2020 Regional Solicitation Glossary

Advanced Construction	When project sponsors want to build a project prior to the year that federal funding is available. This process entails constructing a project earlier than anticipated but waiting until the program year for federal reimbursement of project costs.
Americans with Disabilities Act (ADA)	Civil rights legislation passed in 1990, the ADA sets design guidelines for accessibility to public facilities, including sidewalks, trails, and public transit vehicles by individuals with disabilities. Compliance with ADA is required for all Regional Solicitation projects. Adoption of an ADA Transition Plan will also be required starting with the 2020 funding cycle.
Congestion Management Process (CMP)	A systematic process for evaluating and developing transportation strategies and plans for addressing existing and future traffic congestion. This process is federally required for all Metropolitan Planning Organizations representing populations greater than 200,000 people.
Congestion Management Safety Plan (CMSP)	A Minnesota Department of Transportation study of potential roadway project solutions under development MnDOT that will address congestion and/or safety hot spots through lower-cost/higher-benefit improvements. These locations are shown as priorities in the region's 2040 Transportation Policy Plan.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	One of two federal funding sources for the Regional Solicitation, CMAQ directs funding to projects that contribute to meeting national air quality standards and further reducing transportation-related air pollution. Historically in the Twin Cities region, CMAQ funds have been used for travel demand management, transit service expansion, and traffic signal retiming projects.
Equity	Thrive MSP 2040 defines equity as residents of all races, ethnicities, incomes, and abilities having the opportunity to reach their full potential - success, economic prosperity, and a good quality of life. Many groups are under-served based on their age, race, income, and physical ability from a transportation perspective. An equity scoring measure rewards projects that are a) selected with input from traditionally under-served groups and b) provides transportation improvements for those groups.
Expansion	Expansion is the addition of new or added capacity to the transportation system and can occur in different forms and different modes. For highways, expansion is defined as adding vehicular through-capacity, often as a new lane, new interchange, or new roadway. For transit, expansion includes the creation of a new route, expanded route coverage or expanded service time.
FAST Act	The Fixing America's Surface Transportation Act is the 2015 federal transportation legislation that authorized over $300 billion in surface transportation infrastructure, planning, and investment, nationally.
Functional Classification	Federal taxonomy for roadways based on their primary function— mobility for through-trips or access to adjacent lands. A four-class system is used to designate roads (principal arterials, minor arterials, collectors and local streets) in the Twin Cities. The Council further divides its minor arterials into four "A" minor arterials and "other" arterials. "A" minor arterials and principal arterials (that are not freeways) are eligible for award.
Geographic Balance	This term refers to how Regional Solicitation awards funds are distributed to different geographic parts of the region. The existing scoring system does not consider geographic balance since the federal funds must be distributed based on transportation performance. However, TAB does consider it when weighing various funding options presented to the committee.
Housing Performance Scores	Scores provided by the Council's Community Development housing staff for each community in the seven-county region. Housing performance scores are based on four primarily elements: recent new construction of affordable housing, substantial rehab or preservation of affordable housing, housing programs and policies, and existing housing stock characteristics.

Highway Safety Improvement Program (HSIP)	A federal funding program administered by MnDOT. Projects are approved by the Transportation Advisory Board. MnDOT conducts an HSIP solicitation simultaneous to the Regional Solicitation. The HSIP Solicitation funds smaller stand-alone, low-cost projects with a primary goal of reducing fatal and serious injury crashes.
Intelligent Transportation Systems (ITS)	The development or application of technology (electronics, communications, or information processing) to improve the efficiency and safety of surface transportation systems. ITS is divided into five categories that reflect the major emphasis of application: Advanced Traffic Management Systems, Advance Traveler Information Systems, Advanced Public Transportation Systems, Automatic Vehicle Control Systems, Commercial Vehicle Operations.
Local Match	Per federal regulation, federal funding awards through the Regional Solicitation must be matched with at least a 20 percent local match from non-federal sources. The minimum local match for the HSIP program is 10 percent.
Maximum Federal Award	Each funding category is subject to a maximum federal funding award ranging from $500,000 to $7,000,000. This maximum helps to fund a higher number of projects compared to not including a maximum amount.
Mode	Type of transportation. In the Regional Solicitation the modes include: Roadways, Transit, and Bicycle and Pedestrian.
Multimodal	Including or pertaining to multiple modes of transportation. Examples of multimodal projects include construction of a bike lane or bus stop on a roadway project, including bicycle parking in a park-and-ride lot, and installing a bus shelter on a sidewalk project.
Performance Measure	An accountability tool that measures progress toward achieving specific goals and objectives.
Preservation	Preservation activities are directed toward the elimination of deficiencies and the replacement of existing facilities.
Principal Arterial Intersection Conversion Study	The Principal Arterial Intersection Conversion Study identifies high-priority intersections on the principal arterial system based on mobility and safety needs.
Prioritizing Criteria	During the 2014 Regional Solicitation redesign, TAB established prioritizing criteria that are, with a few mode-specific exceptions, uniform across the funding categories. TAB also established proportionate values to each based on the importance within the scoring categories. An example of a prioritizing criterion is Safety.
Program Year Extension	When awarded, federal funding is assigned to a given year, during which a project should be obligated (i.e., started). TAB has a Program Year Policy that allows a one-time, one-year extension. Obtaining an extension is subject to a showing that the project is on track to being obligated in the proposed new program year.
Proportionate Scoring Measure	Many scoring measures award full (100%) points to the best-performing application and a proportionate number of points to other projects. For example, a project that has half of the traffic as the top-scoring project will receive 50% of the scoring measure's point value.
Regional Bicycle Barriers Study (RBBS)	The RBBS evaluated the spacing frequency of available bicycle crossings of the region's physical barriers to bicycle travel (i.e., rivers and streams, railroad corridors, and freeways/expressways). The final report identified a set of crossing improvement opportunity locations along prioritized barrier segments for developing new or improving existing barrier crossings.
Regional Bicycle Transportation Network (RBTN)	The RBTN was developed as the region's "backbone" arterial bikeways network to connect between regional destinations, the regional transit system, and local bikeway networks. The RBTN includes existing and planned bikeways through the developed and developing areas within the seven-county Twin Cities region.

Regional Truck Highway Corridor Study	The Regional Truck Highway Corridor Study identified and prioritized the most significant regional truck highway corridors in the seven-county Twin Cities metropolitan area (plus the urbanized portions of Sherburne and Wright counties).
Safe Routes to School (SRTS)	Safe Routes to school programs improve safety, reduce traffic and improve air quality near schools through a multidisciplinary approach that is structured around the 6 E's (evaluation, education, encouragement, equity, enforcement, and engineering).
Scope Change	When a project is awarded funding through the Regional Solicitation, it is with the expectation that the project be completed as the application is written. When a sponsor needs to divert from that application, a scope change request may be needed. For these requests, TAB will determine whether the project is still meeting its goals and whether any federal funds should be removed due to a reduction in scope. Scope changes are not to be completed because of cost increases; applicants cannot receive the same federal funding for a reduced scope.
Scoring Measure	Within each prioritizing criterion, points are awarded to one or more scoring elements worth a portion of the criterion's point value. An example of a scoring measure is the crashes reduced by a proposed project.
Surface Transportation Block Grant Program (STBGP)	One of the two funding sources for the Regional Solicitation, STBGP provides flexible funding that is used on surface transportation projects. STBGP combines the former Surface Transportation Program (STP) and Transportation Alternatives Program (TAP).
Transitways	High-demand travel corridors that offer improved transit service that includes bus rapid transit, light rail or commuter rail.
Transportation Management Organization (TMO)	TMOs are nonprofit organizations formed in highly congested areas to deal with common transportation concerns, particularly alleviating congestion, improving employee commutes and increasing access to customers.
Transportation Policy Plan (TPP)	The Transportation Policy Plan presents the region's policies and plans to guide development of the region's transportation system. The TPP is updated every four years and is key in informing the Regional Solicitation.
Travel Demand Management (TDM)	TDM consists of programmatic strategies to reduce single-occupancy vehicle trips and vehicle miles traveled during peak congestion times, special events, and for construction project areas. TDM strategies provide incentives for people to reduce overall demand for roadway capacity by using alternative travel modes such as transit, biking, and walking. TDM strategies also include flexible employment arrangements that do not require peak-period travel or would allow employees to avoid the commute altogether by working from home.

