MEETING OF THE FUNDING & PROGRAMMING COMMITTEE

Thursday June 17, 2021
Remote Meeting Via Webex# | 1:30 PM
Contact Joe Barbeau (*joseph.barbeau@metc.state.mn.us*) for access to the video conference.

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

May 20, 2021, meeting of the Funding & Programming Committee

IV. TAB REPORT

V. BUSINESS

None

VI. INFORMATION

1. Regional Solicitation: Measure Changes
2. Regional Solicitation: Outlier Adjustments
3. Regional Solicitation: Geographic Balance
4. Regional Solicitation: Funding Guarantees
5. Regional Solicitation: Criteria Measures and Weights
6. Regional Solicitation: Purpose Statements

VII. OTHER BUSINESS

IX. ADJOURNMENT

METROPOLITAN COUNCIL

Minutes of the REGULAR MEETING OF THE TAC FUNDING & PROGRAMING COMMITTEE

Thursday, May 20, 2021

Committee Members Present: Michael Thompson (Chair, Plymouth), Jerry Auge (Anoka County), Darin Mielke (Carver County), Jenna Fabish (Dakota County), Jason Pieper (Hennepin County), John Mazzitello (Ramsey County), Craig Jenson (Scott County), Joe Ayers-Johnson (Washington County), Elaine Koutsoukos (TAB), Cole Hiniker (Metropolitan Council), Anna Flintoft (Metro Transit), Molly McCartney (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Innocent Eyoh (MPCA), Mackenzie Turner Bargen (MnDOT Bike & Ped), Aaron Bartling (MVTA), Ken Ashfeld (Maple Grove), Paul Oehme (Lakeville), Ethan Fawley (Minneapolis)

Committee Members Absent: Nancy Spooner-Mueller (DNR), Robert Ellis (Eden Prairie), Jim Kosluchar (Fridley), Karl Keel (Bloomington), Anne Weber (St. Paul)

I. CALL TO ORDER

A quorum being present, Thompson called the regular meeting of the Funding & Programming Committee to order at 1:31 p.m. on Thursday, May 21, 2021. Due to the COVID-19 pandemic, the meeting was held via teleconference.

II. APPROVAL OF AGENDA

The agenda was approved without a vote. A vote is only needed if changes are made to the agenda.

III. APPROVAL OF MINUTES

MOTION: It was moved by Koutsoukos and seconded by Auge to approve the minutes of the April 22, 2021, regular meeting of the Funding & Programming Committee. The motion was approved unanimously via roll call.

IV. TAB REPORT

Koutsoukos reported on the May 19, 2021, TAB meeting.

Hiniker added that the third meeting of the Unique Projects work group will occur on May 21, 2021 and will include discussion on potential metrics.

V. BUSINESS

1. 2021-24: Recommend Approval of Draft TIP, Pending Public Comments

   Barbeau provided a brief update on the schedule and contents of the draft 2022-2025 TIP. The TIP was released for public comment on May 19, 2021. The public comment period was moved up one month after 210 public comments were received in 2020.

   Hiniker asked what percentage of the transit funds are for New Starts and Small Starts projects. Barbeau showed Table 10 from the draft TIP, which indicates that Section 5309 accounts for $938 million of the roughly $2.5 billion in transit funding.

   Hiniker asked whether any stimulus funds are included in the 2022-2025 TIP. McCartney said that there are not. MnDOT is still determining how funds will be incorporated.

   McCartney provided a brief presentation on MnDOT's programming of the TIP projects and the statewide TIP (STIP).

Eyoh stated that MPCA has provided a letter indicating that the draft TIP is approved for air quality attainment.

MOTION: It was moved by Pieper and seconded by Eyoh to recommend that TAB adopt the draft 2022-2025 Transportation Improvement Program, with consideration for public comments. The motion was approved unanimously.

VI. INFORMATION

1. Regional Solicitation Before & After Study Report

   Consultants Lance Bernard, HKGi, and Ashley Hudson, Bolton & Menk, provided an overview of the Before & After Study, Phase II report.

   Mielke asked whether the travel time reductions measure measures reductions from point A to point B or if it is an aggregate measure, to which Hudson replied that it is point A to point B.

2. Regional Solicitation Funding Ranges

   Steve Peterson from the Metropolitan Council shared the table of funding ranges, which included a shift to the midpoint in favor of transit. However, in 2020, transit was actually funded below its previous midpoint, while bicycle/pedestrian and highways were funded above their midpoints.

3. Policies, Qualifying Criteria, and Eligibility

   Peterson shared some proposed changes to the early chapters of the Regional Solicitation. The draft includes a brief goal statement for each application category. It shows sample measures removed, primarily smaller measures that share criteria with other measures. One example is Average Share of Student Population that Bikes or Walks in the Safe Routes to School (SRTS) category. Additionally, in that category, there has been interest in limiting requirements related to planning given the impact of Covid. Simplification of the rules on proximity of projects was also suggested. Chair Thompson asked how proximity is determined for trail segments that are near each other, to which Peterson replied that two projects that are not adjacent or serve different users are not subject to limitations.

   Bartling asked whether multiple projects on the same transit corridor could apply in three categories, to which Peterson said that BRT projects have a total dollar limit but for other transitway projects, the only limitation is total transit funding. Bartling asked whether skipping projects for being on the same transitway would still be in place, to which Peterson said it would. Bartling asked whether the ABRT setaside would still be awarded with no application process or if a scoring process might be set up. Peterson replied that this is not currently viewed as an issue, though members can bring it up.

   Fawley said that in the Roadway Reconstruction/Modernization category, which shows elimination of the jobs and education measure in favor of Regional Truck Corridor Study tiers, he would prefer the opposite because truck corridors tend to be on principle arterials. He added support for consolidating the usage criterion in roadways. He said that in the Traffic Management Technology category, the Regional Truck Corridor Study does not belong because these projects do not tend to occur on principal arterials.

   Mielke said that while simplification is a good goal, the measures shown eliminated on the draft are important and not time consuming. He added that in Carver County, MnDOT's heavy commercial traffic data is not accurate for minor arterials.

Turner Bargen asked whether she could make suggestions on the goal statements, to which Peterson replied affirmatively. Turner Bargen asked whether SRTS projects can get points only for inclusion in an SRTS plan or whether inclusion in a local plan can result in points. Barbeau replied that reduced points are awarded for inclusion in a local plan. Turner Bargen said that a lot of infrastructure for walking to school is not in place, so she suggested support for consolidating the proportion of students walking and biking into the student population measure. She then suggested that multimodal language be weaved into the goal statements where possible. Pieper suggested examining point values as a way to inform the goal statements.

Pieper suggested that a $1 million maximum for the Pedestrian category is low, given the impacts of projects on catch-basins and storm sewers. Thompson asked whether there was a lot of discussion on category minimum and maximum amounts, to which Peterson replied that there was almost no discussion at TAC.

4. Twin Cities Highway Mobility Needs Analysis

Peterson and Paul Czech, MnDOT, provided an overview of the Twin Cities Highway Mobility Needs Analysis. Fawley said that driving increases along with lane miles and therefore the suggestion that expanding highways is going to reduce greenhouse gas emissions does not make sense. Czech said that greenhouse gas emissions would increase using a capital investment approach, though using a telecommuting approach may reduce congestion and emissions.

Hiniker asked whether there was examination of the impact of adding capacity on multimodal travel. Czech said that he is not certain. Paul Morris, SRF, said that while the investments are targeted at state-owned highways, time benefits are calculated everywhere. He added that there was a theoretical look at the negative impacts of regional travel on local travel near homes and multimodal safety. Hinker said that it is good to think more broadly about how investments can impact the rest of the system. A benefit could be to reduce some need for right-of-way that could be used for multimodal facilities.

VII. OTHER BUSINESS

None.

VIII. ADJOURNMENT

Chair Thompson adjourned the meeting.

Joe Barbeau
Recording Secretary

INFORMATION ITEM

DATE:	June 10, 2021
TO:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705) Steve Peterson, Manager of Highway Planning and TAC/TAB Process (651-602-1819) Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT:	2022 Regional Solicitation: Potential Measure Changes

Through the surveys and meeting discussions, partners and applicants had comments on specific scoring measures, particularly new measures. Below are scoring measures that were commented on with frequency and seem to have room for improvement. At this point, members should discuss potential changes.

Highway-specific potential measure changes will be addressed at the July meeting.

1. Risk Assessment

The risk assessment includes five elements: layout (25% of points); review of Section 106 historic resources (15% of points); right-of-way (25% of points); railroad involvement (15% of points); public Involvement (20% of points). Two of these elements need thorough examination (and a third may need attention as well):

- Layout: This element awards 100% for a layout approved by the applicant and impacted jurisdictions, 50% for a completed layout not approved by all jurisdictions, and 0% for a layout that has not been started. This proved challenging from a scoring perspective because "layout has not been defined. Further, there is room in between "completed but not approved…" and "not been started." Some ways to address:
  - Define what a layout is.
  - Add points (e.g., 25%) for a layout that has been started
  - Clarify that approval includes MnDOT approval for a MnDOT trunk highway project
  - Are there any projects for which a layout is not applicable (e.g., signal timing)?
- Right-of-way: It appears that some applicants do not understand that any acquisition is a right-of-way acquisition; therefore, a better definition is needed. It was also suggested to add a line for whether a MnDOT agreement/limited-use permit is required and whether it has been initiated.
- Public Involvement: Public involvement was added for 2020, with the premise that lack of outreach is a risk to the project not being completed. In the long-run, TAB will need to consider whether including outreach within the risk assessment makes sense. In the meandtime, the scoring element includes space to list meeting dates, targeted online/mail outreach, and the number of responses. It also includes checkboxes (with assigned percentages) for the degree to which the meetings were targeted to the project and an open-ended response box. This created confusion for scorers and applicants regarding:
  - How the meeting descriptions, participation numbers, checkboxes, and open-ended responses related to each other in terms of generating a score.
  - Whether the open-ended response is required. Some applicants did not fill it out, tying the scorers' hands in terms downgrading checkboxes.

- Non-construction projects are exempt from the rest of the risk assessment. A decision is needed about whether they should be exempt from the public involvement element.

Scorer feedback identified that the measure was too focused on quantity of meetings and attendees as opposed to analyzing the impact of the engagement on selection of the project, the method that helped arrive at that point, whether the outreach/engagement changed the project, and effectiveness of the efforts.

2. Affordable Housing

Prior to 2020, housing was entirely scored with the Housing Performance Score (HPS). For 2020, 20% of the housing score was dedicated to a more project-specific qualitative element (connection to affordable housing).

