

Discussion Topics for the 2018 Regional Solicitation

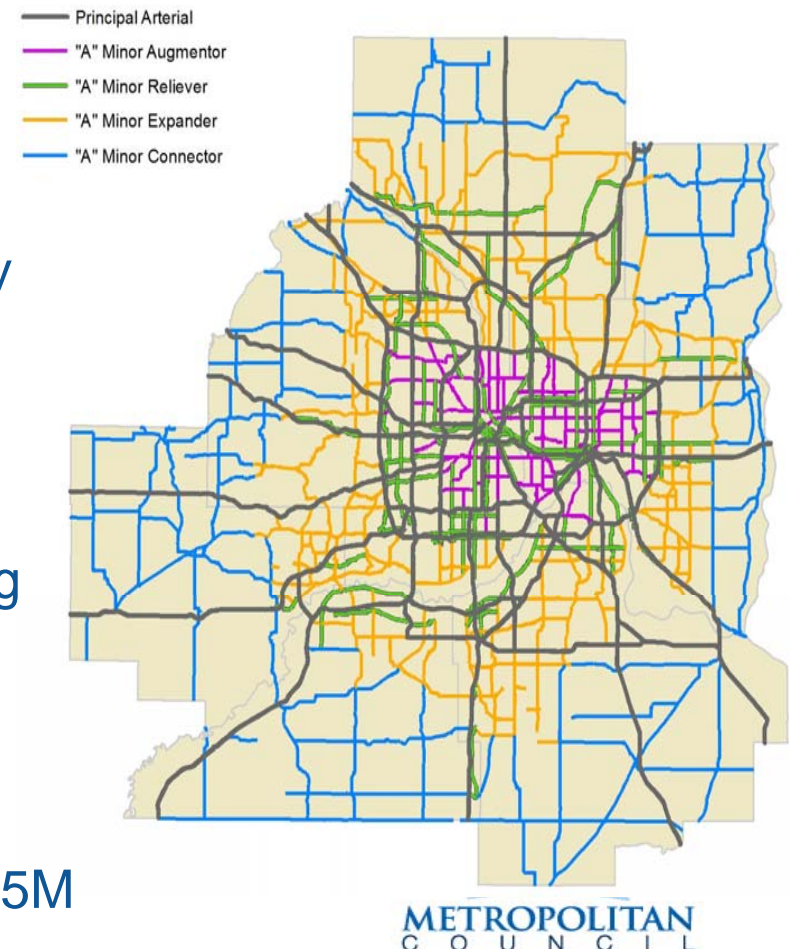
May 18, 2017

TAC F&P Meeting



Major Changes Approved by TAB Before 2016 Funding Cycle

1. Fund \$10M-\$15M for Bridges
 - Funded 2 bridges, \$14M total
2. Change scoring to accommodate RR Grade Separation projects
 - Funded 1 RR Grade Separation (Foley Blvd in Anoka County)
3. Fund at least one project in each functional classification
 - Funded 1 project, but required skipping over 15 higher-scoring projects
4. Retain \$5.5M max award for Multiuse Trails
 - Funded 3 trail projects greater than \$5M



List of Potential Changes for 2018 Cycle Generated from:

- Survey Responses
 - Applicants
 - Scorers
 - TAC Funding and Programming
 - TAC
 - TAB
- Scoring Committee Suggestions
- Committee Meeting Discussion

F&P Schedule Moving Forward

- June-Background on Prioritization of Criteria, Criteria, Application Categories, Qualifying Criteria
- July-Roadways
- August-Transit
- September-Bicycle/Pedestrian
- October-Modal Funding Ranges, Inflation Factor
- November-Adopt Applications
- March/April 2018-Release Solicitation
- October/November 2018 Project Selection

Today's Presentation

- Are there certain key questions that you want to provide direction on at this time?
- Do any sub-committees need to be convened on certain topic areas?
 - Transit
 - Roadway System Management
 - Other?
- List of 20 questions and F&P recommended approach will be brought to TAC and then to TAB.

1. Interchange Projects

Should interchange projects have their own application category?

- In the Roadway Expansion category, interchange projects averaged 538 points compared to 379 for non-interchange projects.
- Of the 7 Roadway Expansion projects funded, 5 were interchanges, one was a lane expansion, and one was an underpass.

2. Transit Categories

Should the use of two transit application categories be continued?

Confusion regarding which proposals fit into which category lead to the question of whether the two transit application categories should still be used and if not, how should Transit be changed?

3. Transit Expansion vs. Modernization

How can more clarity be provided to applicants about what types of projects should be applied for in Transit Expansion versus Transit System Modernization?

Some applicants expressed uncertainty as to whether a transit application fit in the Transit Expansion or Transit System Modernization category.

4. Transit Corridor Improvements

Should elements of the same transit route be allowed to apply in both transit categories in consecutive Regional Solicitation cycles?