Regional Solicitation Policy Work Group #2

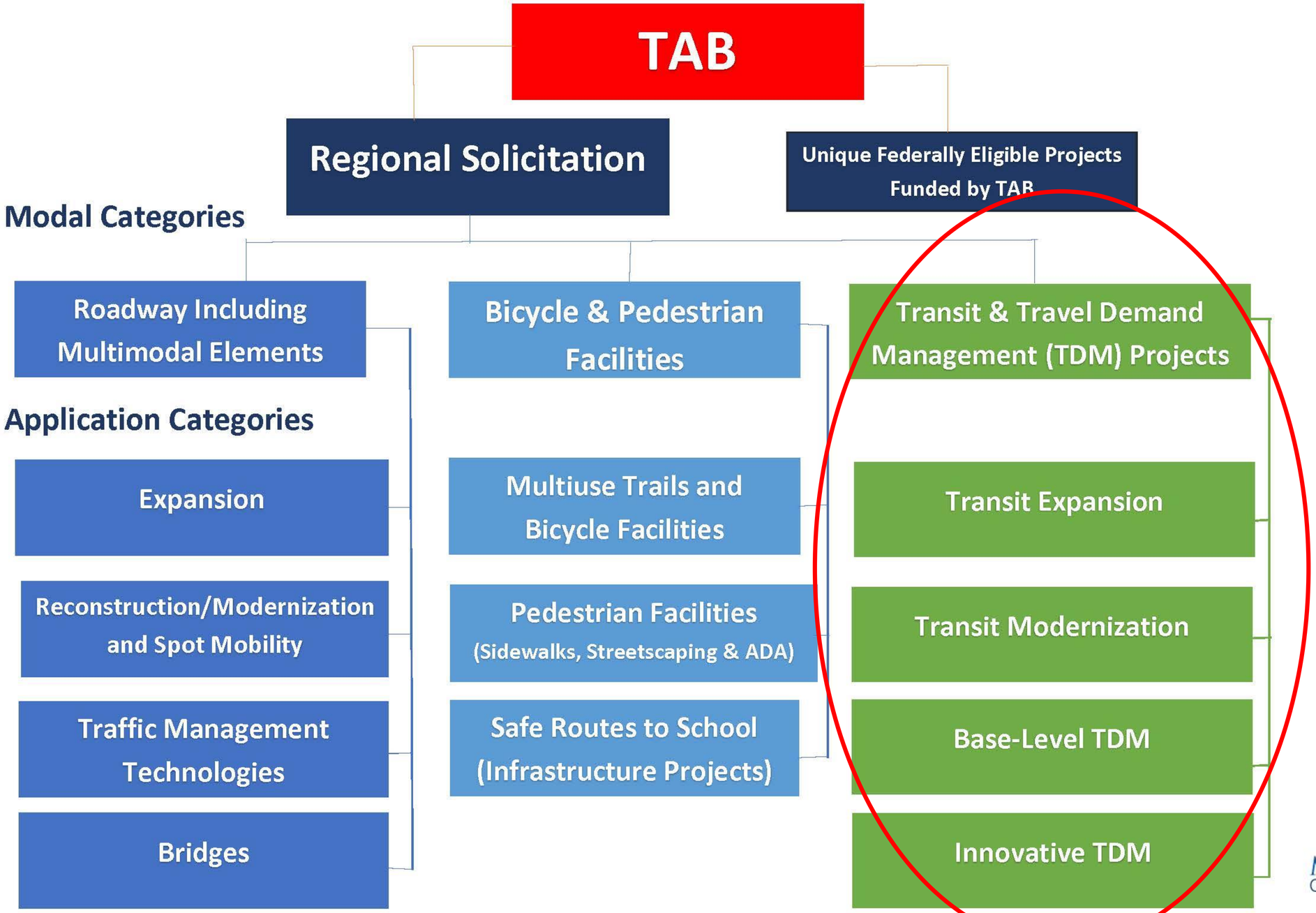
May 24, 2019

METROPOLITAN COUNCIL

TPP Investments and the Regional Solicitation

Modal Area	TPP Identified Investments	TPP Non-Specific Investments
Roadways	Principal Arterials	Priorities on the A-Minor system
Transit	Transitways	Priorities for local bus, express bus, dial-a-ride, and vanpool services and facilities

METROPOLITAN COUNCIL


TAB
Regional Solicitation
Unique Federally Eligible Projects Funded by TAB
Modal Categories
Roadway Including Multimodal Elements
Bicycle & Pedestrian Facilities
Transit & Travel Demand Management (TDM) Projects
Application Categories
Expansion
Multiuse Trails and Bicycle Facilities
Transit Expansion
Reconstruction/Modernization and Spot Mobility
Pedestrian Facilities (Sidewalks, Streetscaping & ADA)
Transit Modernization
Traffic Management Technologies
Safe Routes to School (Infrastructure Projects)
Base-Level TDM
Bridges
Innovative TDM

Regional Solicitation Feedback on Transit

- Non-ABRT transit projects cannot compete with ABRT projects
- Geographic balance of transit investments is a concern
- Distribution of transit funding between Metro Transit and the Suburban Transit Providers is a concern
  - Inability of small or pilot projects to compete
  - Upcoming asset management needs
- The $7M maximum award causes Metro Transit to incrementally build out ABRT corridors in an inefficient manner and to pursue partial funding in consecutive funding cycles

METROPOLITAN COUNCIL

Transit in the Regional Solicitation

1993-2018 Projects*

- 114 transit projects selected
  - 35 Park-and-rides
  - 26 Express bus service and buses
  - 19 Local bus routes or facilities
  - 16 Arterial bus rapid transit supportive
  - 9 Transitway (not including park-and-rides or ABRT): Blue, Green, Red, and Orange Lines
  - 9 Regional or non-geographic projects
- Approximately $500 M in federal funding for selected projects*

*Likely differs from actual awarded projects with scope changes, cost increases, etc.

METROPOLITAN COUNCIL

Transit Provider Population and Ridership

Based on 2017 Community Population within the Transit Capital Levy District

Provider	% of Population	% Suburban Population	% of 2018 Ridership	% of 2010 Ridership	% of 2001 Ridership
Metro Transit/MTS	79.4%	71.8%	94.3%	94.5%	95.7%
Plymouth	2.8%	4.2%	0.6%	0.5%	0.5%
Southwest	4.3%	7.0%	1.3%	1.2%	0.8%
MVTA	11.1%	17.4%	2.9%	2.9%	2.5%
Maple Grove	2.4%	4.6%	0.9%	0.9%	0.6%

Community Type	% of Population	% Transit Boardings
Urban Core	27%	79%
Suburban	73%	21%

METROPOLITAN COUNCIL

Transit Projects by Applicant Agency Type

Applicant Type	Sum of Federal Share	% of Federal Share
City	$ 40.2 M	8.0%
County	$ 9.9 M	2.0%
Metro Transit	$ 298.2 M	59.5%
MnDOT	$ 5.5 M	1.1%
Metropolitan Council/RTB*	$ 33.7 M	6.7%
Suburban Transit Providers	$ 108.3 M	21.6%
UMN	$ 5.5 M	1.1%
Grand Total	**$ 501.3 M**	**100%**

*Majority of Metropolitan Council projects were bus expansion projects for suburban providers and MTS contracted services

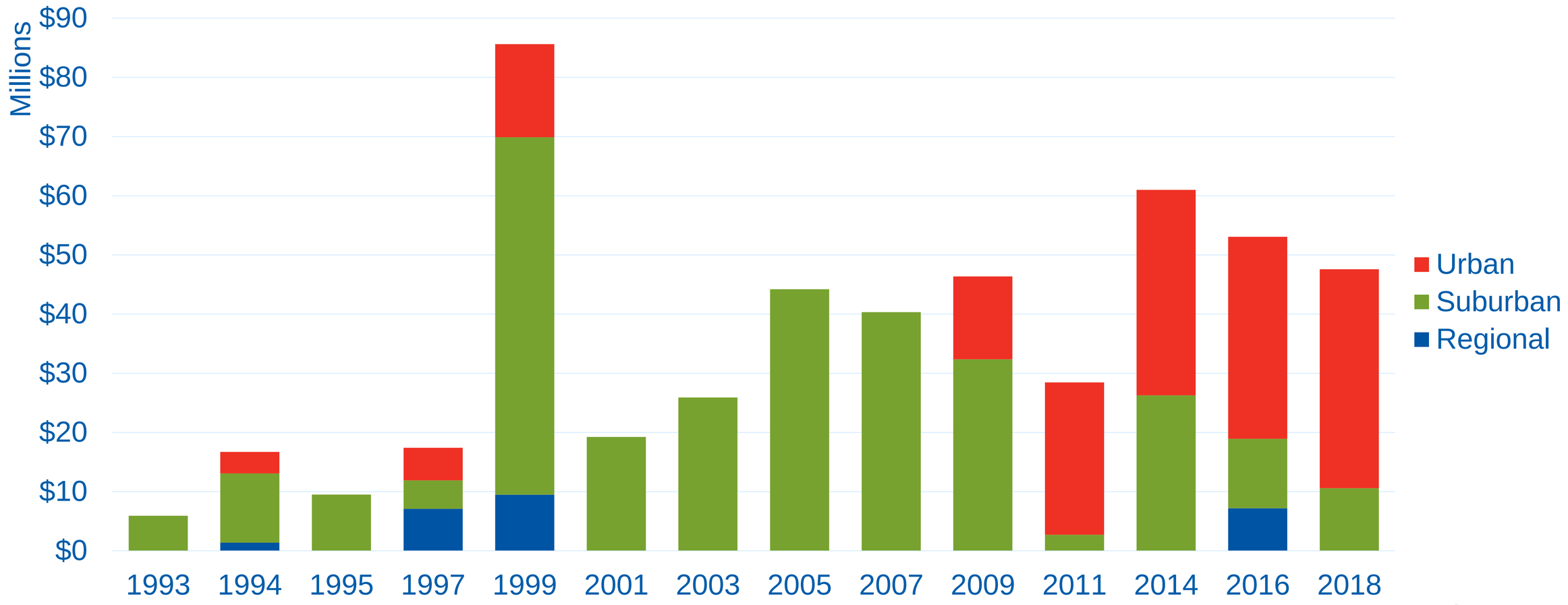
METROPOLITAN COUNCIL

Transit Projects by Primary Geography

Community Type	Sum of Federal Share	% of Federal Share
Regionwide	$ 25.2 M	5.0%
Suburban	$ 305.8 M	61.0%
Urban Core	$ 170.4 M	34.0%
Grand Total	**$ 501.3 M**	**100%**