> Describe and map any affordable housing developments— planned, under construction or existing, within ½ mile of the proposed project. The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place.
>
> Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements.

Applicants found it difficult to find all the information being requested. This is particularly true for transit projects that have several stops/stations. Similarly, this was difficult for TDM applicants, who tend not to be connected to housing data.

For the last several cycles, housing has been used as a “carrot” to entice applicants to improve affordable housing policy. Project-specific connection to affordable housing was a response to a more recent history of interest in trying to connect housing to project specifics. Ultimately TAB will need to determine which approach is preferred (or both; or neither). If the project-specific approach is included, the measure will have to be adjusted.

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SUBJECT:	2022 Regional Solicitation: Outlier Adjustments

Many scoring measures are scored by awarding full points to the top-scoring application and distributing points proportionately to other applications. This sometimes results in one application scoring 100% of the points, while all others score less than 50% or even less than 10% of the points, the later in particular providing almost no separation among any applications other than the top-scorer. Scoring committees have corrected for that by adjusting the remaining applications to the second-highest-scoring application. This tends to improve the overall spread among applications, though arguably at the expensive of a deserved advantage of the top-performing application.

There is no definition of what constitutes an outlier, no standard for when an adjustment is needed, and no standard for how to adjust. Up until now, scorers and committees have relied on "knowing an outlier when we see it" and have tended to adjust projects proportionately to the second-ranked application. Partners have provided feedback that this should be standardized. In 2020, there was even a scoring challenge suggesting that an outlier adjustment should have occurred on a measure.[1]

The purpose for adjusting low-scoring applications within a measure is not to improve scores; it is to help create separation among applications.

The standards that would have to be set are:

1. What is an outlier (or outliers) and when is an adjustment needed? Key discussion points:
    a. Is a minimum number of total applications needed for an outlier adjustment to be used?
    b. Would a minimum proportion of applications (e.g., 50%) need to be below a certain number of points (e.g., 20% of the maximum) to necessitate an adjustment?
    c. How should the need for an adjustment be determined if there are multiple high-scoring applications (e.g., three applications score 90% and above with the remaining eight applications soring 10% and below). In this case, an argument could be made that there is separation.
    d. Is it likely that adherence to a strict standard could tie the hands of a scoring committee, preventing it from adjusting when it makes sense or forcing it to adjust when it does not make sense?

[1] The score was not changed, as Funding & Programming determined that the scorer and scoring committee did not have an obligation to adjust for an outlier since there are no standards.

2. How should an adjustment be made? Assuming this should be standardized, key discussion points include:
    a. Is adjusting to the second-ranked application the best method? Sometimes this creates a spread, but other times it would still leave most applications with almost no spread. It could also effectively eliminate the top-ranked application's advantage.
    b. How (or should) scoring committees keep the top-performing application from losing too much of the advantage it has earned? For example, a nominal total above 100% could be granted for top-performing outliers, which would partly offset the lost advantage. Another idea could be increasing that number above 100% based on its previous margin over the top adjusted application.

An example outlier policy:

For quantitative proportionate scoring measures with at least eight applications, when all applications outside of one or two score less than 15% of the maximum point value, the scores should be adjusted to the second-highest scoring application. The top-scoring application should then be awarded a point margin reflective of its advantage over the second-ranked application. For example, if the second-ranked application scored 40% of the points, it will be adjusted to 100% and the top-ranked application will be adjusted to 160% to maintain that advantage.

Another approach could be to set a minimum (e.g., transit ridership, ADT) for getting the maximum points, as was suggested internally to address high ridership numbers on systemwide transit projects. The downsides to this approach are that it would need to be customized for each measure and would need to be determined prior to receipt of applications (i.e., the total counts would be unknown).

The following pages provide case studies of outliers used or not used in recent Regional Solicitations. Scenarios 2 and 3 used the same adjustment but from different starting points and may provide evidence that a standard is needed, as Scenario 3 probably should not have had an adjustment.

If members view the standards as to strict and unknown, the policy for scoring committees to use outliers when and how they see fit could be maintained. In that case, use or lack-thereof of an adjustment should not be challengeable.

1. 2016 Un-Addressed Outliers

Regional Solicitation: 2016

The 2016 Regional Solicitation included several measures for which scoring committee members felt that one or more outlier applications impacted a scoring measure's effectiveness. Staff identified the below potential outliers.

Measures with potential outlier concerns included the following characteristics:

- Roadway Expansion Measure Performance (21 applications submitted)
  - 1C. Top application scored 50. Others scored from 0 to 23.
  - 5B. Top application scored 50. Second-ranked application scored 23. Others from 0 to 8.
  - 6. Top application scored 150. Other 20 applications scored from 0 to 55.
  - 9. Top application scored 100. Other 20 applications scored from 10-48.
- Roadway Reconstruction / Modernization (34 applications)
  - Measure 2B. Top application scored 65. Others scored from 4 to 31.
  - Measure 5B. Top application scored 30. Second-ranked application scored 18. Others scored from 0 to 2.
- Roadway System Management (4 applications)
  - Measure 1C. Top application scored 30. Others scored 10, 5, and 6.
  - Measure 5A. Top application scored 150. Others scored 28, 15, and 0.
  - Measure 5B. Top application scored 50. Others scored 17, 9, and 0
  - Measure 6 Top application scored 200. Others scored 88, 0 and 0.
- Bridges Measure Performance (8 applications submitted)
  - Measure 1B. Top two applications scored 30. Others scored from 0 to 8.
- Safe Routes to School (3 applications)
  - Measure 2A. Top application scored 170. Others scored from 31 to 46.
  - Measure 6. Top application scored 100. Others scored 32 to 47.
- Transit Expansion Measure (10 applications)
  - Measure 2. Top application scored 350. Second application scored 247. Others scored from 10 to 76.
  - Measure 7. Top application scored 100. Others scored from 4 to 16.
- Transit System Modernization (13 applications)
  - Measure 2. Top application scored 300. Others scored from 1 to 96.
  - Measure 7. Top application scored 100. Others scored from 0 to 16.
- Travel Demand Management (6 applications)
  - Measure 2. Top application scored 100. Others scored from 6 to 23.

These 18 potential outliers led to scoring committees being able to adjust for outliers, starting with the 2018 Regional Solicitation. Staff only identified three outliers in 2018, following the adjustments.

2. Generally Successful Adjustment

Regional Solicitation: 2018

Funding Category: Roadway Strategic Capacity

Scoring Measure: 1B Connection to Total Jobs, Manufacturing/Distribution Jobs, and Students (Connection to Total Jobs Component)

Employment w/i 1 mile	Score (Max 50) - Per Scoring Guidance	Final Score - Per Removal of High Scoring Outlier
72,624	50	50
13,974	10	50
10,291	7	37
9,813	7	35
9,373	6	34
7,705	5	28
7,546	5	27
6,585	5	24
6,172	4	22
5,460	4	20
5,044	3	18
5,001	3	18
2,609	2	9
1,064	1	4
787	1	3
440	0	2
276	0	1

The original scoring spread resulted in one application scoring 50 points while 16 applications scored 0 to 10 points, providing almost no differentiation among the applications not ranked first. The adjustment in the right-hand column addresses this concern, though the sizeable advantage of the top-performing application is compromised greatly.

3. Potentially Unnecessary Adjustment

Regional Solicitation: 2020

Funding Category: Roadway Strategic Capacity

Scoring Measure: 1B Connection to Total Jobs, Manufacturing/Distribution Jobs, and Students (Connection to Total Jobs Component)

Employment w/i 1 mile	Score (Max 50) - Per Scoring Guidance	Final Score - Per Removal of High Scoring Outlier
10,285	50	50
9,363	46	50
6,461	31	35
6,435	31	34
4,709	23	25
4,495	22	24
4,131	20	22
3,427	17	18
2,094	10	11
1,864	9	10
1,734	8	9
1,678	8	9
1,635	8	9
1,064	5	6
695	3	4
579	3	3
555	3	3
276	1	1

The original scoring spread included some bunching toward the bottom. However, the overall spread does not appear to lack separation. Further, the adjustment has a negligible effect on the overall spread and is most impactful on the reduced advantage for the top-performing application.

INFORMATION ITEM

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PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705) Steve Peterson, Manager of Highway Planning and TAC/TAB Process (651-602-1819) Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT:	2022 Regional Solicitation: Geographic Balance

Over many Regional Solicitation cycles, TAB and its technical committees have struggled with the concept of geographic (or regional) balance (i.e., how funding and projects are spread across the region). Geographic balance is not part of how projects are scored. Instead, it is a secondary lens used by TAB when selecting a funding scenario. In the 2020 funding cycle, overprogramming funds were used to meet geographic balance objectives by funding at least one project within each county.

"Geographic balance" has never been defined and seems to mean different things to different participants. Some of the key questions to consider are discussed below.

1. What is the Geographic Goal?

This essentially asks whether simply rating applications on regionally based criteria and measures is sub-optimal in that it does not necessarily geographically balance (however that may be defined) the location of projects and federal funding. From your technical standpoint, feedback may be based on the best approach for improving transportation cohesively across the region.

2. Geography

Traditionally, balance has been explored county-by-county (Figures 1A-C and 5A). This method was not selected for any compelling reason; it was used initially as counties were some of the primary applicants for projects. This provides a general look across the region, though does not distinguish, for example, Minneapolis versus northwestern Hennepin County. Other potential geographies include:

- Council districts (Figures 2A-B and 5B) – 16 Smaller areas nearly equal in population.
- Regional quadrant (Figures 3A-B and 5C) – Four large areas, as opposed to seven. The concentration near the "four corners" (i.e., center point) and edges (the two downtowns) could call into the question the optimality of this map.
- Land Use (Figures 4A-B and 5D) – This is the only view that doesn't focus on east/west geography, but more on city, suburb, and rural project spread.

From your technical standpoint, is any of the above geographies (or some other geography) preferable to the others?

3. What does "Geographic Balance" Mean?

What is the best approach to defining "geographic balance?" Traditionally, discussions of geographic balance have focused on comparing the total federal funding for projects to county population as this is how most of the federal funding is given to the region (i.e., based on population). As discussed above, this was mostly a function of simplicity and the committees

have never had a discussion on whether this is the best way to measure balance. Some options for how to determine balance include:

- Distribution (numerator): Federal funding? Number of Projects? Something else?
- Appropriate balance (denominator): Population? Jobs? Population + Jobs? Something else, perhaps related to existing travel patterns?