Several 2016 applications requested funding in the Transit System Modernization category for stations along arterial bus rapid transit (ABRT) routes that were funded in the Transit Expansion category in 2014 for bus purchases.

Both applications showed independent utility, but survey feedback questioned whether this should be allowed.

5. Maximum Award for Trails

Should the \$5.5M maximum federal award in the Multiuse Trails and Bicycle Facilities category be reduced?

- 2 projects received the maximum \$5.5M award and another project received \$5M+
- Only 12 out of 39 multiuse trail requests were funded.
- If a \$3.5M maximum had been used, 4 additional trail projects could have been funded.

6. Applicant Summaries

Should applicants be required/allowed to attach a one-page project overview pdf of their project?

- Could be helpful to both scorers and TAB members wanting to understand the project.
- This change could be in concert with ways to limit the number and size of attachments.

7. Funding all Road Classifications

Should TAB continue to fund at least one project from each of the five-eligible roadway functional classifications?

- Skipped over 15 higher-scoring projects in order to fund an A-minor arterial connector project (ranked #28 of 33 projects) in the Roadway Reconstruction category.
- No projects were skipped in order to fund the other four functional classification types.

8. Roadway System Management

Should the point distribution, criteria, and measures for the Roadway System Management application category be revamped to better-reflect the types of projects applying to it and to allow bundling of projects?

While the Roadway System Management measures are similar to those in the other Roadway categories, these projects tend to differ significantly from other roadway projects.

9. Travel Demand Management

Should any measures for the Travel Demand Management projects be revamped to better-reflect the types of projects applying in the category?

Travel Demand Management (TDM) projects tend to relate to carpooling, telework strategies, bike sharing, car sharing, and technology. Projecting usage is difficult.

10. Freight

Should more points be given to the freight measures?

- Truck count worth 30-50 points
- Freight benefits of project worth 10-15 points
- Existing manufacturing/distribution employment, along with total jobs, within one mile worth 30 points

11. Infrastructure Age

Should the “infrastructure age” criterion be removed from Roadway Expansion and System Management?

- Many of these projects include new elements.
- Roadway System Management has proven difficult to score, with equipment being new and/or of various ages.
- Measure likely should be retained for Roadway Reconstruction/Modernization.

12. Cost Effectiveness

What improvements can be made to the way cost effectiveness is measured?

- Should federal request, rather than total, cost be used?
- Should noise walls continue to be excluded?
- Should the transit formula be reconsidered?
- Should applicants that receive a private sector contribution be allowed to reduce the cost used in the cost effectiveness measure?

13. Outliers

Should the scoring committees have the flexibility to consider an alternative to prorating scores when high-scoring outlier projects diminish the separation given to most projects?

- Prorated scores sometimes produce outliers that cause most projects to score very low in a category, impacting the degree to which the category differentiates projects.
- Some scoring committee members would like flexibility to adjust the proration when outliers occur.
- Adjustments will diminish the advantaged earned by the top-scoring project.

14. Auto-Calculated Measures

Do scoring measures that auto-calculate need to be scored by outside scorers or can it be done by Council staff?

- Some scoring committee members feel that these measures do not require their expertise.
- These measures often help introduce newcomers to the scoring process.

15. Funds Distribution Within Modes

Should the methodology to distribute funds within a mode be tied back to priorities in the Transportation Policy Plan?

- “Starting point” for distribution is to use the # of applications as proxy for demand.
- TPP-based rational could be used as that starting point, though interpretation would still be in play.

16. Regional Balance

What other ways should regional balance of awarded funds be measured?

- Regional balance is a secondary lens used after the scoring is complete.
- Funding distribution reports tend to divide the region by county. Should other geographies be considered? This could include Council districts or Thrive land use classifications.
- Funding distributions are reported in comparison to county population. Should other criteria such as commute patterns and congestion be considered?

Studies

How should the results of recently completed and ongoing studies (e.g., Principal Arterial Intersection Conversion Study, Regional Truck Highway Corridor Study, and Congestion Management Safety Plan IV, Bicycle Barriers Study) be incorporated into the scoring?

Staff believes it makes sense to incorporate elements of these studies into the measures and scoring guidance.

Spacing

Should the “average distance to other arterials” measure be removed from Roadway Expansion, Roadway Reconstruction, and Roadway System Management due to the difficulty in accurately comparing projects?

- This measure has been difficult for applicants and Council staff to fairly compare applications.

Housing Performance Score

Should the 70 points for “housing performance score” be reduced?

- Survey feedback included comments that housing performance score is not directly project-related
- Housing has been a part of the Regional Solicitation since the 1990s.

Equity Measure

Should the “equity” measure be modified to better-incorporate the potential negative impacts of projects of various populations? If so, how?

- Negative impacts of projects have proven difficult to capture.
- The measure has been valuable in helping applicants consider serving all populations.

Questions

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