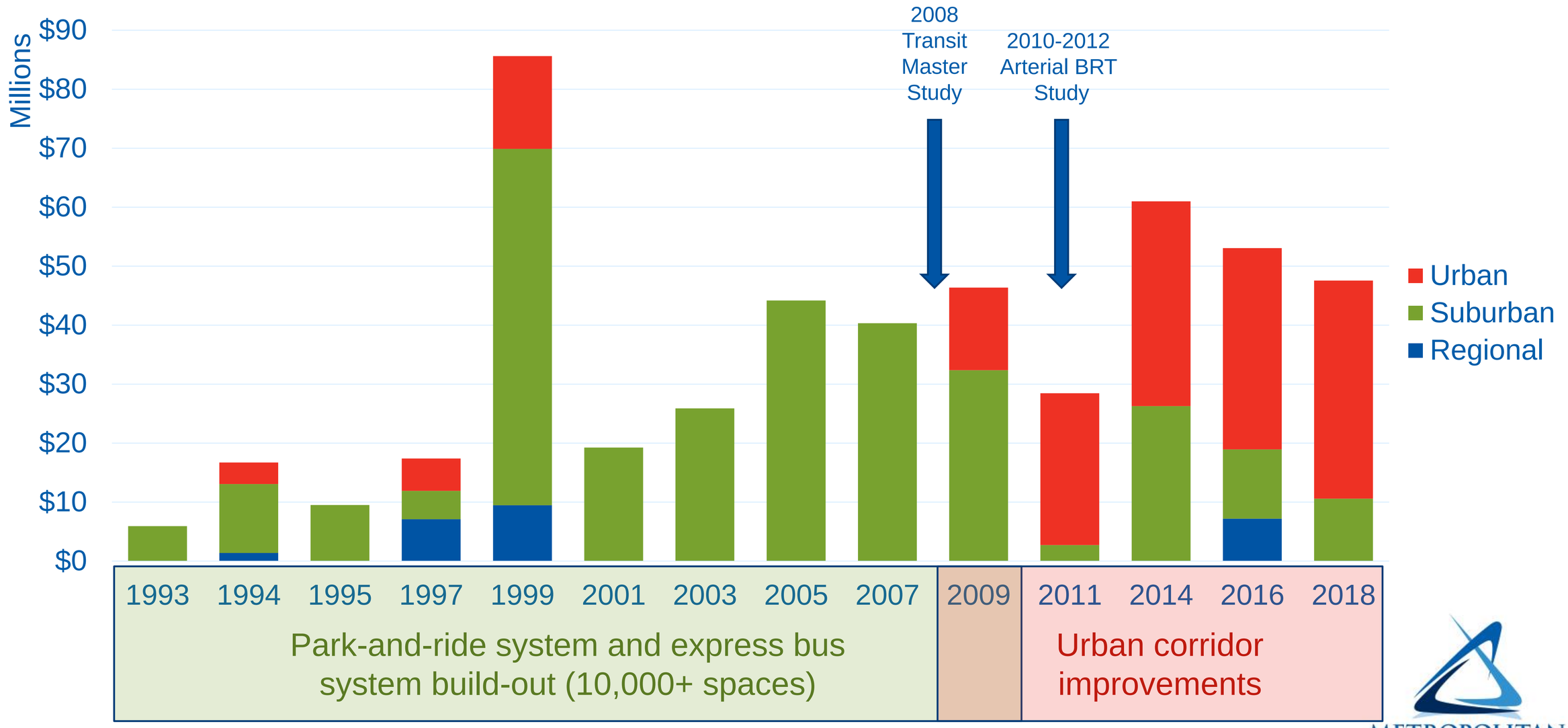
METROPOLITAN COUNCIL

Transit Projects by Primary Geography



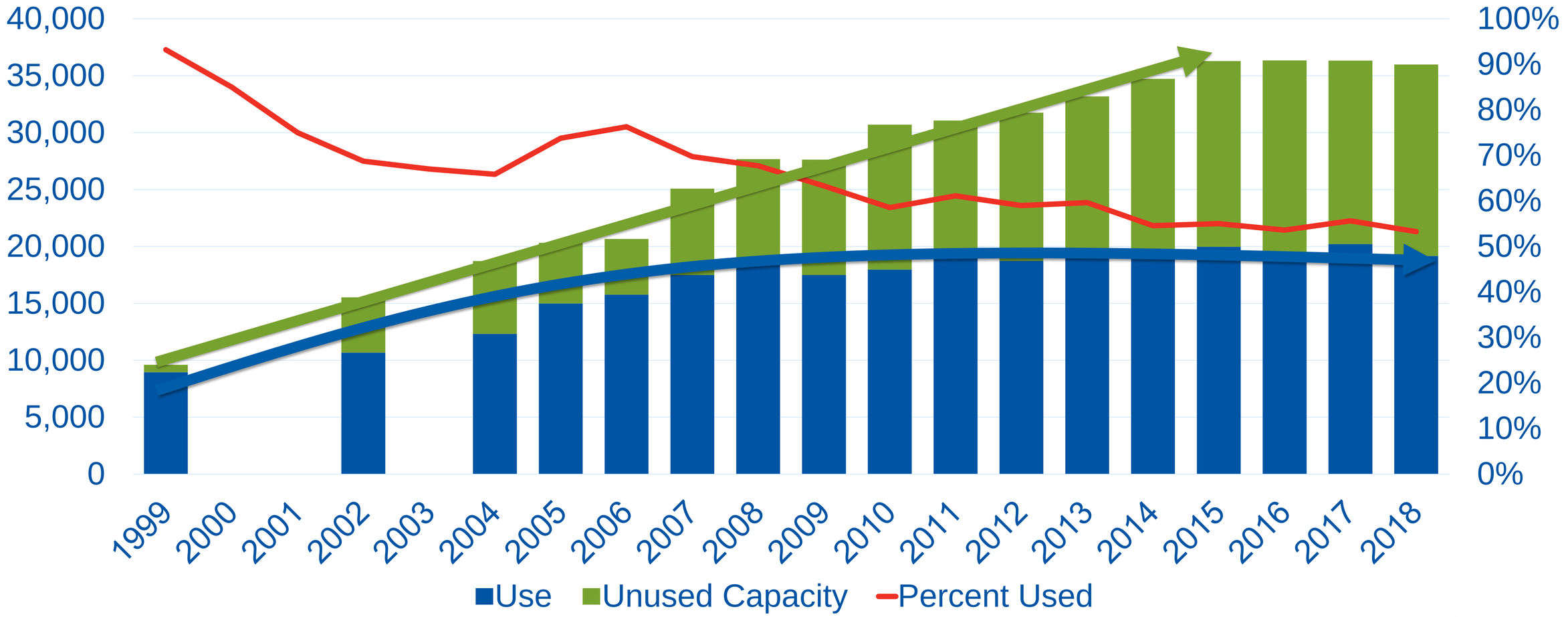
METROPOLITAN COUNCIL

Transit Projects by Primary Geography



METROPOLITAN COUNCIL

Park-and-Ride Use and Capacity



Matching Transit Service to Demand

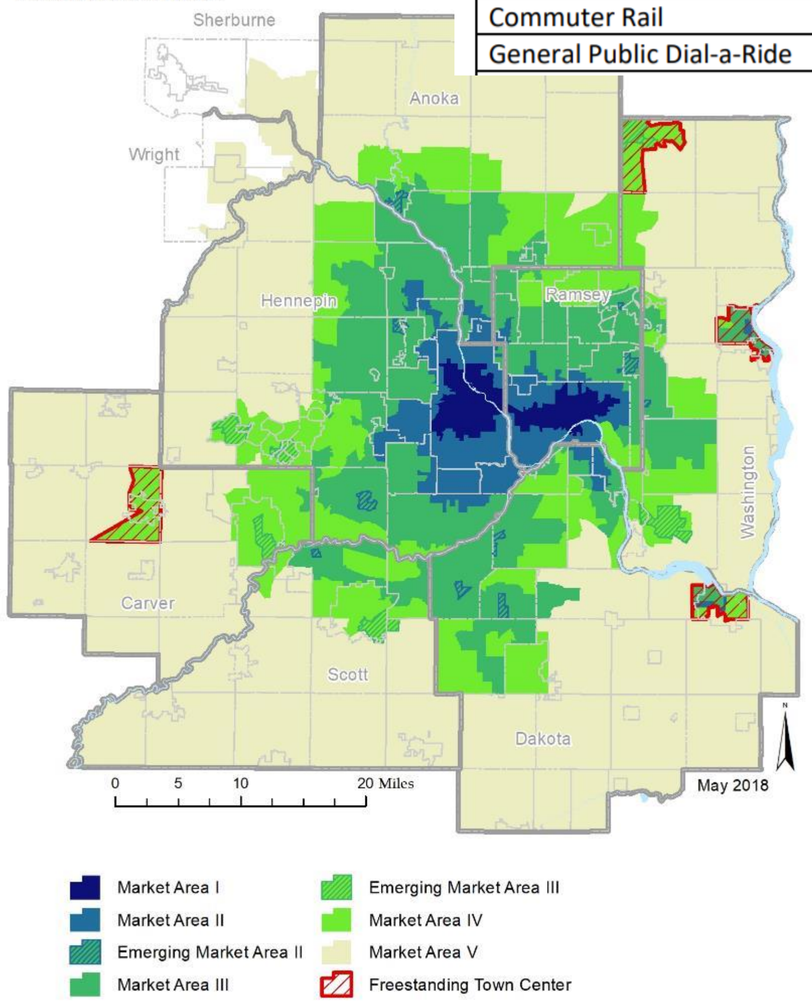
- Convenient, frequent, direct
- Travel time competitive
- Cost: vehicle, fuel, PARKING