For example, this currently is usually framed as federal funding / county population. But it could also be number of projects / jobs by land use. Any technical rationale that members have to consider an updated approach can be considered by TAB as it determines how to address geographic balance.

The above-mentioned figures show geographic distribution of projects and funds by each geography over the past four Regional Solicitation cycles.

- Figures 1A-B show that federal funds over the last four cycles (2014-2020) are similar to regional distribution of population and jobs. Figure 1C shows roadway project funding is allocated in a similar proportion to VMT.
- Figures 2A-B show that central Council districts receive high funding versus population, though that evens out when compared to jobs.[1]
- Figures 3A-B show distribution by four quadrants. The Northeast quadrant shows proportionately less funding than population. However, note that many projects are located near the midpoint of all four quadrants.
- Figures 4A-B show that funding and jobs are roughly the same proportion.

4. What, if Anything, is Needed in Advance of Application?

Technical committee members are closer to the application process than TAB members. Therefore, TAB may value technical input on whether any geographic balance methods or rules (see part 5 below) could impact how potential applicants approach the number or type of applications they will submit.

5. Future Questions

At this point, the objective is to find a common understanding of what geographic balance means. However, over the next one-to-two meeting cycles practical application of geographic balance may be considered. Some of these questions may include:

- Should geographic balance be assessed over time or cycle-by-cycle? In either case, how would this be implemented?
- Should geographic balance be codified in the application, or should it continue to be addressed as projects are selected (which has been the practice to this point)?
- Will the Highway Safety Improvement Program (HSIP) solicitation be considered? Traditionally HSIP has not been considered, but the question of whether to consider it has never been raised.

[1] The presented council district analysis is limited by spatial resolution of project data; accuracy of funding information by council district will improve through an ongoing project to improve historical project data.

Figure 1A. Location of 2014-2020 Regional Solicitation Funded Projects by County

County	Federal Funds	Pop	Jobs
Anoka	10%	12%	7%
Carver	5%	3%	2%
Dakota	9%	14%	11%
Hennepin	50%	41%	53%
Ramsey	16%	18%	19%
Scott	5%	5%	3%
Washington	4%	8%	5%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population (2019) and employment (2020) data based on Metropolitan Council Community Profiles. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting jurisdictions.

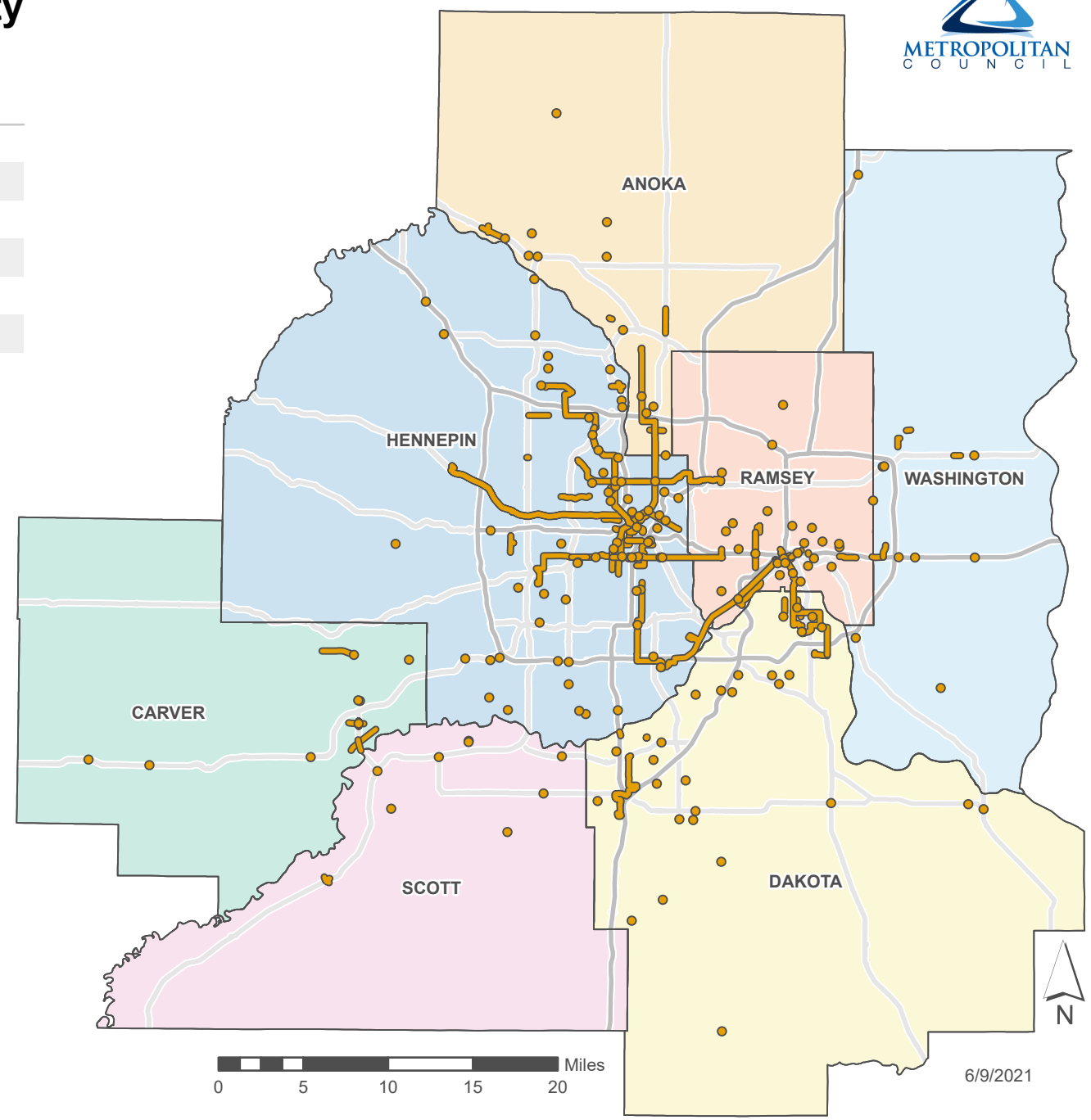


Figure 1B. Location of 2014-2020 Regional Solicitation Funded Projects by County, Scaled

County	Federal Funds	Pop	Jobs
Anoka	10%	12%	7%
Carver	5%	3%	2%
Dakota	9%	14%	11%
Hennepin	50%	41%	53%
Ramsey	16%	18%	19%
Scott	5%	5%	3%
Washington	4%	8%	5%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population (2019) and employment (2020) data based on Metropolitan Council Community Profiles. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting jurisdictions.

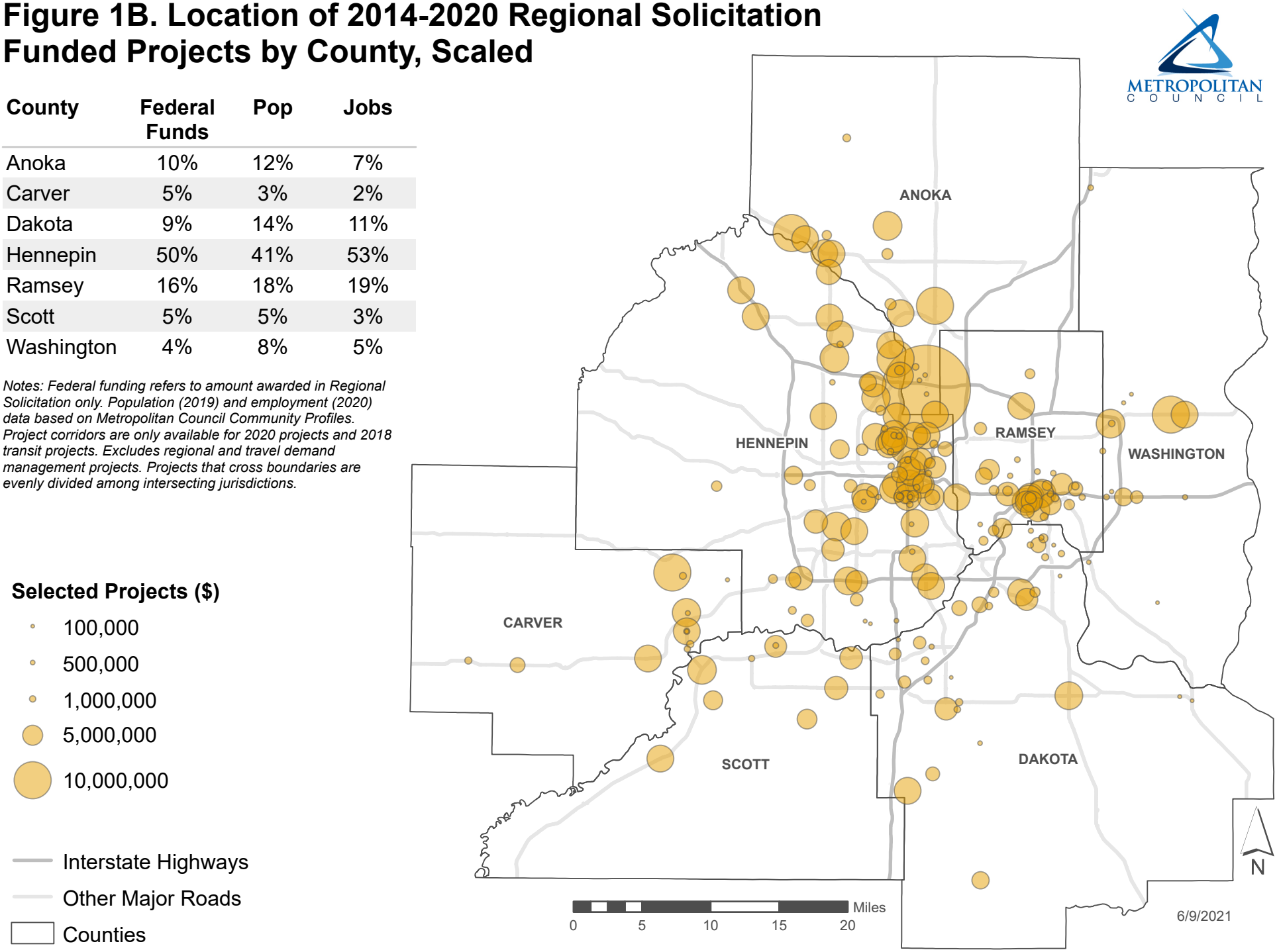


Figure 1C. Location of 2014-2020 Regional Solicitation Funded Roadway Projects by County

County	Roadway Funds	Pop	Jobs	VMT
Anoka	13%	12%	7%	11%
Carver	7%	3%	2%	3%
Dakota	10%	14%	11%	15%
Hennepin	41%	41%	53%	41%
Ramsey	13%	18%	19%	16%
Scott	9%	5%	3%	5%
Washington	7%	8%	5%	9%

Notes: Roadway funds refers to federal amount awarded in Regional Solicitation only. Population (2019) and employment (2020) data based on Metropolitan Council Community Profiles. VMT (2019) data from MnDOT TDA. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting jurisdictions.

