



2024 Regional Solicitation Updates

Transportation Advisory Board



April 17, 2024

Policymaker Workgroup

First Meeting; April 25

Steve Peterson, MTS



Active Transportation Workgroup

Glen Johnson, Chair



2024 AT Funding Details



Details for Funding 2024 RS Active Transportation Projects

Will not be able to fund all of the 65 submitted AT projects

- Estimated total of \$28 million regional AT funding to be collected by end of 2024.

Need to set total funding and project cap for grants management pilot

- To build up internal capacity, limit total funds to up to \$15M and subsequently limit total number of projects.

Eligible projects to receive funding

- Small projects (AT projects with a funding request of \$2M or below).
- Earliest projects (Regional Solicitation application includes option to indicate earlier start dates).
 - 2025 or 2026 construction start.
- Projects that meet all legislative requirements.
 - High ranking projects which do not meet all requirements may still be funded with federal funds.

Pilot Project

- Details determined for this one-time process do not need to be carried over into future solicitations.
- Learning experience, will report back on lessons learned.

Regional Solicitation Project requirements

- Overall regional solicitation requirements (local match, eligibility of project costs, program year, scope change process, etc.) will remain for this round

2024 AT Funding Option Recommendation



The Working Group voted on the following motion:

1. To distribute up to \$15 million in regional sales tax funds for Regional Solicitation Active Transportation projects.
2. To select at least one project from each active transportation category in the Regional Solicitation (Multiuse Trails, Pedestrian and Safe Routes to School).
3. To select from smaller projects which requested less than \$2 million funding.
4. To select from projects which can begin their projects early, either in 2025 or 2026. Projects must begin construction by the end of 2026.
5. To select projects that can meet the additional legislative requirements.
6. That the highest scoring Regional Solicitation applications will receive priority for Active Transportation funding.
7. That selected projects will be required to still meet the 20% local match for Regional Solicitation projects.

All members voted in favor to send recommendation for TAB consideration

Active Transportation Next Steps



TAB to consider working group 2024 funding recommendation

If there is general consensus from TAB to do the pilot project, then staff will include AT funding in the overall funding scenarios for TAB's future consideration

- AT funding will be identified in all regional solicitation funding scenarios
 - AT funding will be voted on separately from federal funding
- Will move through the full TAB/TAC process

Working Group will discuss future solicitation details throughout 2024 and 2025

- Future solicitation recommendations will move through full TAB/TAC process
 - 2025 AT solicitation
 - 2026 and beyond AT solicitation

2024 Unique Projects Scores

Brian Martinson



2024 Unique Projects Scoring: Background



- Staff reviewed preapplication letters of interest with FHWA, MnDOT and MPCA on any federal eligibility issues
- Met with each applicant prior to December 15 application deadline to share feedback
- Six Unique Project applications submitted
- Scoring Committee deemed one application (20491) non-responsive to feedback in preapplication phase at which several ineligible elements were identified by staff. That application was not scored.
- Scoring committee comprised of six TAB members and two TAB alternates
 - Two county members
 - Two citizen members
 - One city member
 - One modal member
 - TAB Alternates did not score but did participate in the discussion
- Committee met three times, scores and funding recommendations finalized on March 8

2024 Unique Projects Scoring: Process



- Committee agreed on a scoring methodology
- Committee scored on five weighted criteria, each of which had several sub-measures:
 - Significance, 39%
 - Environmental Impacts, 21%
 - Racial Equity, 18%
 - Multimodal Communities, 13%
 - Partnerships, 9%
- 900 total points available
- Clear funding cut-off after the third highest ranked project

Final Weighted Scores

ID	Application Name	Significance (39%)	Environmental Impact (21%)	Racial Equity (18%)	Multimodal Communities (13%)	Partnerships (9%)	Weighted Total	Final Score	Rank	Federal Request	Cumulative Request
20426	St Paul EV Carshare Vehicles for Evie and EV Spot Network	2.34	1.36	1.28	0.89	0.69	6.56	656	1	\$ 1,400,000	\$ 1,400,000
20478	WashCo EV Carshare Gold Line BRT	2.18	1.25	1.13	0.93	0.64	6.14	614	2	\$ 639,936	\$ 2,039,936
20257	Minneapolis Ramp A Mobility Hub	1.92	0.93	0.77	0.78	0.60	5.01	501	3	\$ 1,218,064	\$ 3,258,000
20230	Global Wellness Hyperloop	1.27	0.57	0.46	0.34	0.38	3.02	302	4	\$ 2,000,000	\$ 5,258,000
20415	Global Wellness Intl. Commerce Mobility	1.07	0.56	0.46	0.25	0.33	2.66	266	5	\$ 480,000	\$ 5,738,000
20491	OurStreetsMpls Building Awareness of Transp Impact on Environmental Health	-	-	-	-	-	-	-	-	\$2,640,000	\$ 8,378,000