- Not everywhere for every trip
- Match transit service to demand

Table G-8: Passengers per In-Service Hour

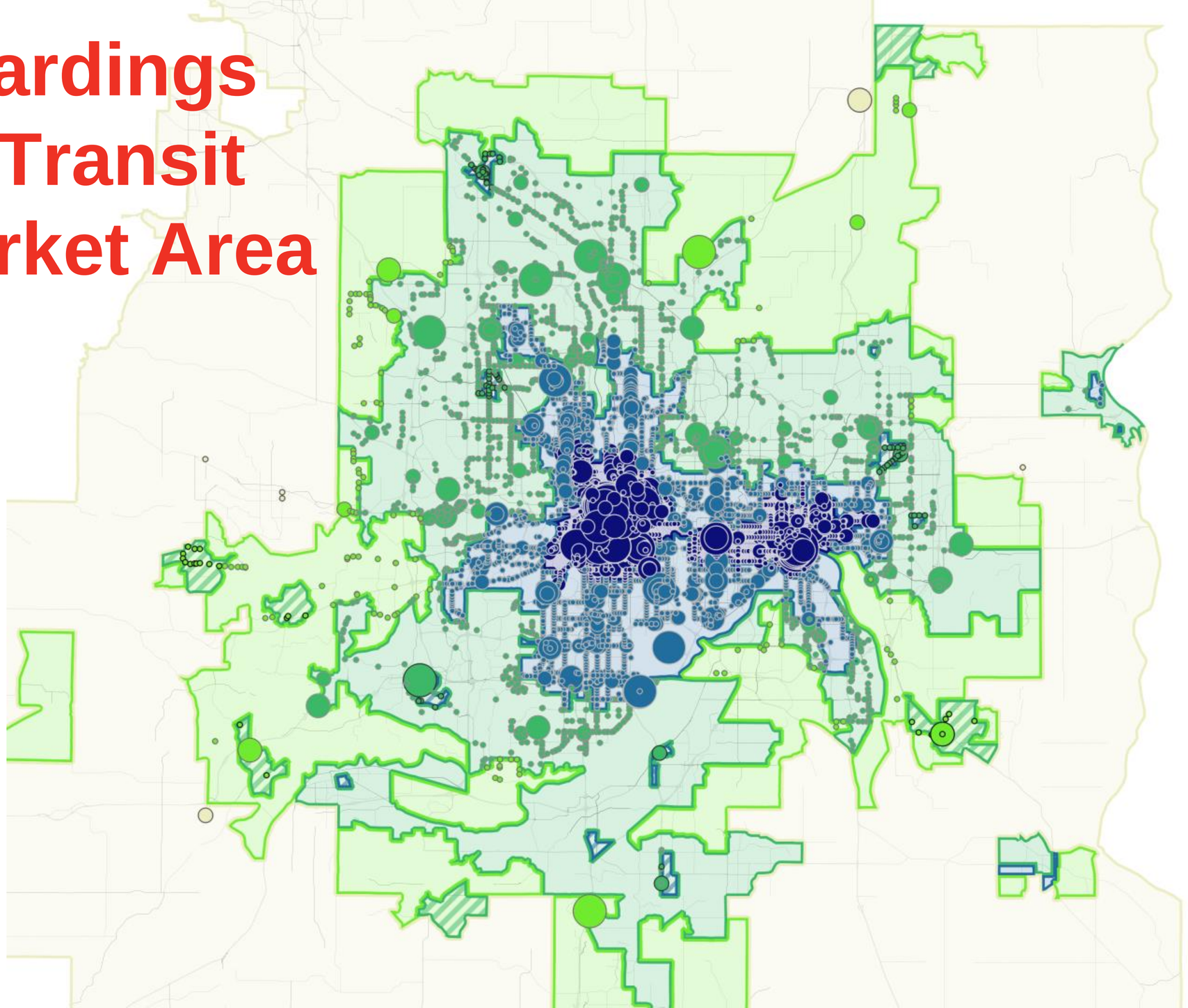
Route Type	Route Average*
Core Local Bus	≥ 20
Supporting Local Bus	≥ 15
Suburban Local Bus	≥ 10
Arterial BRT	≥ 25
Highway BRT	≥ 25
Light Rail	≥ 70
Commuter Express Bus	Peak ≥ 20; Off-peak ≥ 10
Commuter Rail	≥ 70
General Public Dial-a-Ride	≥ 2

Transit Market Areas



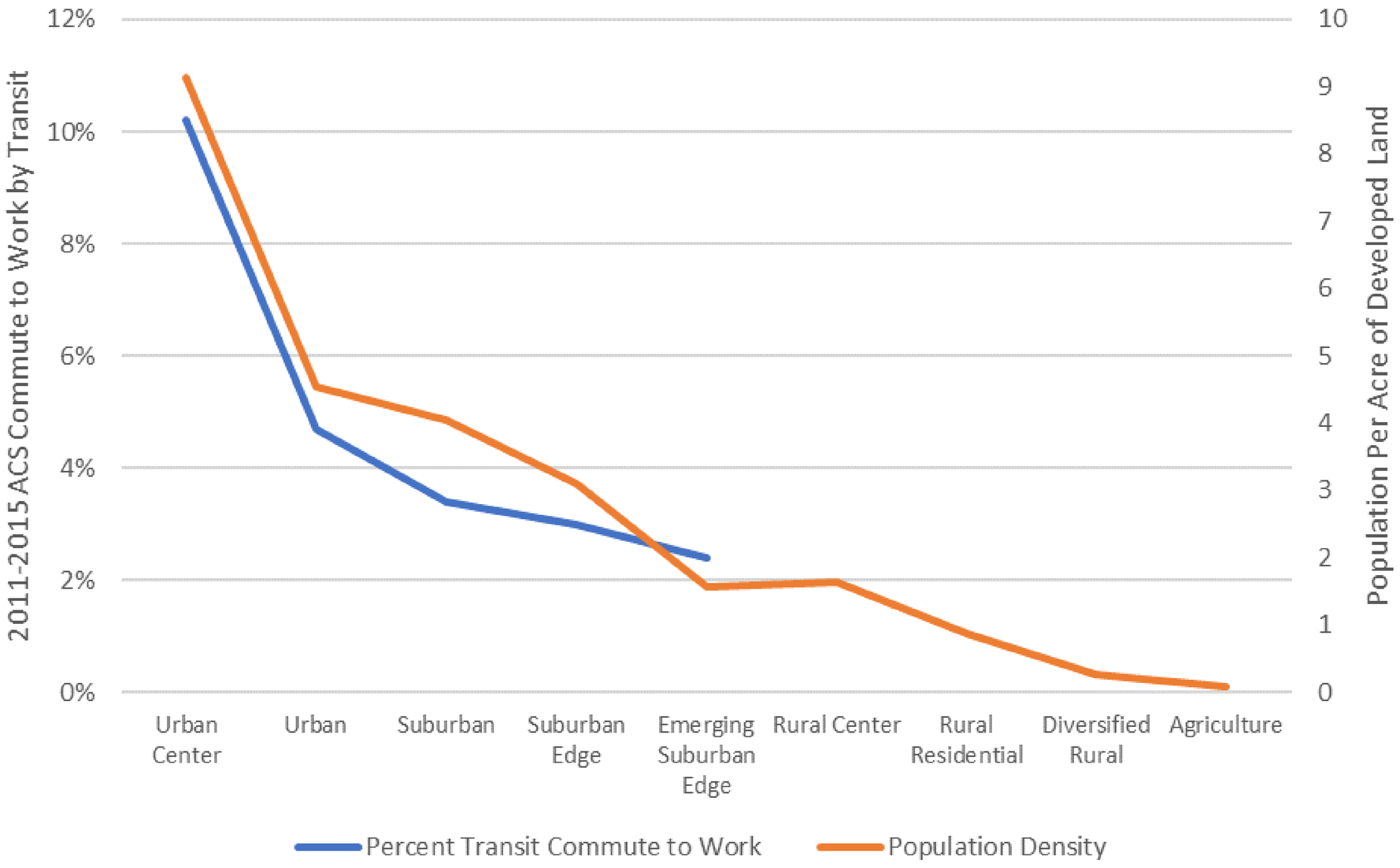
METROPOLITAN COUNCIL

Boardings by Transit Market Area



*MVTA data not available

Transit Commuters and Density



Why is Ridership Important?

Prior-2011 Solicitations

- Applications were primarily funded with CMAQ
- New transit riders and trip length are primary factor in VMT and emissions reductions

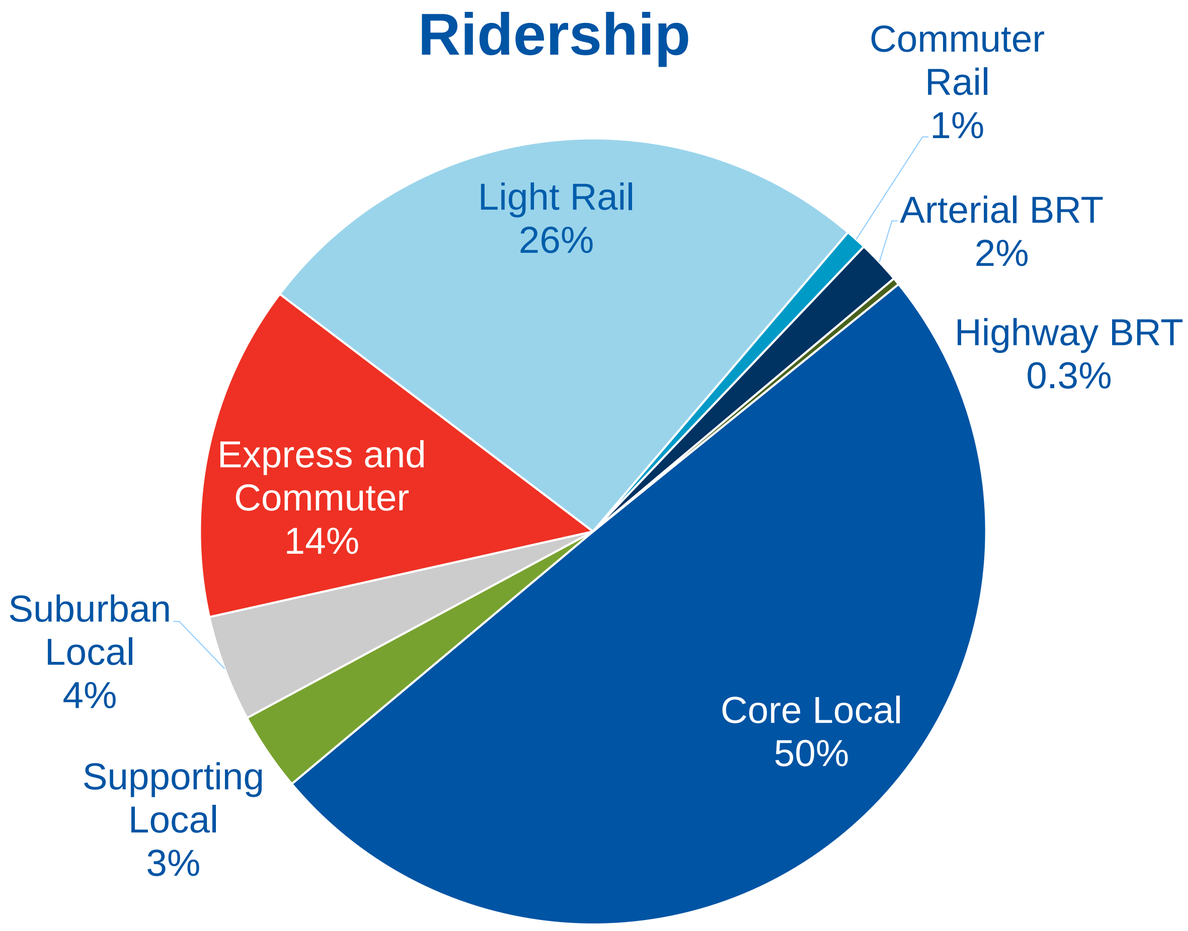
2014-2018 Solicitations

- “Transit Expansion” still focuses on attracting new transit riders
- “Transit Modernization” focuses on impacts to most existing riders

Transit ridership is the equivalent to traffic volumes in scoring.
Estimating ridership is complex, with many factors involved that are not always equally distributed.
Ridership estimates are based on proven methods, not based on “if you build it, they will come.”

