unique Projects	\$500,000	\$4,000,000

H. Minimum & Maximum Award Decisions

- Comments on federal minimum and maximum awards:
 - Federal min award limits help assure that applicants do not take on too large of a federal process burden for a small federal award
 - Federal max award limit amounts help enable a larger number of projects to be funded (and assist in regional balance)
- Technical committees have shown minimal interest in changes.
- TAB discussed whether it made sense to reduce the Strategic Capacity max from \$10M down to \$7M. No consensus reached on this change.

Current expectation is that minimum and maximum federal award amounts will not change from 2020 levels. Expectation that TAB will not add an inflationary increase to project awards.