Funding Recommendation

- Total funding available for Unique Projects is \$4,500,000
 - Travel Behavior Inventory previously approved set-aside funding of \$1,250,000 in 2026
- Funding top three projects 20426, 20478, and 20257 is within \$8,000 of remaining available
- Committee recommends funding projects 20426, 20478, and 20257 at \$8,000 less than requested

	Federal
TOTAL AVAILABLE	\$4,500,000
20426 – Evie Spot Expansion	\$1,400,000
20478 – EV Gold Line/BRT	\$639,936
20257 – Ramp A Mobility Hub	\$1,218,064
Travel Behavior Inventory	\$1,250,000
TOTAL Federal Requested	\$4,508,000

Topics for Consideration in Regional Solicitation Evaluation

If the Regional Solicitation continues to include a Unique Projects application category the following lessons learned should be considered in the design:

- Applicants should be asked to identify how their projects will *directly* address the scoring criteria. Indirect effects may also be considered, but secondarily. Committee discusses assessing primary, secondary, and tertiary outcomes/benefits that might accrue to assist in scoring measures
- Recommend earlier identification and elimination of non-responsive applications (those with multiple ineligible elements) from the pool.
- Determine whether studies should be eligible and, if so, how to integrate them into the scoring process
- Clearly codify and describe the scoring methodology for future use

Regional Solicitation Survey Results

Bethany Brandt-
Sargent, MTS



Target audiences



Public audiences are residents in the region. We had a particular focus on engaging residents who have historically been underrepresented in transportation planning.

Stakeholder audiences include committees at the Met Council and local agency partners in the region.

Strategies (1)



- Online survey
- Promotions
 - GovDelivery
 - Social media
 - Metro update
 - Direct emails
- Intercept survey
- Focus groups

Strategies (2)

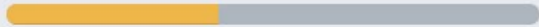
Date	Type	Description	Location	County	Count
11/30/23 – 3/8/24	Online survey	Online budget exercise and demographic questions	Virtual	All	700
1/20/24	Intercept survey	Winterfest	Fridley	Anoka	20
2/7/24	Intercept survey	Robert Street	St. Paul	Ramsey	6
2/8/24	Intercept survey	Library	Prior Lake	Scott	3
2/17/24	Intercept survey	Blizzard Bash	Cottage Grove	Washington	4
2/21/24	Intercept survey	Eagan Indoor Market	Eagan	Dakota	30
2/23/24	Intercept survey	Black History Month Showcase	Brooklyn Park	Hennepin	11
2/29/24	Focus group	Club Prior Older Adult Group	Prior Lake	Scott	6
3/1/24	Intercept survey	Chaska Community Center Carnival	Chaska	Carver	11
3/28/24	Focus group	30,000 Feet Young Black Adult Group	Virtual	Ramsey	5

Budget exercise

- \$250 Budget
- Allocate among 11 categories
- Categories include example image and description

Your remaining budget:

\$ 1 5 1

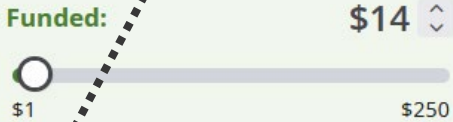


MINIMUM SPEND \$250



Bridge Improvements

[Read More](#)



Reset



Transit Expansion

[Read More](#)



Reset



Transit Improvements

[Read More](#)



Travel Choice Promotion

[Read More](#)