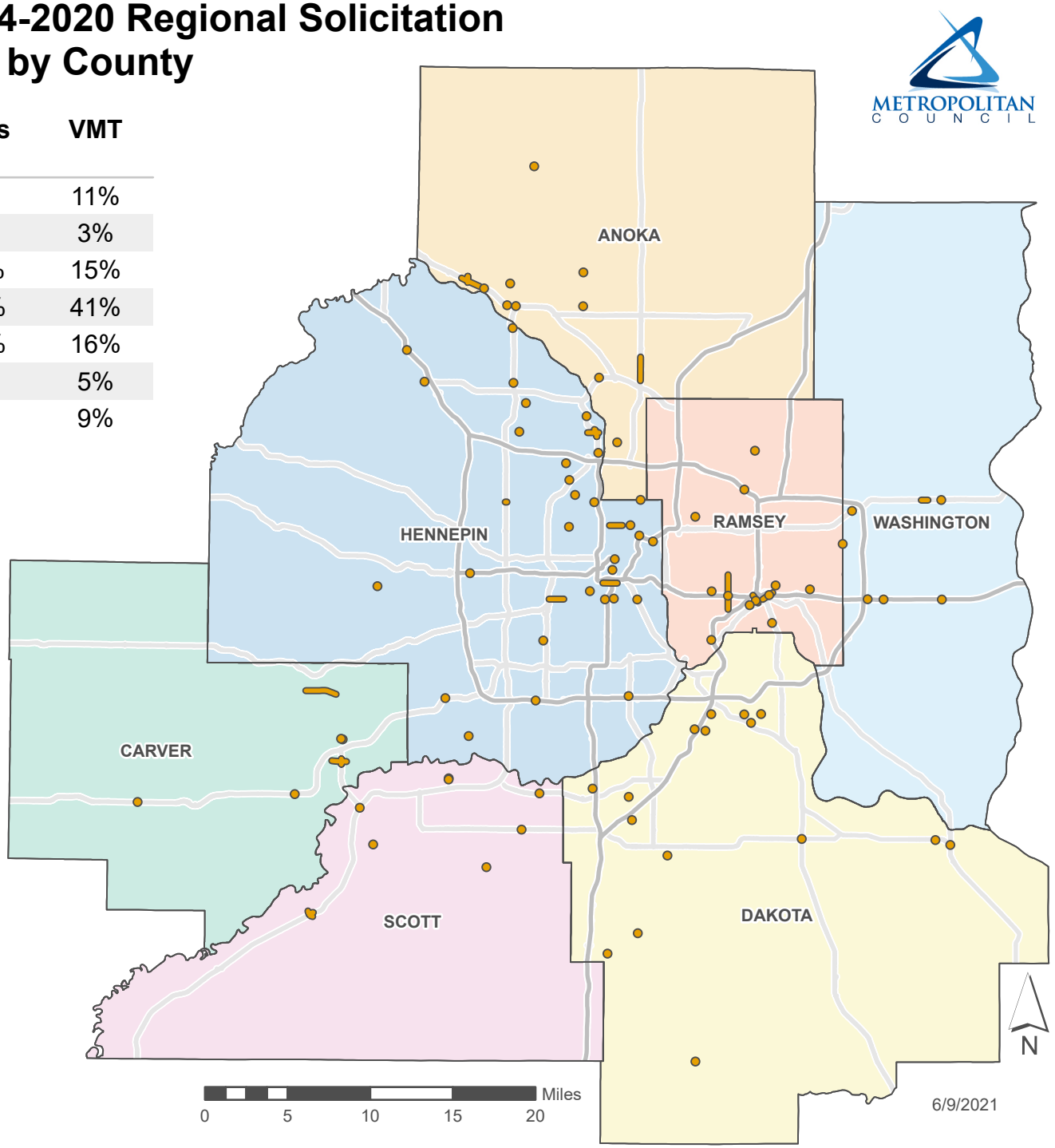


Figure 2A. Location of 2014-2020 Regional Solicitation Funded Projects by Council District

District	Federal Funds	Pop	Jobs
1	2%	6%	7%
2	11%	6%	5%
3	4%	6%	8%
4	9%	7%	4%
5	7%	6%	12%
6	6%	6%	6%
7	14%	6%	12%
8	9%	6%	6%
9	6%	6%	3%
10	2%	6%	7%
11	2%	6%	5%
12	3%	7%	4%
13	11%	6%	6%
14	3%	6%	6%
15	5%	6%	7%
16	3%	7%	3%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population and employment data based on 2020 estimates in Metropolitan Council's TAZ with Current Forecasts dataset. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting jurisdictions.

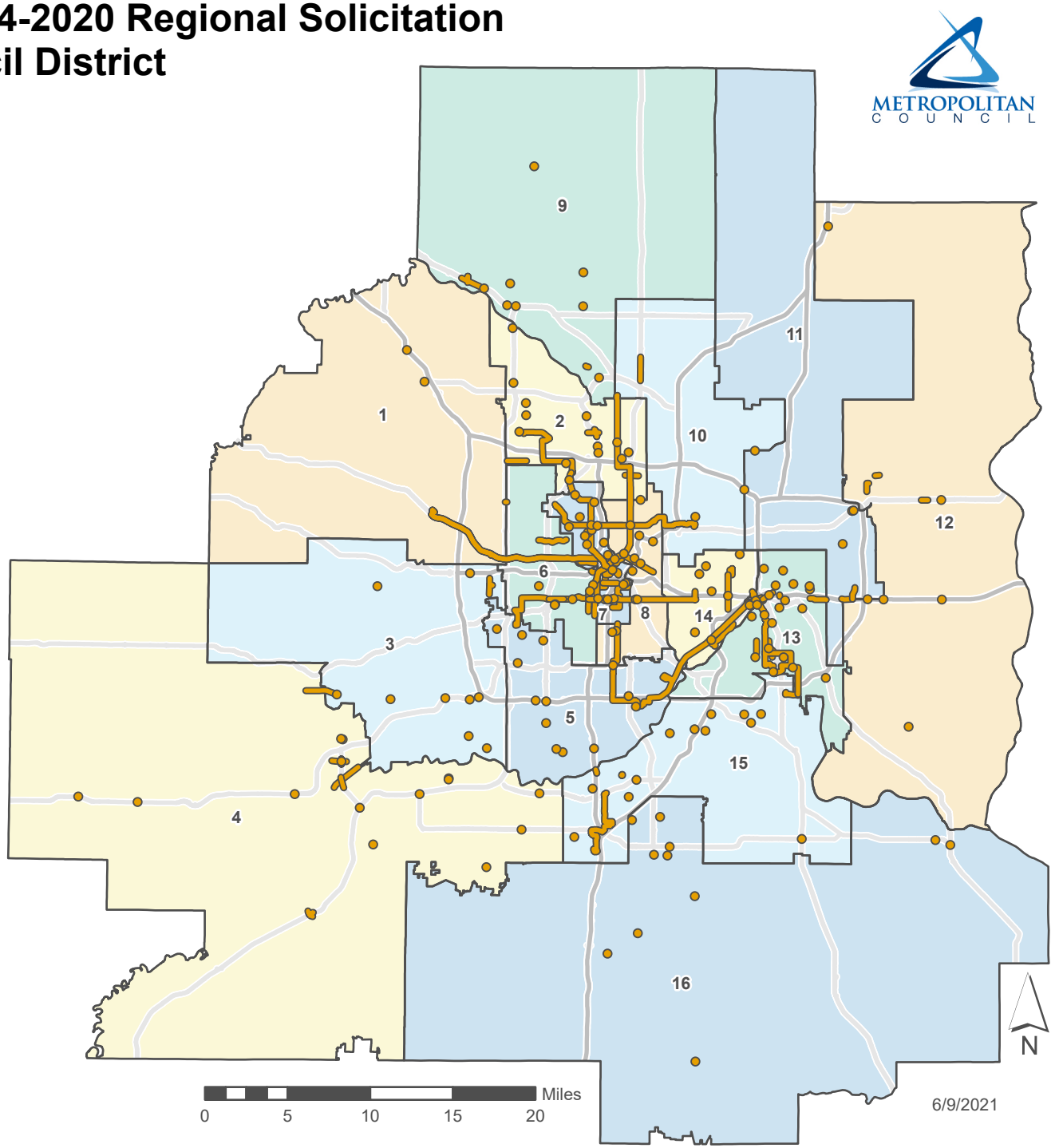


Figure 2B. Location of 2014-2020 Regional Solicitation Funded Projects by Council District, Scaled

District	Federal Funds	Pop	Jobs
1	2%	6%	7%
2	11%	6%	5%
3	4%	6%	8%
4	9%	7%	4%
5	7%	6%	12%
6	6%	6%	6%
7	14%	6%	12%
8	9%	6%	6%
9	6%	6%	3%
10	2%	6%	7%
11	2%	6%	5%
12	3%	7%	4%
13	11%	6%	6%
14	3%	6%	6%
15	5%	6%	7%
16	3%	7%	3%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population and employment data based on 2020 estimates in Metropolitan Council's TAZ with Current Forecasts dataset. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting jurisdictions.

