

ACTION TRANSMITTAL – 2021-32

DATE: September 8, 2021

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

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SUBJECT: 2022 Regional Solicitation: Measures and Scoring Guidance

REQUESTED ACTION: Approval of the attached measures and scoring guidance for each application category for the 2022 Regional Solicitation

RECOMMENDED MOTION: That TAB approve the attached measures and scoring guidance for each application category for the 2022 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. TAB selects projects for funding from two federal programs: the Surface Transportation Block Grant (STBG) program and the Congestion Mitigation and Air Quality Improvement (CMAQ) program. The attached materials include the application categories, criteria for each category, proposed measures within the criteria, and proposed scoring guidance for the 2022 Regional Solicitation.

Key Changes Proposed:

1. The pedestrian safety measure (Spot Mobility and Safety, Strategic Capacity, Roadway Reconstruction/Modernization) is proposed for adjustments based on the Pedestrian Safety Action Plan. (See pages 34 – 39)
2. In all categories, the Equity and Affordable Housing criterion is proposed to score equity and housing more holistically by considering outreach and bonus points in each. Housing is proposed to focus on project-specific data, with the Housing Performance Score proposed for removal. (See pages 8 – 12)
3. In all categories except for TDM, the Risk Assessment form is proposed to be updated to (See pages 18 – 20):
 - a. Simplify and clarify outreach and remove some focus off meetings.
 - b. Define and clarify what is needed for a layout.
 - c. Clarify right-of-way.
4. Within the Layout section of the Risk Assessment, the addition of a 75% check-box where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required (See page 19).
5. In the Safe Routes to School category, removal of Measure 5A, Public Engagement, and shifting of points to the Public Involvement piece of the Risk Assessment. This

moves 45 points to that part of the Risk Assessment and results in that category shifting its Risk Assessment weighting from a) to b) as follows (See pages 204 – 207):

- a. All other Categories:
 - i. Public Involvement: 20%
 - ii. Layout: 25%
 - iii. Section 106 Resource: 15%
 - iv. Right-of-Way: 25%
 - v. Railroad Involvement: 15%
- b. Updated Safe Route to School (rounded numbers and percentages)
 - i. Public Involvement: 62 points (48%)
 - ii. Layout: 21points (16%)
 - iii. Section 106 Resource: 13 points (10%)
 - iv. Right-of-Way: 21points (16%)
 - v. Railroad Involvement: 13 points (10%)

The point values for ii through v do not change. The percentages change by bringing 45 points into the public involvement piece of the risk assessment.

Note: this does not include the Unique Projects category, which is addressed in item 2021-27.

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

COMMITTEE COMMENTS AND ACTION: At its August 19, 2021, meeting the TAC Funding and Programming Committee recommended approval of the attached measures and scoring guidance for each application category for the 2022 Regional Solicitation including addition of a 75% check-box in Risk Assessment addressing where MnDOT trunk highways are impacted and a MnDOT staff-approved layout is required and eliminating Safe Routes to School Measure 5A in favor of shifting the points to Measure 5B-1.

Much discussion was related to redundancy within the Safe Routes to School Category, where Measure 5A addresses public outreach, as does a part of the Risk Assessment (Measure 5B-1). Staff has interpreted this as increasing the value of 5B-1 within the risk assessment, as addressed in change 5 above.

Because it is difficult to get an approved layout for a MnDOT project, discussion led to change 4 above, in order to increase the points awarded to some applications unable to have a final layout. There was also discussion related to how layouts are not supposed to be pre-determined prior to entering the FHWA environmental process and the possibility of avoiding the term “approved” for layouts. While it is not possible for a project on MnDOT right-of-way to be afforded full points, this may be fair, as there is still risk.

There was also discussion on the whether to vary the ½-mile buffer area by community designation in the Equity and Affordable Housing criterion (no change is suggested).

At its September 1, 2021, meeting, the Technical Advisory Committee recommended approval of the attached measures and scoring guidance for each application category for the 2022 Regional Solicitation.

Given the methodology revisions that account for transit ridership changes due to COVID-19, staff suggested that transit applicants check on their methodology with staff.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/19/2021
Technical Advisory Committee	Review & Recommend	9/1/2021
Transportation Advisory Board	Review & Adopt	9/15/2021