METROPOLITAN COUNCIL

Transit Routes Types



Route Type	Subsidy per Passenger	Passengers per Hour
Light Rail	$1.97	204.2
Core Local	$3.61	37.1
Arterial BRT	$3.71	43.3
Express & Commuter	$4.67	29.7
Suburban Local	$6.14	16.8
Supporting Local	$6.52	18.7
Highway BRT	$10.45	18.5
Commuter Rail	$16.15	249.2

METROPOLITAN COUNCIL

TPP – Key Transit Outcomes

Efficient

Cost Effective

Reliable, Predictable, Attractive, and Safe

Attract More Transit Riders

Provide More Access to Jobs

Attract Businesses and Residents

Support Focused Growth that Integrates Modes

Support Equity, Clean Air, and Healthy Communities

METROPOLITAN COUNCIL

TPP – Transit Fiscal Outlook

- Able to maintain existing bus system provided:
  - Regular fare increases to maintain fare recovery ratio
  - Motor vehicle sales tax (MVST) continues to grow with inflation
  - State funds and RTC bonding authority provided
  - Federal formula funding grows moderately
- Limited expansion or modernization through Regional Solicitation funds:
  - Limited expansion funding for bus system and some transitways
  - Arterial bus rapid transit partial funding
- Light rail, Dedicated and Highway BRT transitway funding provided through:
  - New/Small Starts federal competitive grants
  - County sales tax
  - County Regional Railroad Authority funding
  - Some state funding for operating

METROPOLITAN COUNCIL

TPP – Opportunities for Transit Improvement

- Unfunded transitways (e.g. arterial bus rapid transit)
- Service improvements:
  - Frequency and span on existing local routes
  - New coverage routes providing improved access to underserved destinations
  - Suburban connections to major transfer points (e.g. transit centers, existing or future transit stations)
  - Expansion of express services where capacity is insufficient
- Measures for service expansion:
  - Cost effectiveness, productivity
  - Access to destinations and people served
  - Equity
  - Peak-period transportation benefits

METROPOLITAN COUNCIL

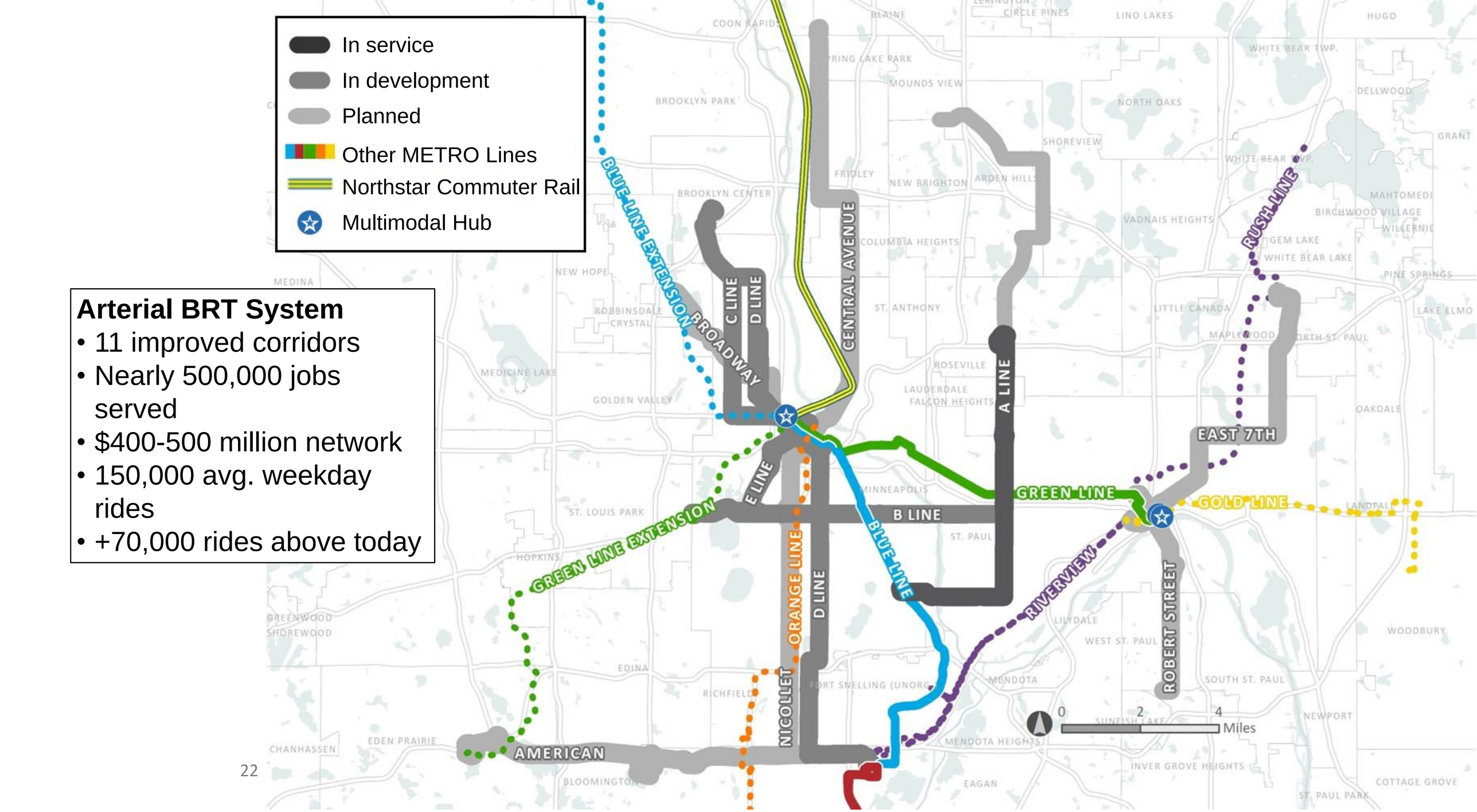
TPP – Opportunities for Transit Improvement

- Transit fleet electrification
- Fare payment innovation
- Emerging shared mobility technology (e.g. SouthWest Prime)
- Improved customer experience at stops, stations, and centers
- Improved customer information tools/technology
- Operations improvements
- Asset management needs (e.g. transit center, park-and-ride facility modernization)

METROPOLITAN COUNCIL

Metro Transit Investment Opportunities

METROPOLITAN COUNCIL



Arterial BRT System

- 11 improved corridors
- Nearly 500,000 jobs served
- $400-500 million network
- 150,000 avg. weekday rides
- +70,000 rides above today

What differentiates Arterial Bus Rapid Transit?

- Less frequent stops
- Pre-boarding fare payment for faster stops
- Transit signal priority
- Higher-capacity buses & boarding through all doors
- Enhanced, high-amenity stations
- Frequent, all-day service

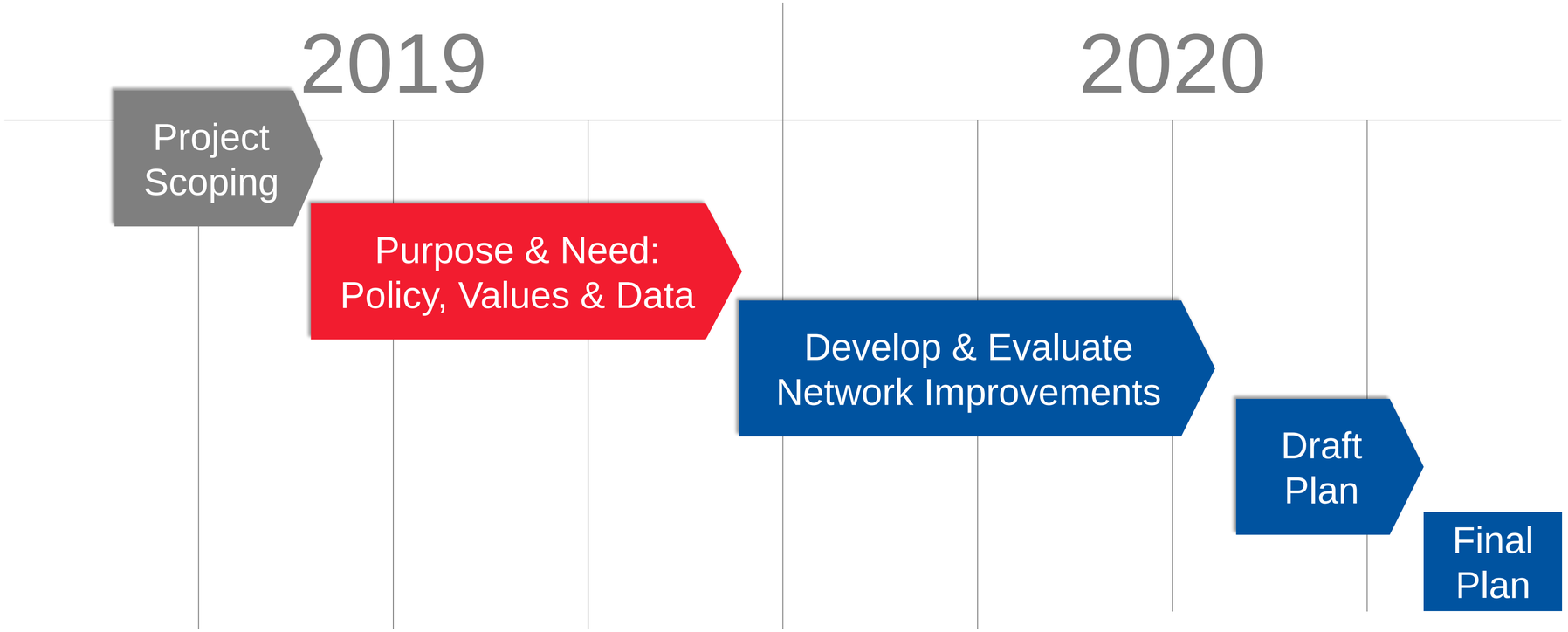
Current Arterial BRT Project Status

- A Line (Snelling Avenue) — Open 2016
Ridership up about 40%
- C Line (Penn Avenue) — Opening June 8, 2019
- D Line (Chicago/Fremont) — Engineering
Planned operations 2022
- B Line (Lake/Marshall) — Planning
Planned operations 2023
- E Line (Hennepin Avenue) — Corridor study
Planned operations 2024

NetworkNEXT

Building tomorrow's bus network, starting today.