\$0

\$0

Funded

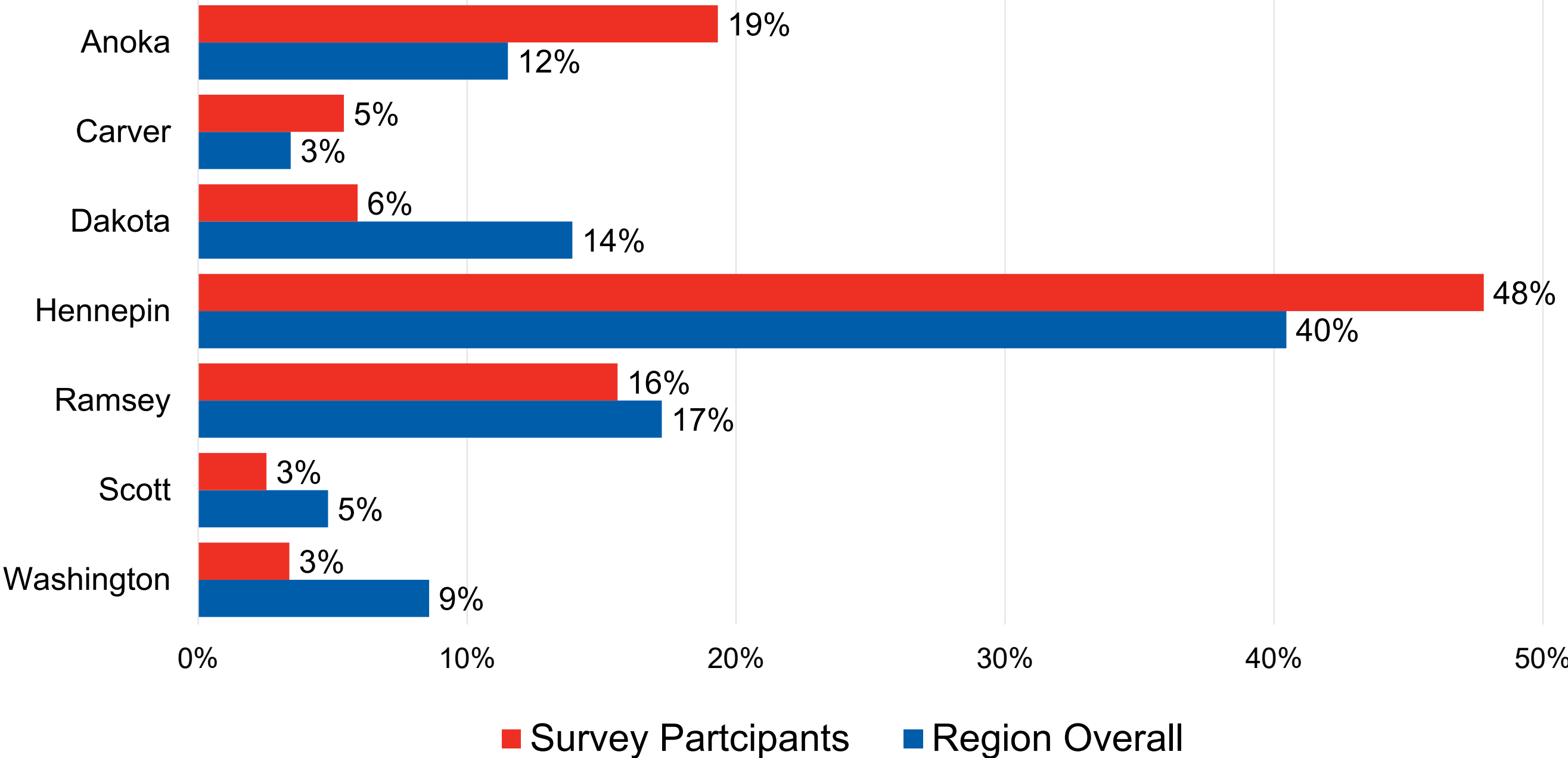
Bridge Improvements

Rehabilitate or reconstruct bridges. Examples might include projects to improve bridge pavement condition, address structural deficiencies, or make other bridge improvements. Average request in 2022 was \$4.4 million.

