

Regional Solicitation Policy Work Group Meeting #3 Notes

Equity

1. Clarification on who is included in the definition of Equity. The Regional Solicitation include the following populations in considering equity: low-income populations, communities of color, children, people with disabilities and elderly.
2. Question on how the region is identifying needs of disadvantaged populations.
3. Option – Increase safety points in roadway expansion projects. Expanding projects creates unsafe pedestrian conditions. In the roadway projects, are the applicants including pedestrian elements?
4. With regards to transit, other funding sources should give funding to communities to increase affordable housing near transit.
5. Housing scores for projects that go through multiple cities can penalize the score of the community increasing affordable housing, when their neighboring city is not. The housing score is based on what is in the ground, not housing that is under construction. Projects are funded in future years, when the construction would be complete.
6. Because the equity score is so low in the roadway applications, are communities applying for equity projects?
7. How big an area do you need to be to be an area of disparity? Comment that mobile home parks are contained in small areas and do not show up on disparity maps. Deb Barber provided a map after the meeting (attached) that can be found at <https://metro council.org/Planning/Projects/Thrive-2040/Photos/Areas-of-Concentrated-Poverty-map.aspx>
8. Disparity data is census tract data, based on population (4,000 per census tract). The outer lying census tracts are larger.
9. What is the definition of equity for roadways? Expanding roads increases travel difficulty for people without vehicles.
10. Communities define their equity needs. Equity needs will be different by community.

Transit

- 1) Three alternatives were presented:
 - a) no changes to the transit applications,
 - b) increase the federal maximum request to \$10 million and include a new transit market guarantee,
 - c) \$28 million set aside for one ABRT project, \$4 maximum for other transit projects, maximum of 25% of project award for bus purchases, and include a new transit market guarantee.
 - Feedback from MVTA - \$4 million federal maximum is too low. The 25% maximum funding for buses in a project would limit the expansion of service. If a project has a total cost of \$5 million, only two buses could be purchased, which would limit service that could be added.
- 2) Asset management is not included in the discussion.
- 3) Does changing from funding four ABRT projects to one ABRT project change community distribution of funds. What is the timeline change between current versus the revised alternative for ABRT opening service?