- A **process** and a **plan** that integrates potential service improvements, BRT network growth, and other plans to guide Metro Transit's 20-year bus network expansion.



Role of Regional Solicitation Funding in BRT

- Built on past BRT awards for components of Red Line, Orange Line BRT projects in past Regional Solicitations
- Regional Solicitation has provided federal funding for components of BRT lines:
  - A Line (Snelling Avenue) $7 million (26% of project)
  - C Line (Penn Avenue) $14 million (38% of project)
  - D Line (Chicago/Fremont) $28 million (37% of project)
  - B Line (Lake/Marshall) $14 million (26% of project)
  - E Line (Hennepin Avenue) $13 million (TBD)

- Funded scope includes station construction, technology improvements, fare collection, expansion buses, service
- Mix of transit expansion and modernization awards

Role of Regional Solicitation Funding in BRT

- Regional Solicitation project funding:
  - Builds project momentum through early investment
  - Helps leverage project development investment
  - Leverages other project investment to fully fund BRT lines
  - Successful results! +40% ridership growth in A Line BRT corridor
  - Larger award could enable delivery of more cohesive BRT project
  - General award enables flexibility between defined scope items

Transit Projects Strategies

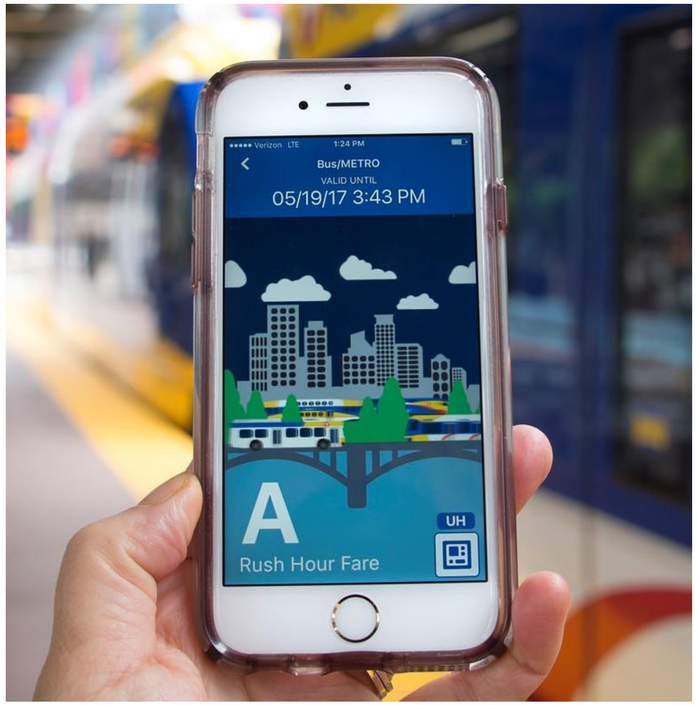
- Historical expansion approach: Ridership growth projects
  - 2000-2014 express and park and ride
  - 2014-2018 urban high ridership corridors; suburban corridors with strong ridership foundation
  - Testing market potential
- Historical modernization approach: Ridership growth projects
  - 2000-2014 express and park and ride
  - 2014-2018 urban high ridership corridors; suburban corridors with strong ridership foundation
  - Fleet improvements, bus stop improvements, technology

Transit Service Expansion

- Service improvements:
  - Frequency and span on existing local routes
  - New coverage routes providing improved access to under served destinations
  - Suburban connections to major transfer points (e.g. transit centers, transitways/stations)
  - Expansion of express services where capacity is insufficient

Systemwide Transit Improvements

- Regional fare technology, mobile app, new bus garages
- Back-end systems and facilities to support transit operations
- Funding Challenges
  - Difficult to score
  - Ridership is often indirect and huge compared to route or customer facility projects – resulting in outlier usage measure scores
  - Difficult to assign a geographic area for measures like people & jobs
  - Support an expanding transit system, but don’t directly provide for “expansion” of service or customer facilities
  - Don’t directly provide “modernization” improvements described in applications



Shared Mobility

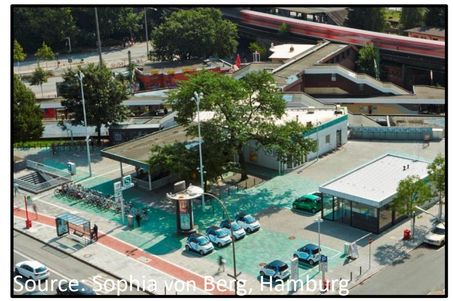
- Goals
  - Potential to expand reach of fixed-route transit network
  - Increase variety of non-single-occupant vehicle mobility options
  - Provide seamless integration among modes
- Challenges
  - Do not always fit Transit Expansion or Transit Modernization categories
  - Travel demand management innovation funding maximum ($200k) does not facilitate major capital investments
  - Involve significant collaboration/coordination among public and private sector partners

Shared Mobility Opportunities

- Microtransit service
  - Funding for vehicles, service, technology systems
- Expansion of micromobility and car sharing systems
  - Funding for system expansion, integration
- Mobility hubs
  - Funding for design, construction, infrastructure
- Systemwide technology improvements
  - Fare technology, mobile ticketing
  - Mobile apps, trip planning tools


Source: Via Transportation

Source: City of St. Paul


Source: Sophia von Bers, Hamburg

Electric Bus Fleet Modernization

- Past applications
  - 2016 Modernization – Metro Transit – Five electric buses on routes 10, 59, 118 (not funded)
  - 2016 Expansion – Southwest Transit – Electric bus expansion (not funded)
  - 2018 Modernization – Metro Transit – Route 6 included three electric buses as part of broader stations project (funded)

Electric Bus Fleet Modernization

- Incremental capital cost of electric vs. diesel buses in planned replacement fleet
- Capital cost of charging infrastructure
- Funding Challenges
  - Without rider-oriented improvements, electric bus applications haven’t scored well in the past
  - Geography-based applications may limit the growth of electric buses in the region

Capital Project Challenges

- Federal Transit funding for infrastructure requires:
  - Thorough environmental reviews and approvals
  - Historic resource consultation (Section 106), differs from FHWA
  - Grant development and application follows apportionment
- Historic resource review applies to nearly every project
  - Individual review and approval of every bus stop/shelter project
  - Lengthy and expensive consultation required

Capital Project Challenges

- Past experiences indicate federal funds only appropriate to larger scale capital infrastructure projects
- BRT provides adequate scale and investment for process, as do park-and-rides and large transit centers like Mall of America
- Smaller capital infrastructure projects like bus shelters or small transit centers rarely worth the time and expense for federal process

Recap of Regional Solicitation Transit Challenges

- Ensuring regional balance in opportunity but also transit efficiency and effectiveness
- Delivering transit projects in the TPP that currently lack funding options
- Current structure and metrics don’t work well for:
  - Regionwide or non-geographic projects (electric buses, mobile apps, fare collection equip)
  - Back-end operations projects (garages, technology)
  - Asset management/modernization that is not customer focused
- Federal funding is not an efficient source of funding for small-scale infrastructure improvements
- Shared mobility and emerging technologies can overlap with transit and innovation/unique projects, but they are not necessarily transit-oriented

METROPOLITAN COUNCIL

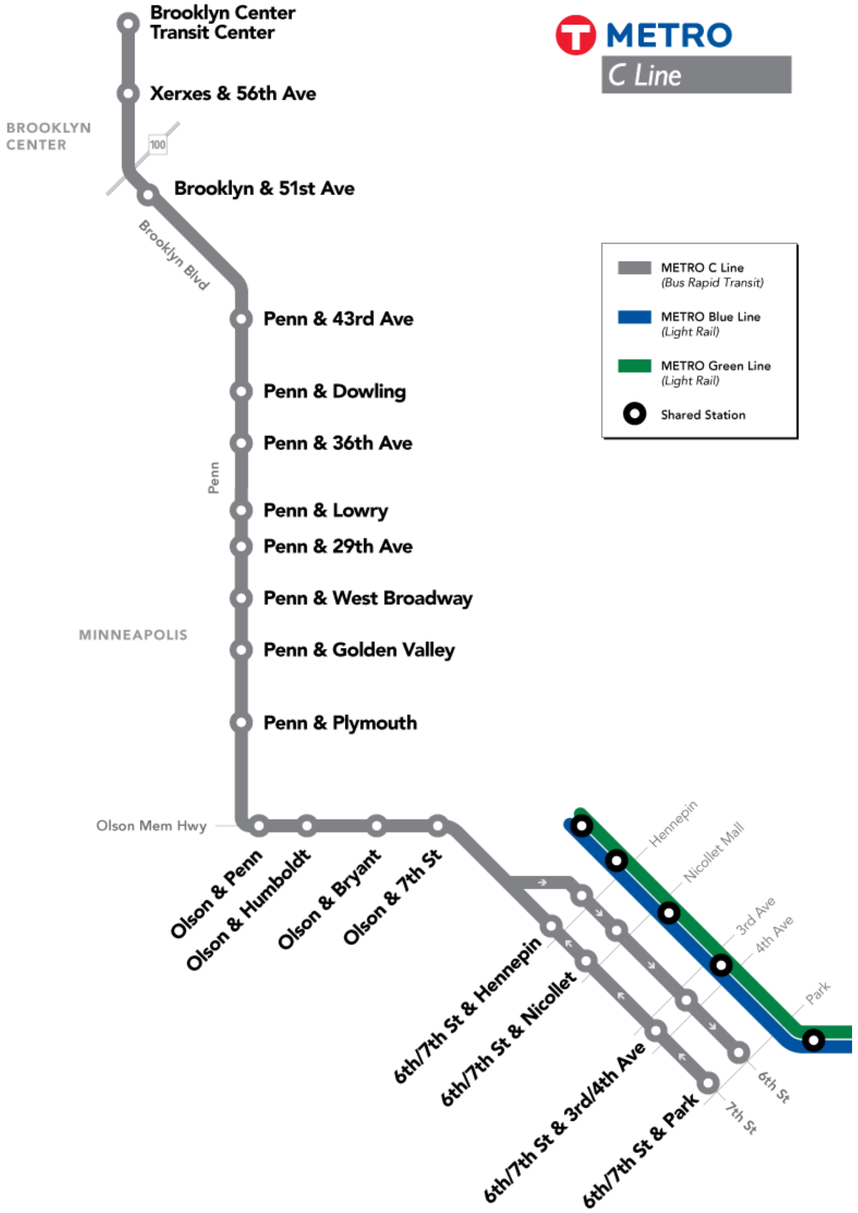
Questions

Steve Peterson, Manager of Highway Planning and TAB/TAC Process
651-602-1819
Steven.Peterson@metc.state.mn.us