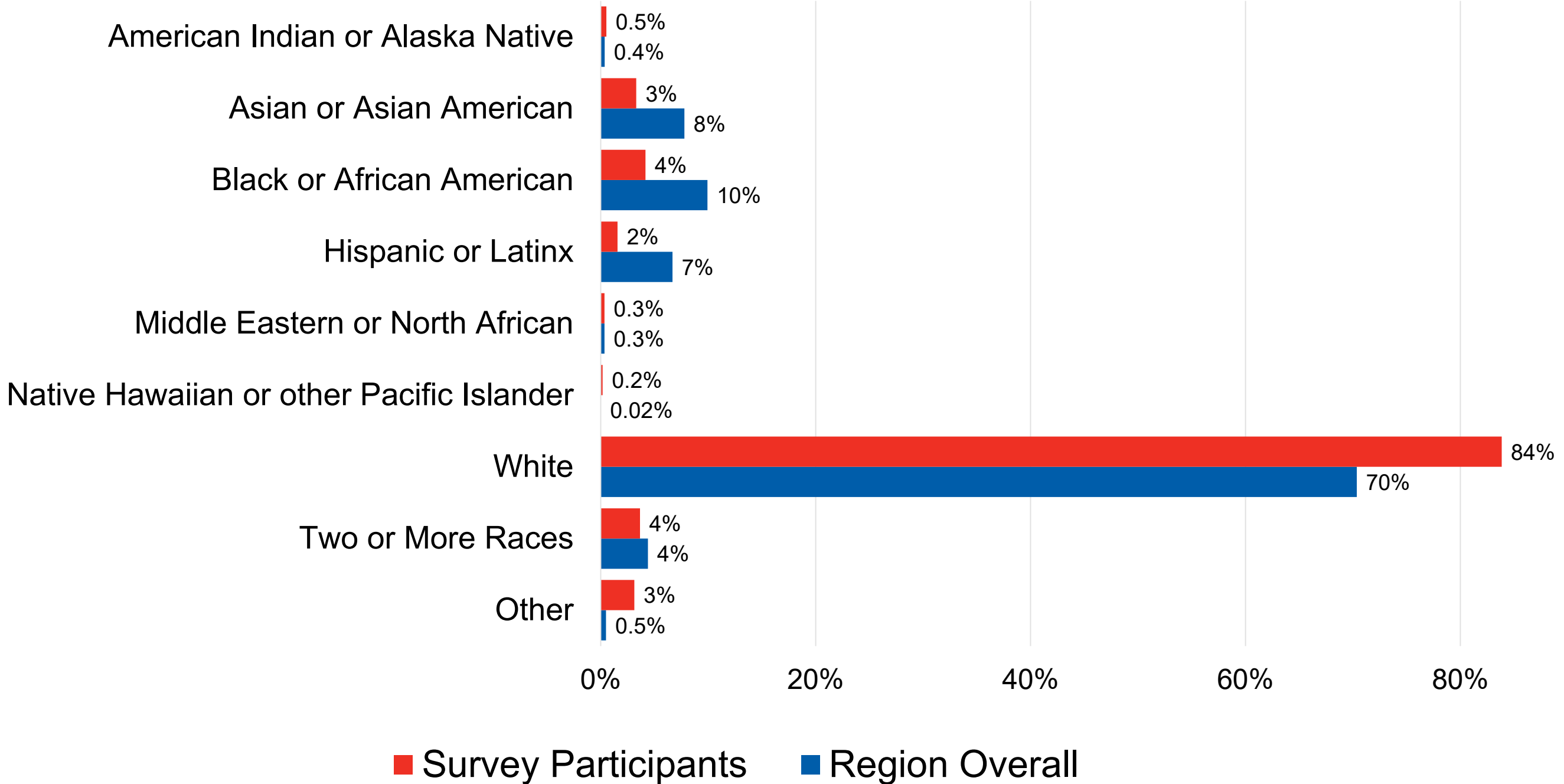
Funded: \$14

Reset

County



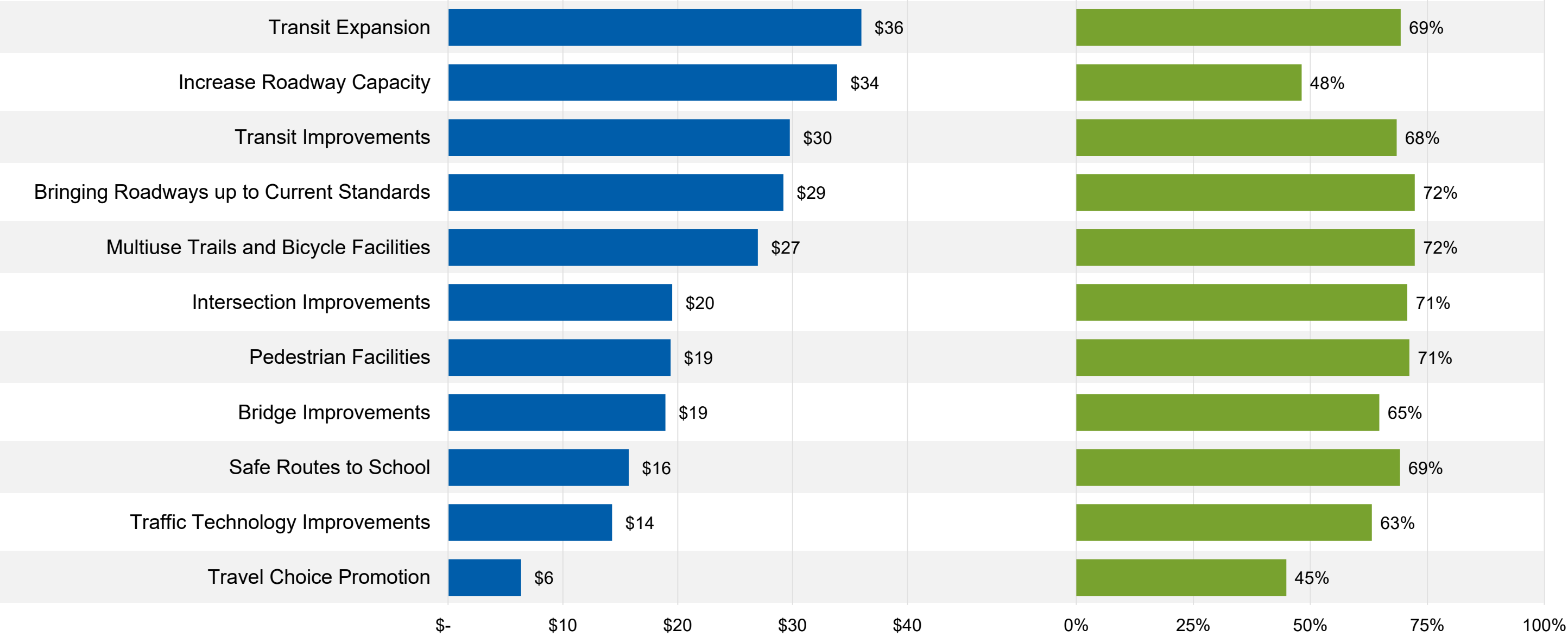
Race and ethnicity



Budget exercise results (1)

