

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 17, 2023

Date: May 9, 2023

Action Transmittal: 2023-26

2024 Regional Solicitation: Measures and Scoring Guidance

To: Transportation Advisory Board
From: Technical Advisory Committee
Prepared By: Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process
(Steven.Peterson@metc.state.mn.us)
Joe Barbeau, Senior Planner (Joseph.Barbeau@metc.state.mn.us)

Requested Action

Approval of the attached measures and scoring guidance for each application category for the 2024 Regional Solicitation

Recommended Motion

That the Transportation Advisory Board (TAB) approve the measures and scoring guidance for the 2024 Regional Solicitation with the changes described below.

Background and Purpose

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 four federal programs: the Surface Transportation Block Grant (STBG) program, Congestion Mitigation and Air Quality Improvement (CMAQ) program, Carbon Reduction program (pending further TAB and Council input), and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program. The attached materials include the application categories, criteria for each category, proposed measures within the criteria, and proposed scoring guidance for the 2024 Regional Solicitation.

The measures and guidance are attached for all 12 funding categories with changes shown. Very few changes are proposed as described below:

- Transit ridership and route coverage: Shift from 2019 to 2022. In the 2022 Regional Solicitation, 2019 data was used because of uncertainty early in the COVID-19 pandemic. The Transit Technical Working Group recommends using 2022 data. This applies to the transit categories as well as person throughput measures in roadways categories.
- Clarification that a Safe Routes to School Plan does not have to be MnDOT sponsored.
- Allow Bridge Rehabilitation/Replacement project applications on collector roadways (minor collector and above in the urban areas or a major collector and above in the rural areas) to apply for funding to ensure that the bridges with the worst condition on the transportation system are being funded regardless of functional classification.

- In the Bridge funding category Measure 1A, Distance to nearest parallel bridge, TAC’s recommendation included changing the nearest crossing from A-minor or principal arterial to any federal aid-eligible roadway.

Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

Committee Comments and Actions

At its April 20, 2023, meeting, the TAC Funding & Programming Committee recommended approval of the measures and scoring guidance for the 2024 Regional Solicitation.

Following the April 20, 2023, TAC Funding & Programming Committee meeting, it was pointed out to staff that using only A-minors and principal arterials for the Distance to the Nearest Parallel Bridge measure may be inconsistent with the new allowance for funding collectors in the Bridges category.

At its May 3, 2023, meeting, the Technical Advisory Committee (TAC) recommended approval of the measures and scoring guidance for the 2024 Regional Solicitation.

Note: During TAB and TAB Executive Committee meetings, TAB members discussed possible changes to the Unique Projects application to encourage more innovative project applications to be submitted and revisiting the points assigned to the criteria to give more point spread in the total points when scoring. No proposed changes had been presented to the technical committees. After the TAC meeting, a proposal was submitted for TAB to review. The proposed changes to the Unique Project application are attached to the Action Transmittal. The current Unique Project application begins on page 175 of the attached 2025 Draft Application Measures.

Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	April 20, 2023
Technical Advisory Committee	Review & Recommend	May 3, 2023
Transportation Advisory Board	Review & Adopt	May 17, 2023



Attachment

Transportation Advisory Board



Meeting Date: May 17, 2023

Topic

Potential 2024 Regional Solicitation Changes

To: Transportation Advisory Board

From: Elaine Koutsoukos, TAB Coordinator

Background

In 2019, a Regional Solicitation Policy Workgroup met and recommended the creation of a Unique Projects application category for the 2020 Regional Solicitation. The TAB set aside 2.5% of the total available funding in 2020 Regional Solicitation but deferred the project selection until the 2022 Regional Solicitation to allow time to develop an evaluation process for applications.

In 2021, a 14-member Regional Solicitation Unique Projects Policy Workgroup comprised of TAB members met five times to provide policy direction on the Unique Projects application category. The Workgroup discussed the following items related to the Unique Projects application category:

- Purpose
- Goals and outcomes (basis of the evaluation criteria)
- Evaluation criteria and weighting
- Evaluation measures
- Application process and timeline
- Minimum and maximum award amounts
- Match expectations

TAB approved a 2022 Unique Projects application that is currently included in the 2024 Regional Solicitation (beginning on page 175), with the following evaluation criteria and scoring.

