

## Information Item

**DATE:** September 14, 2017  
**TO:** TAC Funding and Programming Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Regional Solicitation Update: The Equity Scoring Measure

The 2014 Regional Solicitation overhaul led to the formation of a new scoring criterion: Equity and Housing Performance. The criterion, used in all application categories, consists of two measures: Housing Performance Score and a measure on the socio-economic impacts of projects. While some form of housing-related measure had been in the Regional Solicitation for many years, the socio-economic measure was new. Following the 2016 Regional Solicitation, a work group was formed to consider updating that measure's language.

The attached proposed measure addresses feedback that the measure did not adequately address potential negative impacts of projects.

The attached proposed update differs primarily in that it enables a more direct scoring impact of negative project elements and includes a public engagement scoring component (worth 30% of the points). Regarding the latter, work group members believe that the projects that best promote access (and avoid undue mitigation) are those that have been vetted through the communities that will be directly impacted.

Note that in the 2106 Regional Solicitation, the Travel Demand Management (TDM) application measure did not include a geographic adjustment, due to the sometimes regional nature of projects. This approach is used in the language approved by the Equity Work Group.

## EXISTING EQUITY MEASURE

**3. Equity and Housing Performance (100 Points)** – This criterion addresses the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. Describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above. (30 Points)  
Upload the “Socio-Econ” map used for this measure.

**RESPONSE (Select one, based on the “Socio-Econ” map):**

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):  (0 to 30 Points)
- Project located in Area of Concentrated Poverty:  (0 to 24 Points)
- Project’s census tracts are above the regional average for population in poverty or population of color:  (0 to 18 Points)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:  (0 to 12 Points)

**RESPONSE (Limit 2,800 characters; approximately 400 words):**

### SCORING GUIDANCE (30 Points)

Based on the “Socio-Econ” map’s output, the applicant will select the appropriate option from the above bullets. However, geographic proximity alone is not sufficient to receive full points. The applicant must fully describe the positive benefits and negative impacts (with mitigation to address the issue) for those identified groups. Each project will first be graded on a 10-point scale, not accounting for geography. Each score from the 10-point scale will then be adjusted to the appropriate geography. The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points relative to its maximum geographic sub-area defined above. Remaining projects will receive a share of the full points at the scorer’s discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 30 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 30 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive  $(10/20)*30$  points or 15 points.

## PROPOSED EQUITY MEASURE

**Equity and Housing Performance (X Points)** – This criterion addresses the [Council’s role in advancing equity](#) by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Econ” map generated at the beginning of the application process. Identify the project’s location from the list below as depicted on the map. Geographic proximity alone is not sufficient to receive the full points listed below. In order to receive the maximum points, the response should address equitable distribution of benefits, mitigation of negative impacts, and community engagement for the populations selected. (X Points)

Upload the “Socio-Econ” map used for this measure.

### RESPONSES

*(Select one, based on the “Socio-Econ” map):*

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):  (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty:  (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color:  (up to 60% of maximum score)
- Project located in a census tract that is below the regional average for population in poverty or populations of color:  (up to 40% of maximum score)

1. (0 to 3 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

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

2. (0 to 7 points) Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

*(Limit 2,800 characters; approximately 400 words):*

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

*(Limit 2,800 characters; approximately 400 words):*

Below is a list of negative impacts. Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

**SCORING GUIDANCE (X Points)**

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion. The below scores address negative project impacts that can result in a reduction in the points awarded in question 1 above.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of 30 points. In this case, the highest-scoring application for this measure will be adjusted to receive the full 30 points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this application would receive  $(10/20)*30$  points or 15 points. Note also that it is possible to score negative points on this measure.

\*Note: The Travel Demand Management application has slightly different language, which can be found on the next page. The geographic element has been removed due to the frequently regional nature of the project applications.

## EQUITY SCORING MEASURE: TRAVEL DEMAND MANAGEMENT

### EXISTING

- A. **MEASURE:** Describe the project’s positive benefits, and negative impacts, and mitigation for low-income populations; people of color; children, people with disabilities, and the elderly. In order to receive the maximum points, the response should address the benefits, impacts, and mitigation for the populations listed above (low-income populations; people of color; children, people with disabilities, and the elderly). As part of the response, reference the “Socio-Econ” map generated at the beginning of the application process to identify if the project is located in Area of Concentrated Poverty with 50% or more of residents are people of color, Concentrated Area of Poverty, or census tracts above the regional average in poverty or populations of color. (80 Points)

*RESPONSE (Limit 2,800 characters; approximately 400 words):*

#### SCORING GUIDANCE (80 Points)

The project with the most positive benefits and appropriate mitigation for negative impacts will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. This response is intended to be qualitative. Metropolitan Council staff will score this measure.

### PROPOSED

- A. **MEASURE:** Describe the project’s positive benefits, negative impacts, and mitigation(s) to minimize harm and promote equity for low-income populations; people of color; children, people with disabilities, and the elderly along with a description on how the impacted communities have been engaged.

#### Responses

1. (20 points) The projects that are most effective at limiting negative externalities most impactful on low-income populations, people of color, children, people with disabilities, and the elderly, as well as providing the most benefit to those populations, are those that have been vetted through thorough engagement activities with those groups. Describe how the project engages the full cross-section of community in decision-making. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; and residents or users identifying potential positive and negative elements of the project.

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

2. (60 points) Describe the project’s positive benefits to the identified communities. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

*(Limit 2,800 characters; approximately 400 words):*

3. (-10 to 0 points) Describe any negative externalities created by the project and measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

*(Limit 2,800 characters; approximately 400 words):*

Below is a list of negative impacts. (Negative impacts can occur during construction/implementation) Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

#### SCORING GUIDANCE (80 Points)

Each application will be scored as described below.

1. (60 points): The project with the most impactful and meaningful community engagement will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (20 points) The project with the most positive benefits will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (up to 0 points) The scorer will reduce the score by one point for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than deducted.

Following the scoring of the two above elements, each project’s combined score will be determined. The top-scoring project will be adjusted to 80 points with all other projects adjusted proportionately.