Average Funding by Category Type
(\$250 Budget)

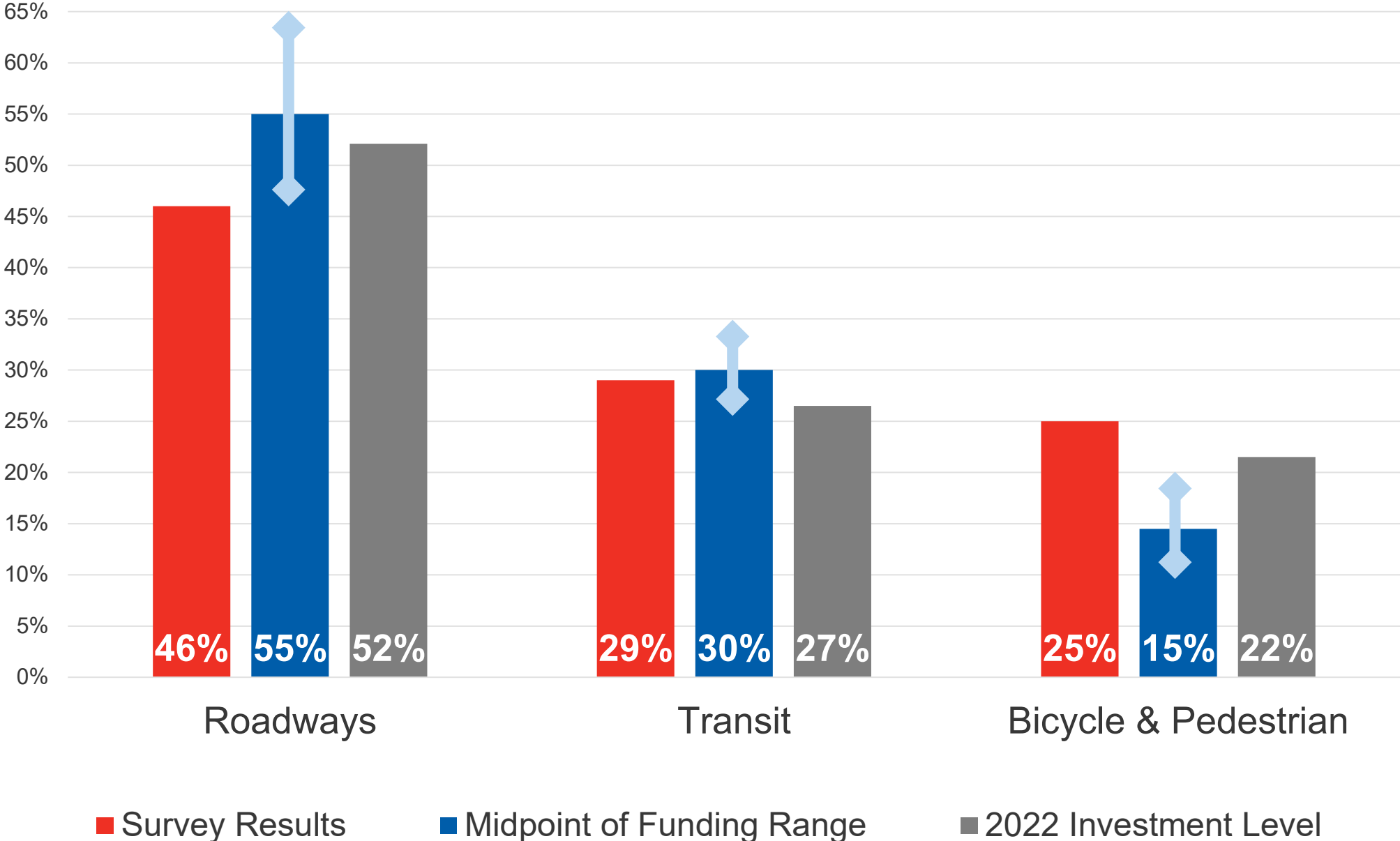
Percent Who Contributed at Least \$1 to Each Category Type