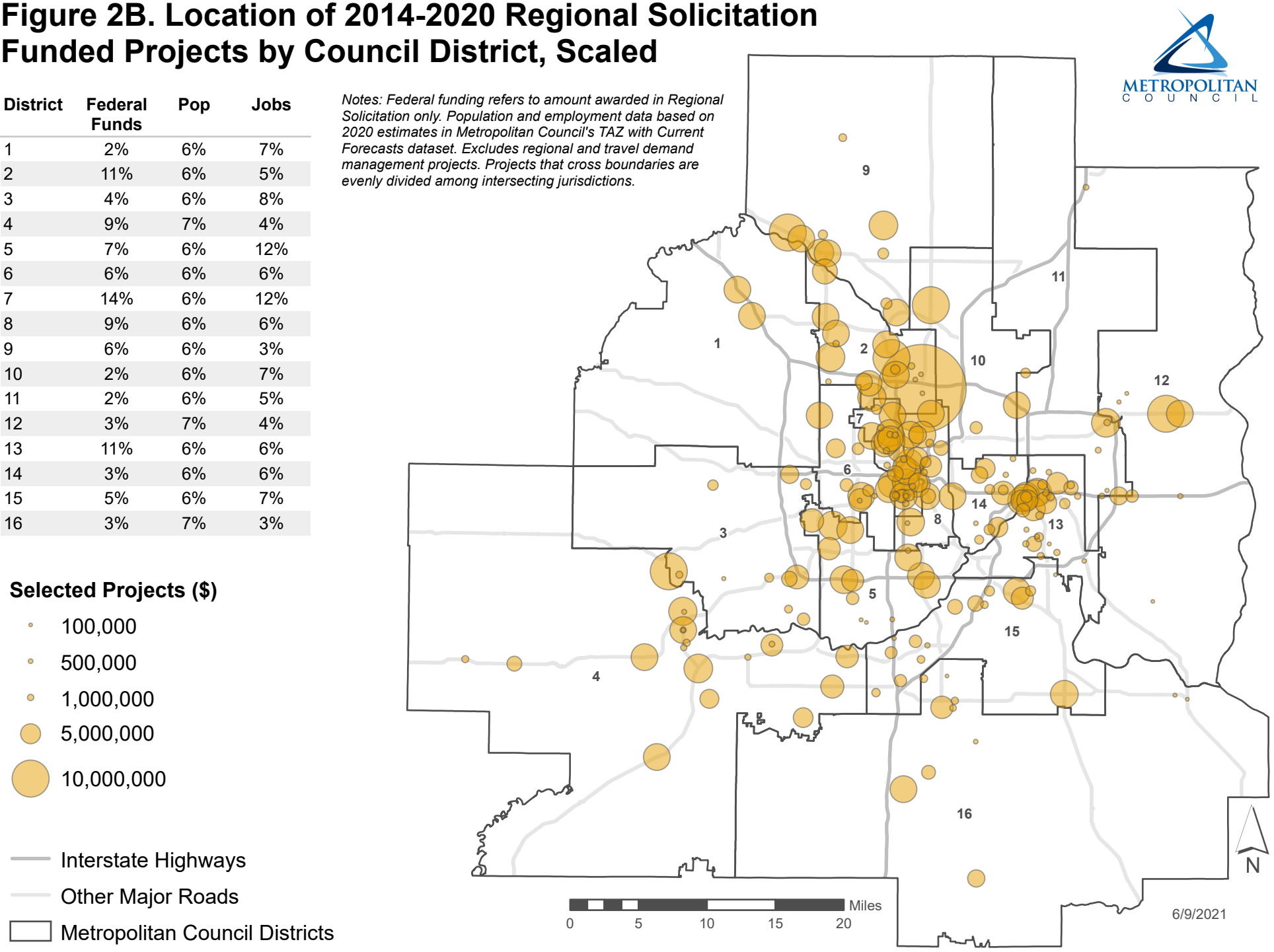
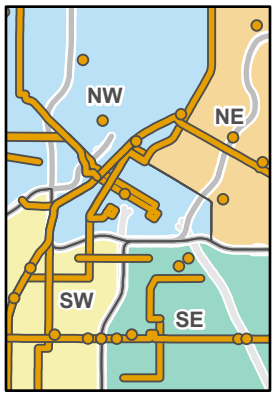


Figure 3A. Location of 2014-2020 Regional Solicitation Funded Projects by Quadrant

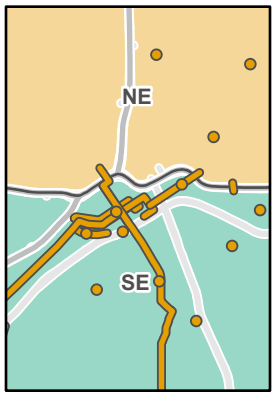
Quadrant	Federal Funds	Pop	Jobs
Northwest	32%	25%	28%
Northeast	15%	23%	23%
Southeast	26%	28%	25%
Southwest	27%	24%	24%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population and employment data based on 2020 estimates in Metropolitan Council's TAZ with Current Forecasts dataset. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting quadrants.

Downtown Minneapolis Detail



Downtown Saint Paul Detail



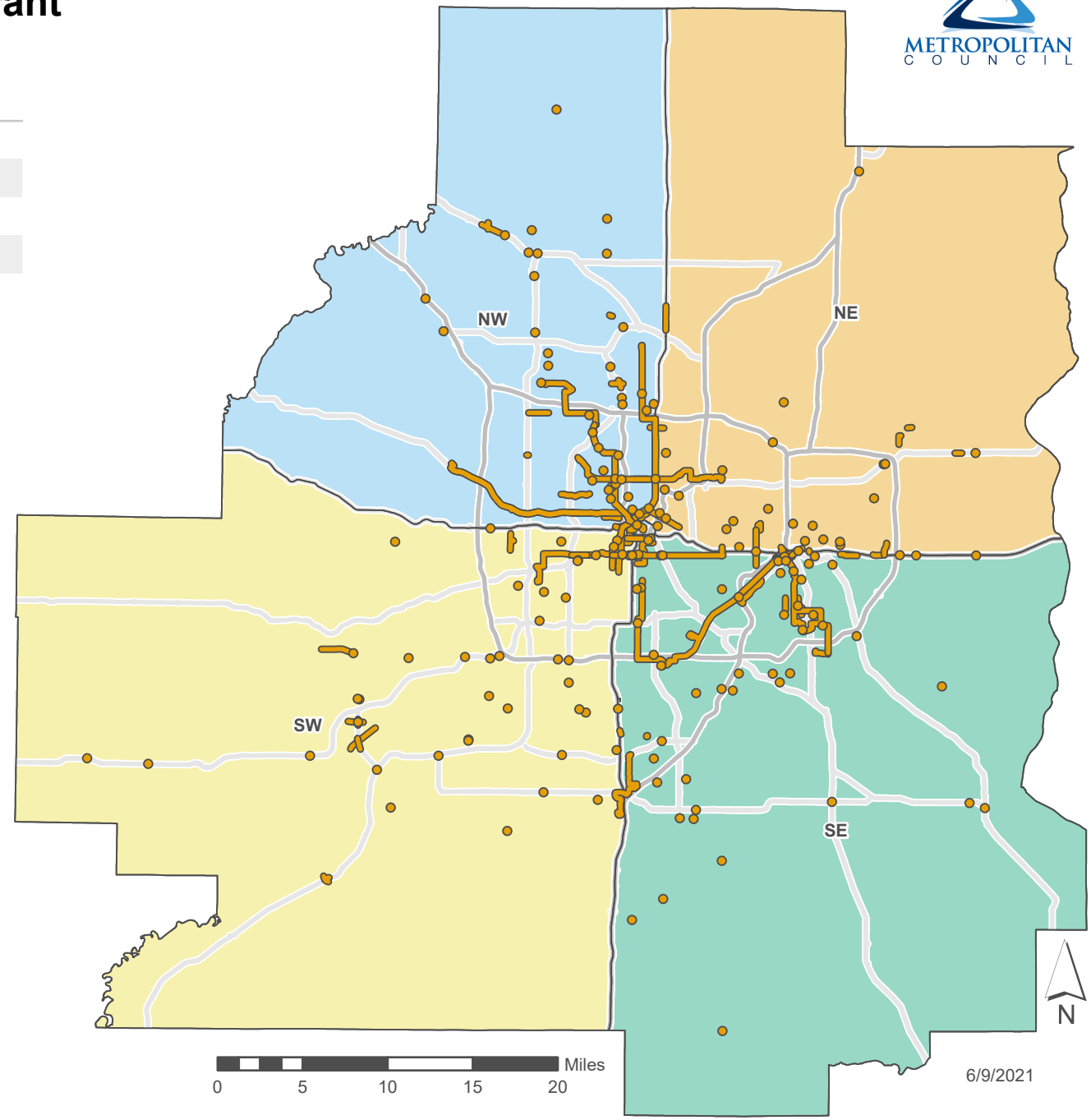


Figure 3B. Location of 2014-2020 Regional Solicitation Funded Projects by Quadrant, Scaled

Quadrant	Federal Funds	Pop	Jobs
Northwest	32%	25%	28%
Northeast	15%	23%	23%
Southeast	26%	28%	25%
Southwest	27%	24%	24%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population and employment data based on 2020 estimates in Metropolitan Council's TAZ with Current Forecasts dataset. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting quadrants.

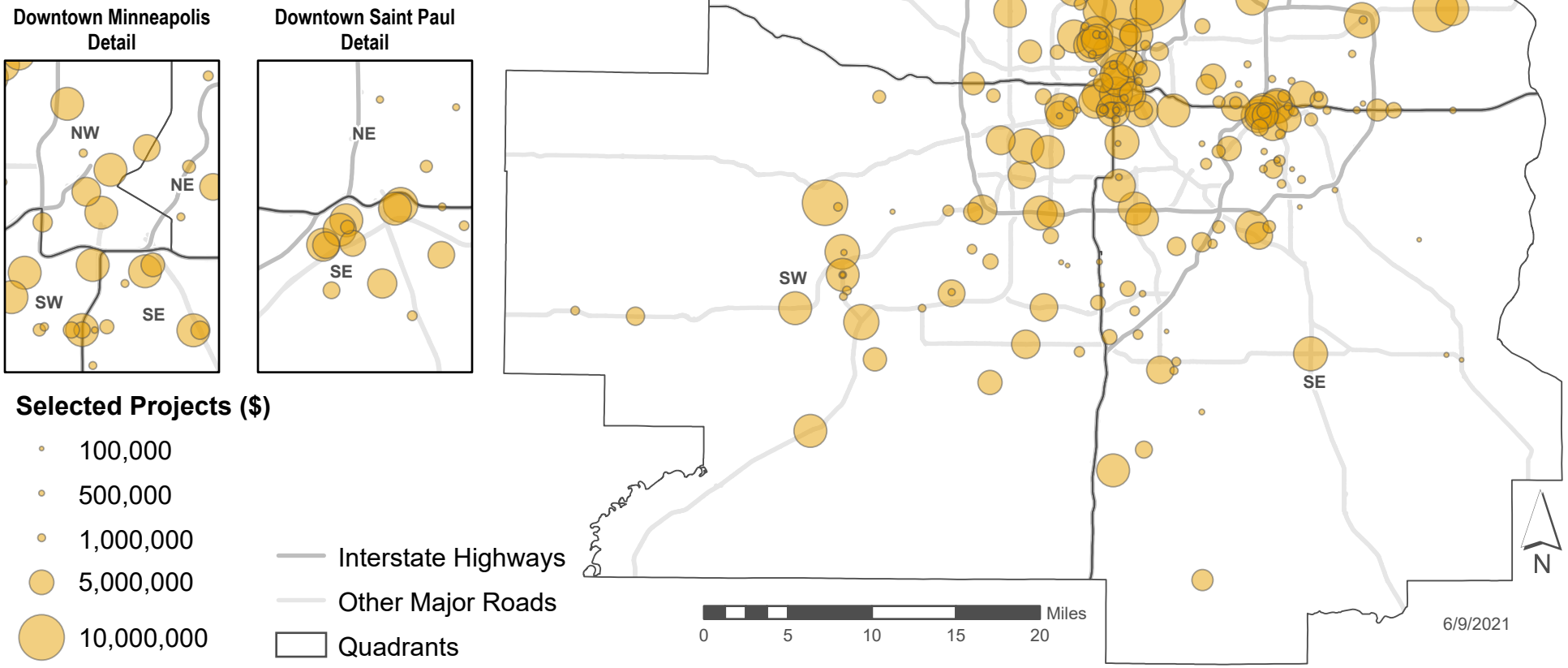


Figure 4A. Location of 2014-2020 Regional Solicitation Funded Projects by Land Use