Elaine Koutsoukos, TAB Coordinator
651-602-1717
Elaine.Koutsoukos@metc.state.mn.us

Cole Hiniker, Manager of Multimodal Planning
651-602-1748
Cole.hiniker@metc.state.mn.us

METROPOLITAN COUNCIL



C Line Opens June 8

- 8.5 miles from downtown Minneapolis to Brooklyn Center
- 23 stations
- $37 million project cost including new stations and BRT buses
- 7,600 daily rides today, 9,300 by 2030

STUDY PLANNING ENGINEERING CONSTRUCTION

D Line (Chicago / Fremont)

- 18 miles from Bloomington to Brooklyn Center
- Substantial replacement of Route 5
- Approximately 40 new stations
- 16,000 daily rides today,
  23,500 by 2030
- 2020-2021 construction, pending full funding
- $75 million project budget
  - $55 million identified
  - $20 million remaining need

Who would the D Line serve?

- More than 120,000 people live within 1/2 mile of the D Line
  - About 1/4 are youth
  - Nearly 10% are seniors
  - 57% are people of color
  - More than 40% have low incomes
- One-bus access to more than 200,000 jobs
- 1 of 4 households on the D Line does not have a vehicle

B Line (Lake Street / Marshall Avenue)

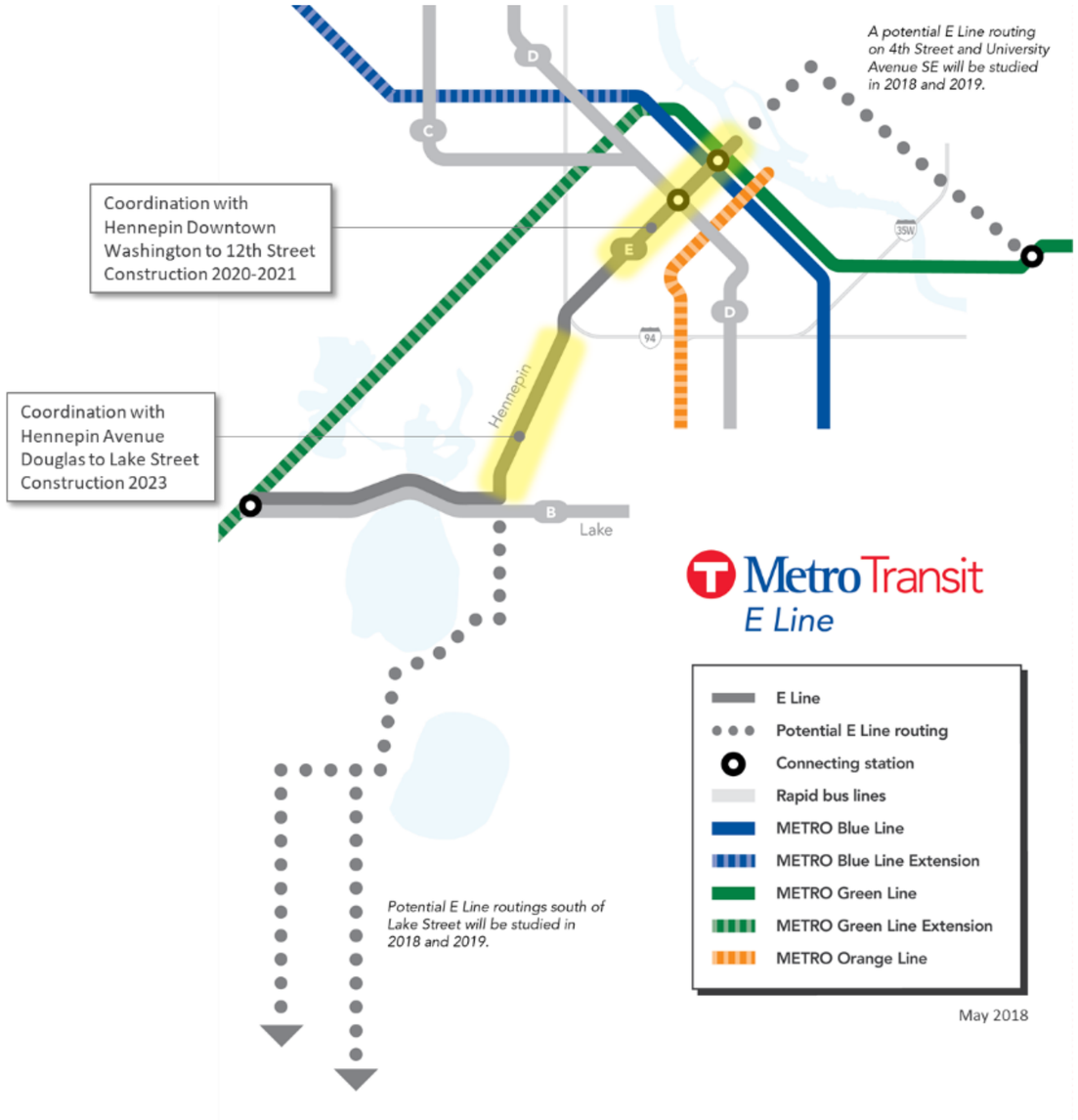
- Upgrade of Route 21, region's second busiest route
- Planned service every 10 minutes, approximately 20% faster than Route 21
- Planned operations in 2023, pending full funding
  - 2019-2020: Planning
  - 2020-2021: Engineering
  - 2022-2023: Construction

STUDY PLANNING ENGINEERING CONSTRUCTION

METRO D Line

E Line (Hennepin Avenue)

- Substantial replacement of Route 6
- E Line Corridor Study will determine final E Line alignment and termini
- Construction planned for 2023, in coordination with street reconstruction projects



Regional Solicitation Policy Work Group #2
Equity and Housing Performance

May 24, 2019

METROPOLITAN COUNCIL

Council's Role in Advancing Equity

"Equity connects all residents to opportunity and creates viable housing, transportation, and recreation options for people of all races, ethnicities, incomes, and abilities so that all communities share the opportunities and challenges of growth and change."

METROPOLITAN COUNCIL

Promoting Equity means:

- Using our influence and investments to build a more equitable region.
- Creating real choices in where we live, how we travel, and where we recreate for all residents, across race, ethnicity, economic means, and ability.
- Investing in a mix of housing affordability along the region's transit corridors.
- Engaging a full cross-section of the community in decision-making.

METROPOLITAN COUNCIL

Equity and Housing Performance in the Regional Solicitation

- Equity and Housing Performance is a scoring criterion across all application categories
- Housing Performance is one measure: regional housing performance score
  - All application categories award 70 points
- Equity has three sub-measures:
  - Community engagement; project benefits; negative impacts and mitigation
  - Equity points vary across application categories ranging from 30 in all the Roadway applications to 130 for Transit Expansion applications
  - Score adjusted based upon economic conditions of census tracts in which the project is located

METROPOLITAN COUNCIL

Equity and Housing Performance Scoring

Application Category	3A: Housing Performance	3B: Socio-Economic Equity				Total Possible Points
		Community Engagement	Benefits	Negative Impacts	Total	
Roadway Expansion	70	9	21	0	30	100
Roadway Reconstruction/Modernization	70	9	21	0	30	100
Traffic Management Technologies	70	9	21	0	30	100
Bridge	70	9	21	0	30	100
Transit Expansion	70	39	91	0	130	200
Transit Modernization	70	31.5	73.5	0	105	175
Travel Demand Management (TDM)	70	20	60	0	80	150
Multiuse Trails and Bicycle Facilities	70	15	35	0	50	120
Pedestrian Facilities	70	15	35	0	50	120
Safe Routes to School	70	15	35	0	50	120