EVALUATION CRITERIA

1. Describe how the project will be innovative by using new approaches to existing or emerging challenges.
2. Describe how the project will reduce the adverse environmental impacts of transportation.
3. Describe how the project will directly improve racial equity, particularly for black, indigenous, and people of color.
4. Describe how the project supports multimodal communities.
5. Describe how the project will have a regional impact or how it could be expanded to more of the region.
6. Describe how the project will build partnerships or collaboration.

SCORING

Criteria and Measures	% of Total	Excellent (5 pts)	Very Good (4 pts)	Good (3 pts)	Fair (2 pts)	Poor (1 pt)
1. Innovation	28%					
Measure A – New approach to existing and/or emerging challenge(s)						
2. Environmental Impacts	21%					
Measure A – Improve air quality						
Measure B – Contribution to climate change improvement						
Measure C – Improve surface or ground water quality and management						
Measure D – Other environmental improvements						
3. Racial Equity	18%					
Measure A – Improve connectivity and access to places and opportunity for BIPOC communities						
Measure B – Removing barriers						
Measure C – Contributions to quality-of-life improvements						
4. Multimodal Communities	13%					
Measure A – Improve multiple non-single-occupant vehicle (SOV) modes within the system (e.g., transit, biking, walking)						
Measure B – Land use and development strategies that support walkable, bikeable, transit-friendly communities						
Measure C – Support first- and last-mile solutions for people connecting to places they need to go						
5. Regional Impact/Scalability	11%					
Measure A – Regional impact						
Measure B – Expandability						
6. Partnerships	9%					
Measure A – Stakeholder groups involved in project development						
Measure B – Match contribution						
Total	100%					

FEEDBACK

Following the award of projects in 2022, TAB members mentioned possible changes to the application to encourage more innovative project applications submitted and a change to the points assigned to the measures to give more point spread in the total points. Current points allocated to each measure is five points with the measures having differing weighting.

The technical committees did not address any changes to the Unique Projects application. TAB members were encouraged to submit recommendations for changes. Attached is a recommendation received.



2023-26: Proposed Changes to Unique Projects (submitted by Brian Martinson)

EVALUATION CRITERIA

1. Describe ~~the project's significance~~~~how the project will be innovative~~ Significance can be a function of the project's scalability, its originality in taking a new approach to a long-standing or emerging challenge by using new approaches to existing or emerging challenges, or its value as a pilot or demonstration project. Is the project a "proof of concept?" Does it extend an approach that has worked in one geographic location or population to another location or population?

RESPONSE: (Limit ~~1,42,800~~ characters; approximately ~~4200~~ words)

2. Describe how the project will reduce the adverse environmental impacts of transportation.

RESPONSE: (Limit 1,400 characters; approximately 200 words)

3. Describe how the project will directly improve racial equity, particularly for black, indigenous,

and people of color.

RESPONSE: (Limit 1,400 characters; approximately 200 words)

4. Describe how the project supports multimodal communities.

RESPONSE: (Limit 1,400 characters; approximately 200 words)

- ~~5. Describe how the project will have a regional impact or how it could be expanded to more of the~~

~~region.~~

~~**RESPONSE:** (Limit 1,400 characters; approximately 200 words)~~

- ~~6.5.~~ Describe how the project will build partnerships or collaboration. **RESPONSE:** (Limit 1,400 characters; approximately 200 words)

Criteria and Measures	% of Total	Max Points
1. Significance	40%	400
Measure A – Scalability – is approach one that can scale if successful? – Regional impact?		
Measure B – Originality – new approach? Pilot? Proof of Concept?		
Measure C – Extension of an approach shown successful elsewhere or in a different population sub-group?		
2. Environmental Impacts	20%	200
Measure A – Improve air quality		
Measure B – Contribute to climate change improvement		
Measure C – Improve surface or ground water quality and management		
Measure D – Other Environmental improvements		
3. Racial Equity	18%	180
Measure A – Improve connectivity and access to places and opportunity for BIPOC communities		
Measure B – Removing barriers		
Measure C – Contributions to quality-of-life improvements		
4. Multimodal Communities	13%	130
Measure A - Improve multiple non-single-occupant vehicle (SOV) modes within the system (e.g., transit, biking, walking)		
Measure B – Land use and development strategies that support walkable, bikeable, transit-friendly communities		
Measure C – Support first- and last-mile solutions for people connecting to places they need to go		
5. Partnerships	10%	100
Measure A – Stakeholder groups involved in project development		
Measure B – Match contribution		
Total	100%	1000