Designation Summary	Federal Funds	Pop	Jobs
Urban, Urban Center	56%	42%	54%
Suburban	22%	24%	24%
Suburban Edge, Emerging Suburban Edge	18%	25%	18%
Rural (Center, Diversified, Residential, Agricultural)	4%	8%	3%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population and employment data based on 2020 estimates in Metropolitan Council's TAZ with Current Forecasts dataset. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting designations.

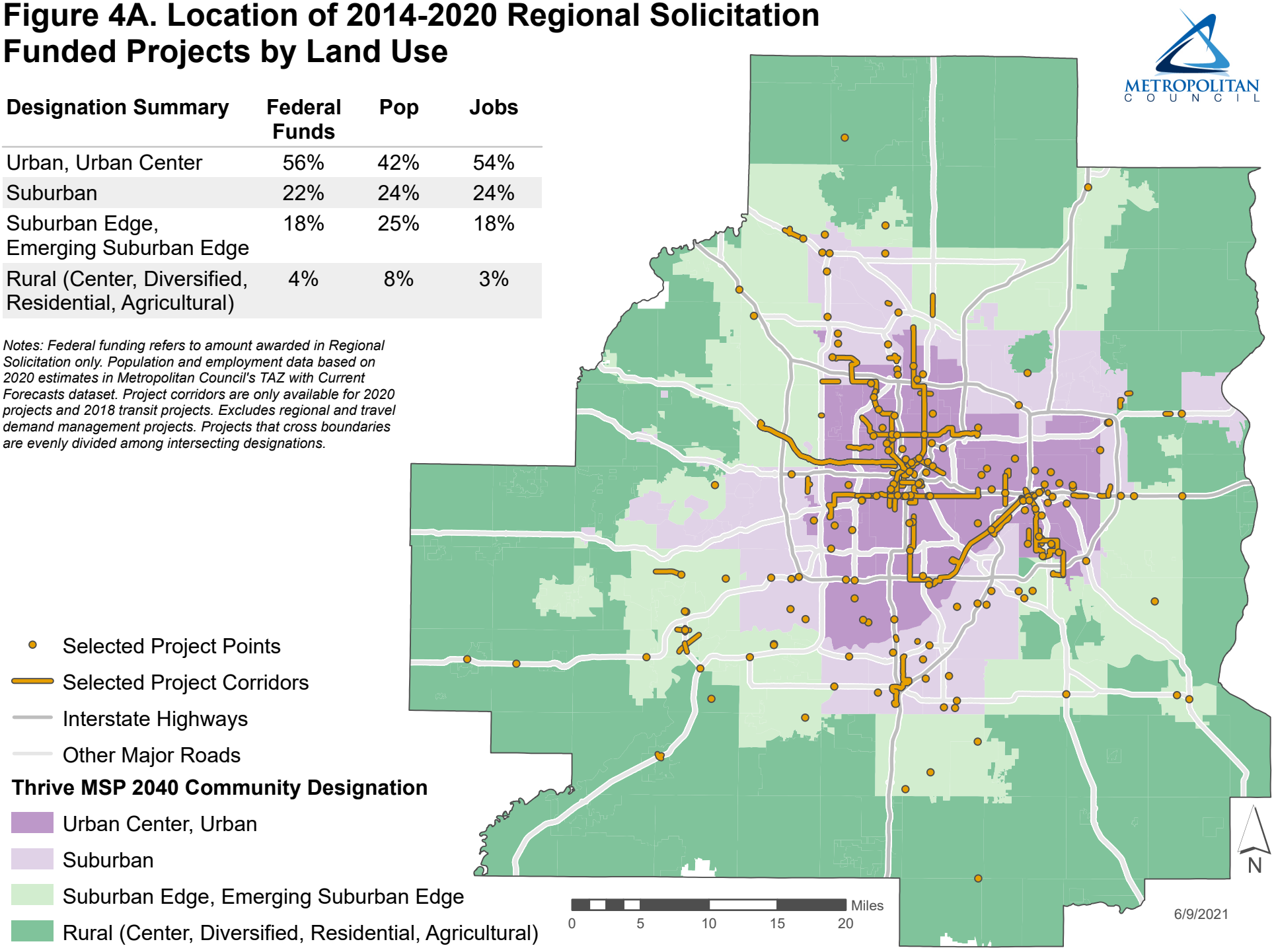
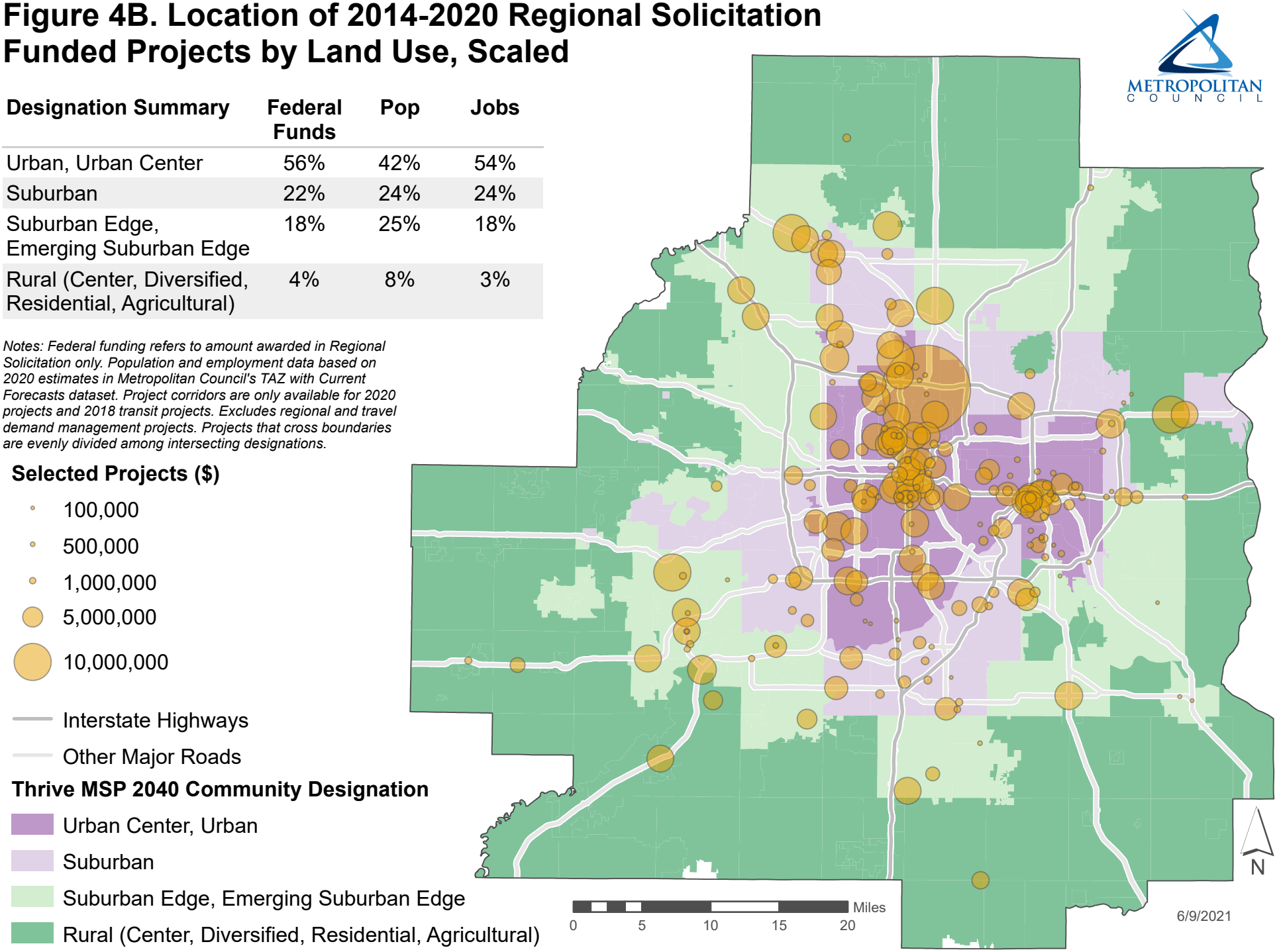


Figure 4B. Location of 2014-2020 Regional Solicitation Funded Projects by Land Use, Scaled

Designation Summary	Federal Funds	Pop	Jobs
Urban, Urban Center	56%	42%	54%
Suburban	22%	24%	24%
Suburban Edge, Emerging Suburban Edge	18%	25%	18%
Rural (Center, Diversified, Residential, Agricultural)	4%	8%	3%

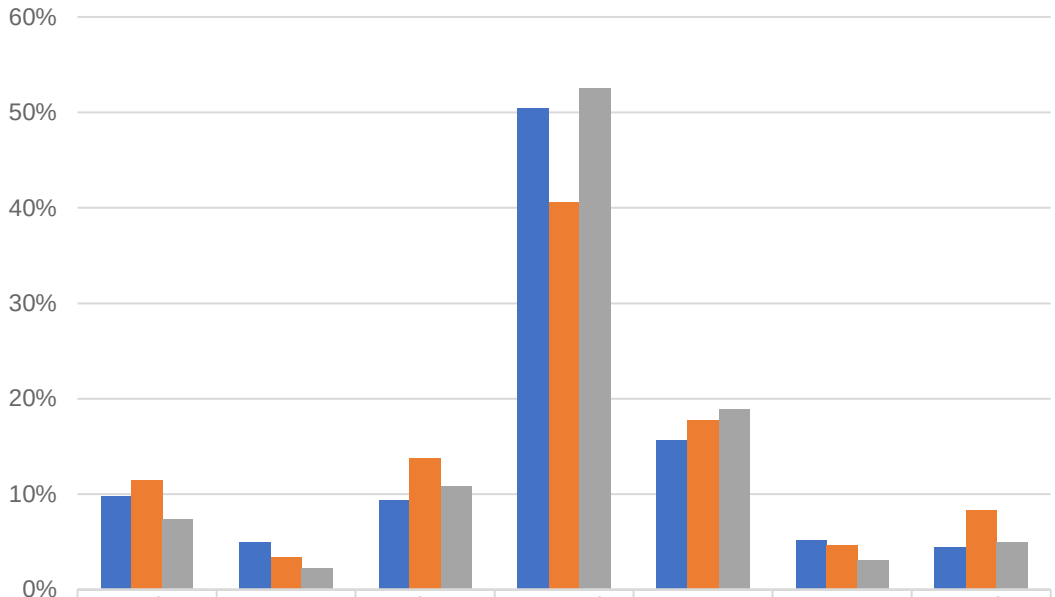
Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population and employment data based on 2020 estimates in Metropolitan Council's TAZ with Current Forecasts dataset. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting designations.