Housing Performance Scoring

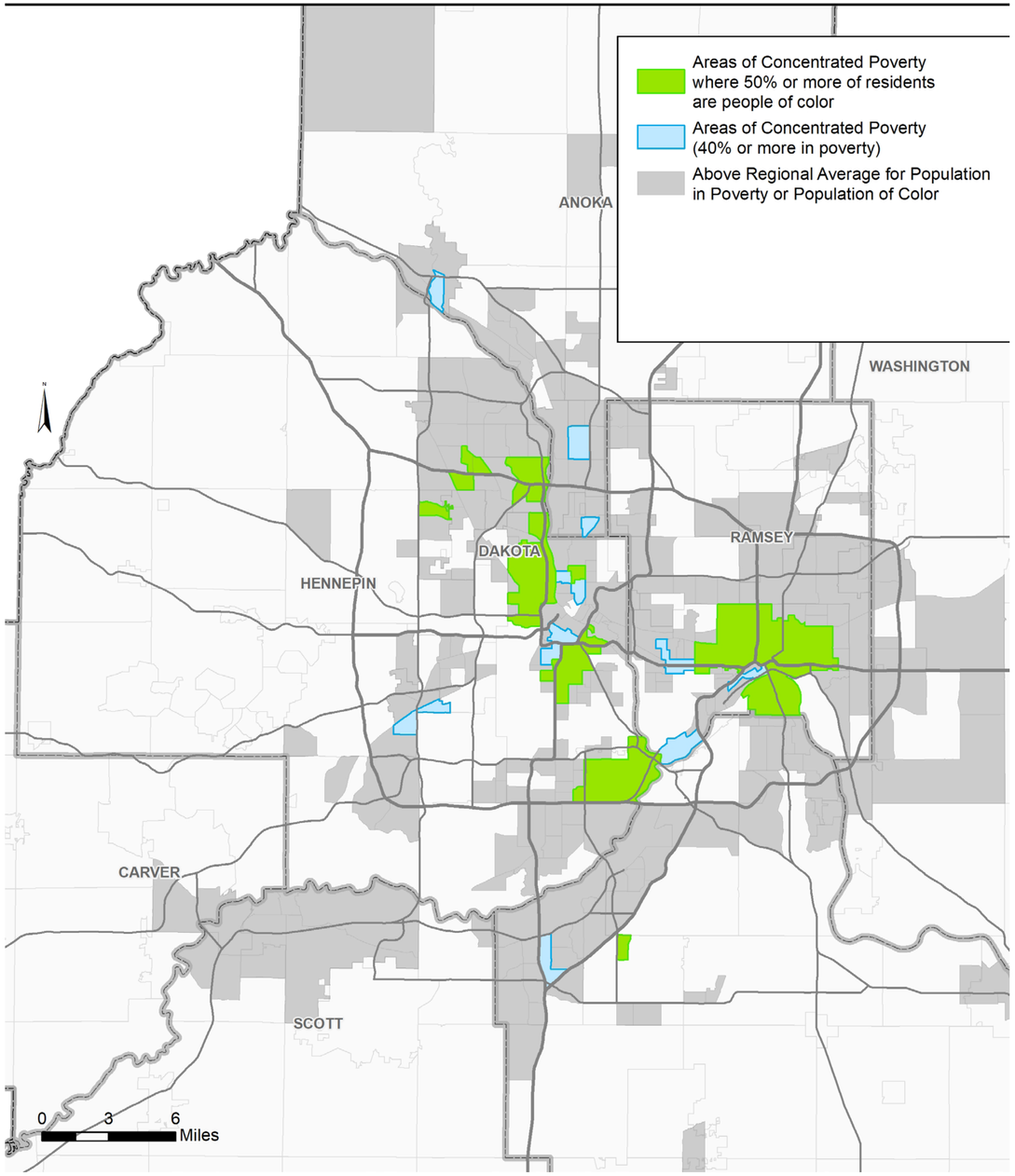
- Measure not project based – city level performance score
- Measure used as an incentive for communities to contribute to an important regional goal
  - Recognizes community effort in meeting regional need
  - Advances Equity
- Community Housing Performance score
  - Projects crossing jurisdictional lines receive proportionate score based upon project length
  - Considers four factors: community housing policies; provision of new affordable housing; rehabilitation/provision of affordable housing through existing housing stock; overall makeup of existing housing stock
  - Scores based on performance over past 7 years
  - Calculated annually by Council and published late summer

METROPOLITAN COUNCIL

Equity Scoring

- Scoring considers engagement, benefits and impacts on: low-income populations, communities of color, children, people with disabilities and elderly
- Community engagement measure focuses on if, and how, the project applicant has reached out to these communities
- Project benefits can include health-related, safety, access to destinations, gap closures, travel time reductions
- Project impacts and negative externalities can include decreased access, increased difficulties for pedestrians, displacement, increased speeds, decreased safety, construction impacts, other
- Impacts that are not mitigated receive negative points

METROPOLITAN COUNCIL



Areas of Concentrated Poverty and Areas Above the Regional Average

Equity scores are adjusted based upon project location

- 100% for ACP with 50% or more people of color
- 80% for ACP
- 60% for areas above regional average
- 40% for all other locations

METROPOLITAN COUNCIL

History

- Housing Performance has been a scoring measure since 1999
- Equity scoring measure added in 2014, recognized regional emphasis articulated in *Thrive MSP 2040*
- Weighting of Equity and Housing Performance criteria across application categories adopted in 2014
- Equity sub-measures revised for 2018 Solicitation to add community engagement and potential negative impacts
- Multiple scorers used for Equity in 2018 to build understanding, expertise and provide feedback

METROPOLITAN COUNCIL

Feedback

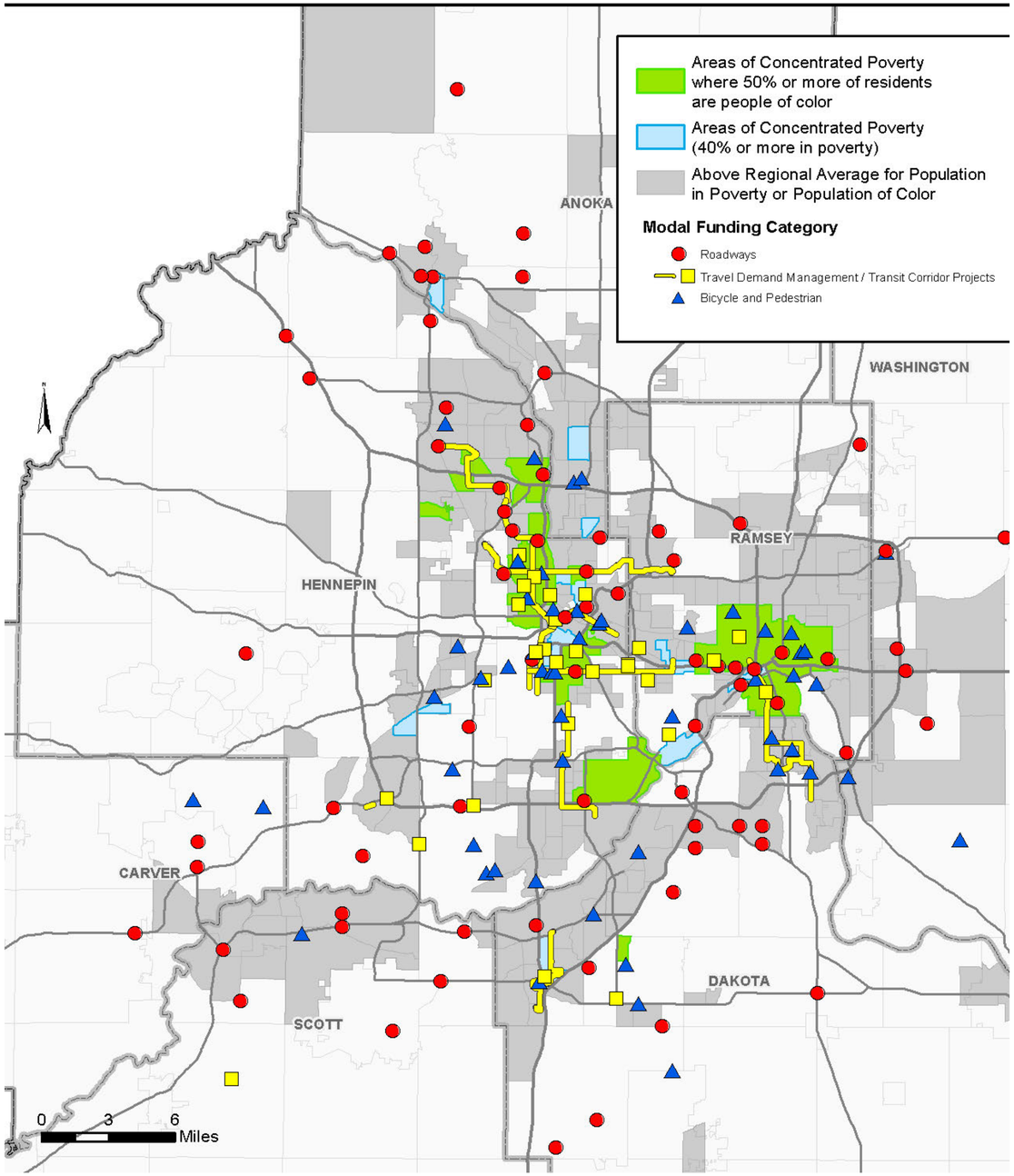
- Received limited feedback through Regional Solicitation surveys
  - One comment from TAB member “Equity scoring is not working, ignores poverty in the suburbs”
  - One comment that multiple scorers improves experience
  - No comments on Housing Performance
- Feedback from Equity Scorers
  - Qualitative measure needs clearer expectations for both applicants and scorers
  - Training for applicants would be helpful
  - Confusion regarding engagement measure
  - Helpful to have a committee to discuss scoring
  - Confusion how to use the full range of potential scoring

METROPOLITAN COUNCIL

Sensitivity Analysis Results

- Equity scoring changed the ranking of 48 projects out of 135 (36%); Housing Performance changed the ranking of 49 projects (36%)
- Two projects crossed the funding line if Equity measures were removed
  - One in Transit Expansion, one in Multiuse Trails
- One project crossed the funding line if Housing Performance was removed
  - One in Multiuse Trails
- 8 of 13 (61%) top scoring Equity measure projects received funding; 17 of 31 (55%) top scoring Housing Performance measure projects received funding
- The Equity measures had the least impact in the Roadway categories
  - Equity changed the ranking of 8 of 43 applications (19%)
  - 1 of 5 top scoring equity projects funded (20%)

METROPOLITAN COUNCIL



2014-2018 Regional Solicitation Funded Projects by Areas of Concentrated Poverty

METROPOLITAN COUNCIL

Discussion

- Should consideration of Equity better impact project selection?
- How to encourage/require outreach by applicants with impacted communities?
  - Provides input on the project purpose and need
  - Often not a priority before receiving project funding
- Could or should the process be changed to explicitly solicit/encourage projects whose primary purpose and need has an Equity focus? Options for doing this:
  - Higher Equity scoring or change the mix of scoring between Equity and Housing Performance?
  - Specific Equity project application category?
  - Requirement to fund highest scoring Equity project in each category?

METROPOLITAN COUNCIL