Geographic Balance of Regional Solicitation Awards, 2014-2020

Figure 5A. 2014-2020 Awards by County

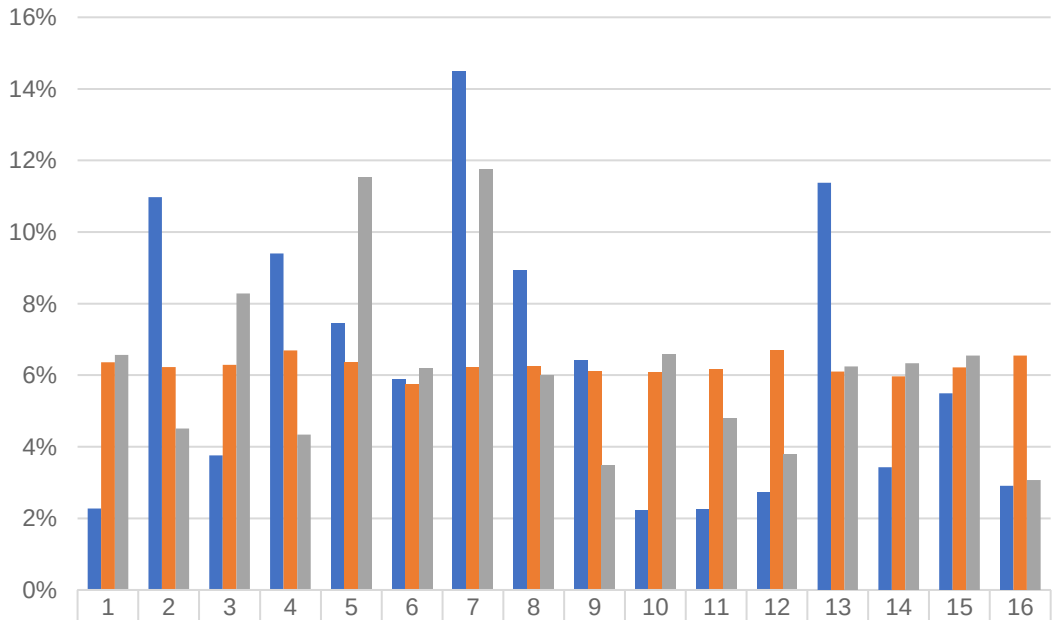
Excluding TDM and Regional Projects



	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Wash.
% of Award $	10%	5%	9%	50%	16%	5%	4%
% of Population	12%	3%	14%	41%	18%	5%	8%
% of Jobs	7%	2%	11%	53%	19%	3%	5%

Figure 5B. 2014-2020 Awards by Council District

Excluding TDM and Regional Projects

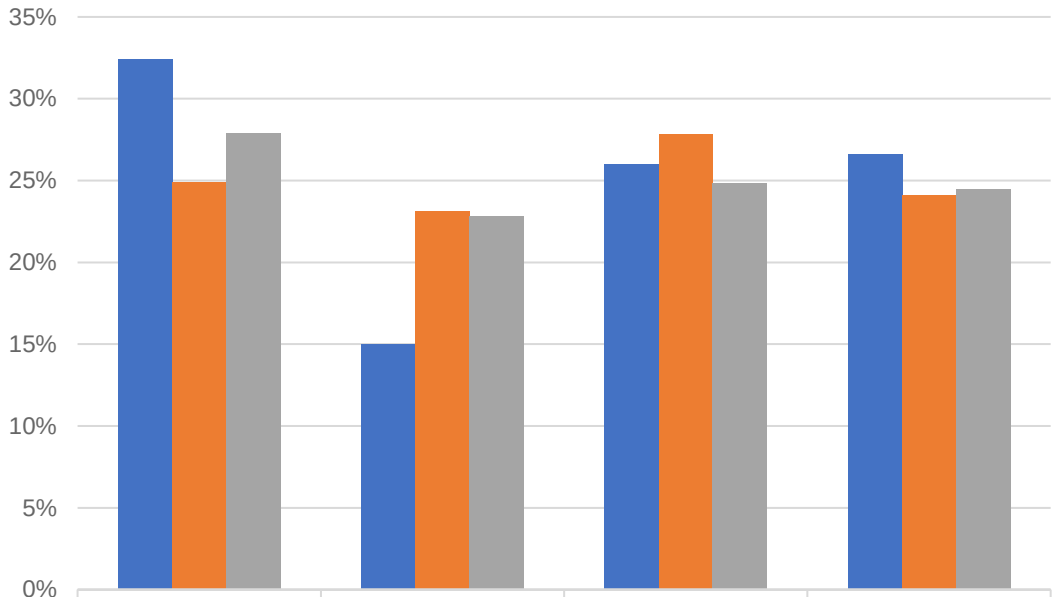


	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
% of Award $	2%	11%	4%	9%	7%	6%	14%	9%	6%	2%	2%	3%	11%	3%	5%	3%
% of Population	6%	6%	6%	7%	6%	6%	6%	6%	6%	6%	6%	7%	6%	6%	6%	7%
% of Jobs	7%	5%	8%	4%	12%	6%	12%	6%	3%	7%	5%	4%	6%	6%	7%	3%

Geographic Balance of Regional Solicitation Awards, 2014-2020

Figure 5C. 2014-2020 Awards by Quadrant

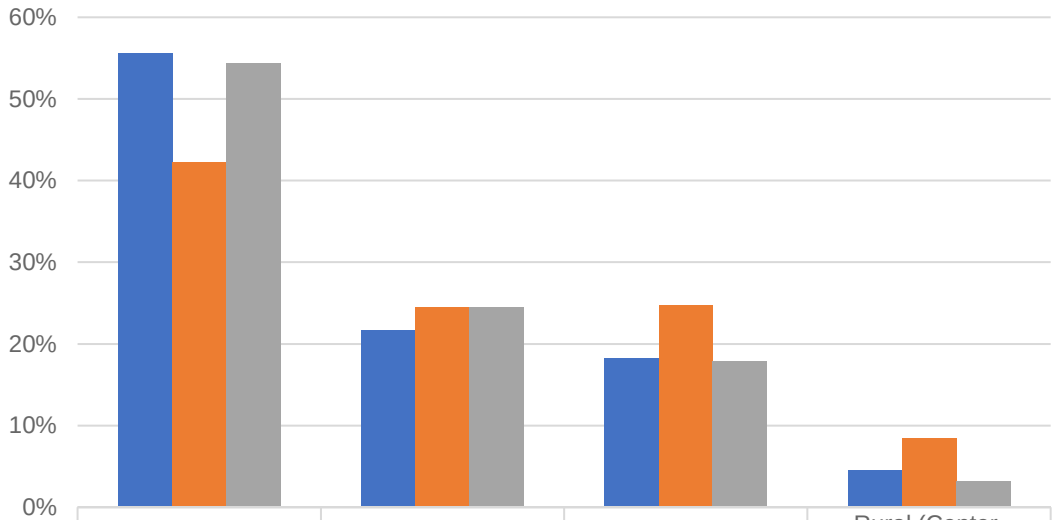
Excluding TDM and Regional Projects



	NW	NE	SE	SW
% of Award $	32%	15%	26%	27%
% of Population	25%	23%	28%	24%
% of Jobs	28%	23%	25%	24%

Figure 5D. 2014-2020 Awards by Land Use Designation

Excluding TDM and Regional Projects



	Urban, Urban Center	Suburban	Suburban Edge, Emerging Suburban Edge	Rural (Center, Diversified, Residential, Agricultural)
% of Award $	56%	22%	18%	4%
% of Population	42%	24%	25%	8%
% of Jobs	54%	24%	18%	3%

INFORMATION ITEM

DATE:	June 10, 2021
TO:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705) Steve Peterson, Manager of Highway Planning and TAC/TAB Process (651-602-1819) Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT:	2022 Regional Solicitation: Guaranteed Funding

Following the 2014 Regional Solicitation, TAC and TAB discussed the difficulty that applications along some roadway classifications, specifically A-minor connectors, had in scoring high enough to be funded. Therefore, starting with the 2016 Regional Solicitation, TAB has had a policy stating that at least one project from each of the five eligible functional classifications must be funded to ensure that all parts of the system receive investment. The five eligible roadway classifications are:

- Non-freeway principal arterials
- A-minor augmentors
- A-minor connectors
- A-minor expanders
- A-minor relievers

During the Policy Work Group Process prior to the 2020 Regional Solicitation, an arterial bus rapid transit (ABRT) program was added, providing a maximum of $25M to a regional bus rapid transit project. Along with this came a $32M total bus rapid transit (includes ABRT) cap. Along with this new program came a guarantee that at least one “new market” Transit Expansion project will be funded. A “new market” project serves Transit Market Area (as defined in the TPP) III, IV, or V or a freestanding town center. Projects that serve Downtown Minneapolis, Downtown St. Paul, or the University of Minnesota would not be considered new market projects.

Summary of current guarantees:

1. Roadways: minimum of one funded project in each roadway classification (may require skipping of higher-scoring project(s))
2. $25M Arterial Bus Rapid Transit (ABRT) project award.
    a. Includes a $32M maximum total for ABRT/BRT
3. Transit “new market” guarantee to fund a project in Transit Market Area III, IV, or V.

TAB will be asked to act on whether to retain these guarantees.

As discussed within other topics, TAB may consider other guarantees as well, such as funding at least one project located in each county.

INFORMATION ITEM

DATE:	June 9, 2021
TO:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705) Steve Peterson, Manager of Highway Planning and TAC/TAB Process (651-602-1819) Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT:	2022 Regional Solicitation: Criteria and Measure Weighting

During the process of the 2014 Regional Solicitation redesign, TAB established scoring criteria to be included in each scoring category. TAB assigned point values to each of the criteria. Within each of the criteria is one or more scoring measures. TAB approved these scoring measures and their point values with input from TAC and the TAC Funding & Programming Committee. Over the years several changes have occurred to the scoring measures and their values while fewer changes have occurred to the criteria, with the most notable example being the addition of a 100-point cost-effectiveness score for 2016 along with a new slate of criteria and measures for the Spot Mobility & Safety category that was added in 2020.

To this point, no changes are proposed to the weighting of the criteria or the measures from what was used in 2020.

Attachment 1 shows the criteria and weighting thereof for each of the application categories. Attachments 2 through 5 show distribution of points within and between the criteria.

ATTACHMENT 1: DRAFT CRITERIA WEIGHTING

Criteria	Traffic Mgmt. Tech.	Spot Mobility & Safety	Strategic Capacity	Roadway Recon / Mod	Roadway Bridges	Transit Exp	Transit Mod.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	16%	16%	19%	10%	18%	9%	9%	18%	18%	14%	--
Usage	11%	--	16%	16%	12%	32%	30%	9%	18%	14%	23%
Safety	18%	25%	14%	16%	--	--	--	--	23%	27%	23%
Congestion /Air Quality	18%	25%	14%	7%	--	18%	5%	27%	--	--	--
Infrastructure Age	7%	--	4%	16%	36%	--	--	--	--	--	--
Equity and Housing Performance	9%	9%	9%	9%	9%	18%	16%	14%	11%	11%	11%
Multimodal Facilities	5%	9%	9%	10%	9%	9%	9%	--	9%	14%	--
Risk Assessment	7%	7%	7%	7%	7%	5%	5%	5%	12%	12%	12%
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	--	23%
Transit Improvements	--	--	--	--	--	--	18%	--	--	--	--
TDM Innovation	--	--	--	--	--	--	--	18%	--	--	--
Cost Effectiveness	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
TOTAL POINTS	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**

Changes shown from 2020: none.

Changes from 2018 to 2020: In Roadway Reconstruction/Modernization, Role in the Regional System moved from 15% to 10% with small changes in other criteria. The reason is that a measure (Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas) was removed.

ATTACHMENT 2: ROADWAY MEASURES

Criteria and Measures	Traffic Mgmt	Spot Mob.	Strat Cap.	Recon/Mod	Bridge
Role in the Regional Transportation System and Economy	**175**	**175**	**210**	**105**	**195**
Distance to the nearest parallel bridge					100
Congestion, Adjacent Congestion, or PA Intersection Conversion Study Priorities		100	80		
Functional Classification of project	50				
Connection to Total Jobs, Manu/Dist. Jobs, and Post-Secondary Students			50	65	30
Integration within existing traffic management systems	50				
Highway Truck Corridor Tiers	50	75	80	40	65
Coordination with other agencies	25				
Usage	**125**		**175**	**175**	**130**
Current daily person throughput	85		110	110	100
Forecast 2040 average daily traffic volume	40		65	65	30
Equity and Housing Performance	**100**	**100**	**100**	**100**	**100**
Benefits and outreach to disadvantaged populations	50	50	50	50	50
Housing Performance Score / affordable housing connection	50	50	50	50	50
Infrastructure Age/Condition	**75**		**40**	**175**	**400**
Date of construction			40	50	
Upgrades to obsolete equipment	75				
Geometric, structural, or infrastructure deficiencies				125	
Bridge Sufficiency Rating					300
Load-Posting					100
Congestion Reduction/Air Quality	**200**	**275**	**150**	**80**	
Vehicle delay reduced		200	100	50	
Congested roadway (V/C Ratio)	150				
Kg of emissions reduced		75	50	30	
Emissions and congestion benefits of project	50				
Safety	**200**	**275**	**150**	**180**	
Crashes reduced	50	225	120	150	
Safety issues in project area	150				
Pedestrian Crash Reduction (Proactive)		50	30	30	
Multimodal Elements and Existing Connections	**50**	**100**	**100**	**110**	**100**
Transit, bicycle, pedestrian, elements and connections	50	100	100	110	100
Risk Assessment	**75**	**75**	**75**	**75**	**75**
Risk Assessment Form	75	75	75	75	75
Cost Effectiveness	**100**	**100**	**100**	**100**	**100**
Cost effectiveness (total points awarded/total project cost)	100	100	100	100	100
Total	**1,100**	**1,100**	**1,100**	**1,100**	**1,100**

ATTACHMENT 3: TRANSIT MEASURES

Criteria and Measures	Transit Expansion	Transit Modernization
Role in the Regional Transportation System and Economy	**100**	**100**
Connection to Jobs and Educational Institutions	50	50
Average number of weekday transit trips connected to the project	50	50
Usage	**350**	**325**
Existing Riders		325
New Annual Riders	350	
Equity and Housing Performance	**200**	**175**
Benefits and outreach to disadvantaged populations	150	125
Housing Performance Score / affordable housing connection	50	50
Emissions Reduction	**200**	**50**
Total emissions reduced	200	50
Multimodal Elements and Existing Connections	**100**	**100**
Bicycle and pedestrian elements of the project and connections	100	100
Risk Assessment	**50**	**50**
Risk Assessment Form	50	50
Service and Customer Improvements		**200**
Project improvement for transit users		200
Cost Effectiveness	**100**	**100**
Cost effectiveness (total points awarded/total annual project cost)	100	100
Total	**1,100**	**1,100**

ATTACHMENT 4: TDM MEASURES

Criteria and Measures	Points
1. Role in the Regional Transportation System and Economy	**200**
Ability to capitalize on existing regional transportation facilities and resources	200
2. Usage	**100**
Users	100
3. Equity and Housing Performance	**150**
Benefits and outreach to disadvantaged populations	100
Housing Performance Score / affordable housing connection	50
4. Congestion Reduction/Air Quality	**300**
Congested roadways in project area	150
VMT reduced	150
5. Innovation	**200**
Project innovations and geographic expansion	200
6. Risk Assessment	**50**
Technical capacity of applicant's organization	25
Continuation of project after initial federal funds are expended	25
7. Cost Effectiveness	**100**
Cost effectiveness (total project cost/total points awarded)	100
Total	1,100

ATTACHMENT 5: BIKE / PEDESTRIAN MEASURES

Criteria and Measures	Multiuse Trails / Bike	Pedestrian	SRTS
Role in the Regional Transportation System and Economy	**200**	**150**	
Identify location of project relative to Regional Bicycle Transportation Network	200		
Connection to Jobs and Educational Institutions		150	
Potential Usage	**200**	**150**	**250**
Existing population and employment within 1 mile	200		
Existing population within ½ mile		150	
Average share of student population that bikes, walks, or uses transit			170
Student population within school's walkshed			80
Equity and Housing Performance	**120**	**120**	**120**
Benefits and outreach to disadvantaged populations	70	70	70
Housing Performance Score / affordable housing connection	50	50	50
Deficiencies and Safety	**250**	**300**	**250**
Barriers overcome or gaps filled	100	120	100
Deficiencies corrected or safety problem addressed	150	180	150
Multimodal Facilities and Existing Connections	**100**	**150**	
Transit or pedestrian elements of the project and existing connections	100	150	
Risk Assessment/Public Engagement	**130**	**130**	**130**
Risk Assessment Form	130	130	85
Public Engagement			45
Relationship between Safe Routes to School Program Elements			**250**
Describe how project addresses6 Es of SRTS Program			170
Completion of Safe Routes to School Plan			80
Cost Effectiveness	**100**	**100**	**100**
Measure A-Cost effectiveness (Total project cost/total points awarded)	100	100	100
Total	**1,100**	**1,100**	**1,100**

INFORMATION ITEM

DATE:	June 9, 2021
TO:	Transportation Advisory Board
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705) Steve Peterson, Manager of Highway Planning and TAC/TAB Process (651-602-1819) Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT:	2022 Regional Solicitation: Purpose Statements

At the May 20, 2021, Funding & Programming Committee meeting, sample purpose statements were provided. Members were supportive of the purpose statements and requested time to send in comments on them upon further review. Listed below is an updated version of the purpose statements following feedback from several participants.

- Roadway Categories:
  - **Traffic Management Technologies:** To fund traffic technology projects that reduce delay, emissions, and crashes.
  - **Spot Mobility and Safety:** To fund lower-cost, at-grade intersection projects that reduce delay and crashes.
  - **Strategic Capacity:** To fund regionally significant highway mobility projects, as prioritized in the Principal Arterial Intersection Conversion Study and the Congestion Management Process (CMP), that reduce delay and crashes and improve multimodal travel options.
  - **Roadway Reconstruction/Modernization:** To fund arterial preservation projects that improve infrastructure condition, safety, and multimodal travel options.
  - **Bridge Rehabilitation/Replacement:** To fund preservation and replacement projects for existing arterial bridges to improve infrastructure condition and multimodal travel options.
- Transit and Travel Demand Management Categories:
  - **Arterial Bus Rapid Transit Project:** To fund projects that implement the identified arterial bus rapid transit priorities in the Transportation Policy Plan that are not seeking FTA Capital Investment Grant funds.
  - **Transit Expansion:** To fund transit projects that provide new or expanded transit service/facilities with the intent of attracting new transit riders to the system and reducing emissions.
  - **Transit Modernization:** To fund transit projects that make transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience.
  - **Travel Demand Management:** To fund lower-cost, innovative TDM projects that reduce emissions and vehicle miles traveled (VMT) in congested corridors.
- Bicycle and Pedestrian Categories:
  - **Multiuse Trails and Bicycle Facilities:** To fund multiuse trail and bicycle facilities that increase the availability and attractiveness of bicycling, walking, or rolling by improving safety, reducing barriers, and improving the Regional Bicycle Transportation Network (RBTN).

- **Pedestrian Facilities:** To fund pedestrian facility projects that focus on increasing the availability and attractiveness of walking or rolling by improving safety and removing gaps in the system.
- **Safe Routes to School:** To fund Safe Route to School infrastructure projects that focus on improving safety around school sites.

Once finalized, these purpose statements will be included in the Regional Solicitation documentation.