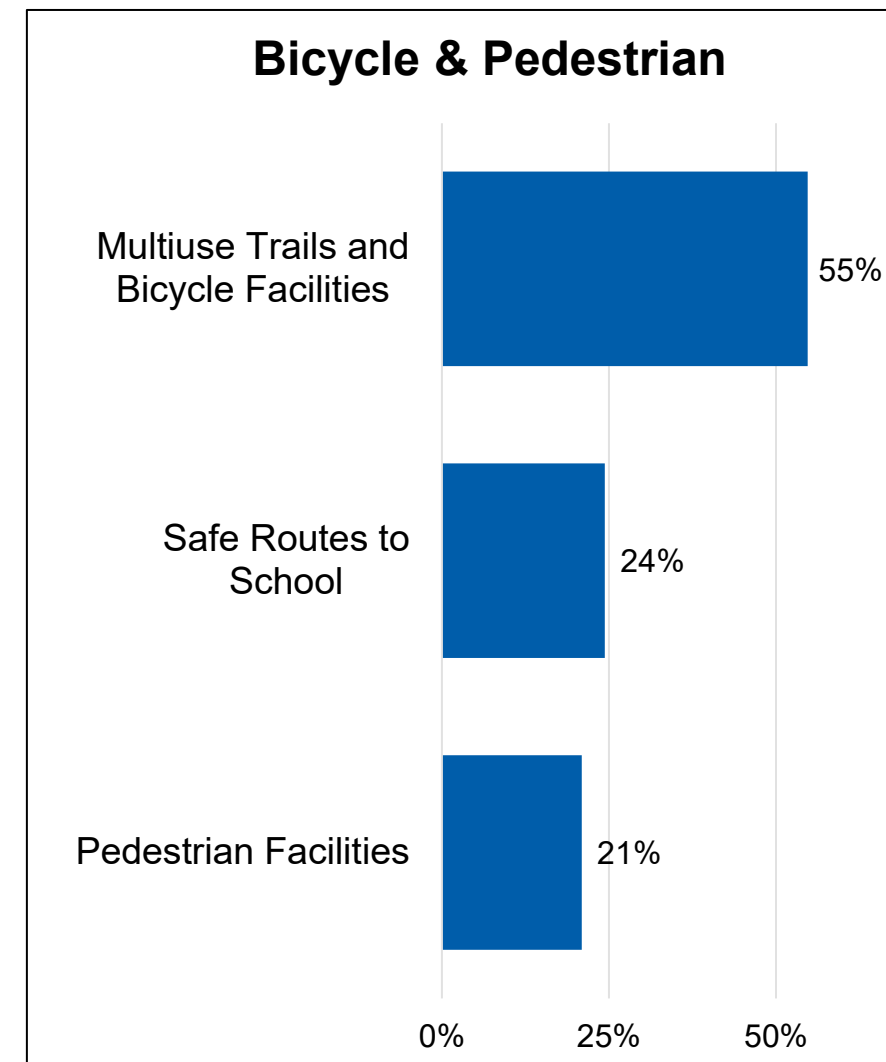
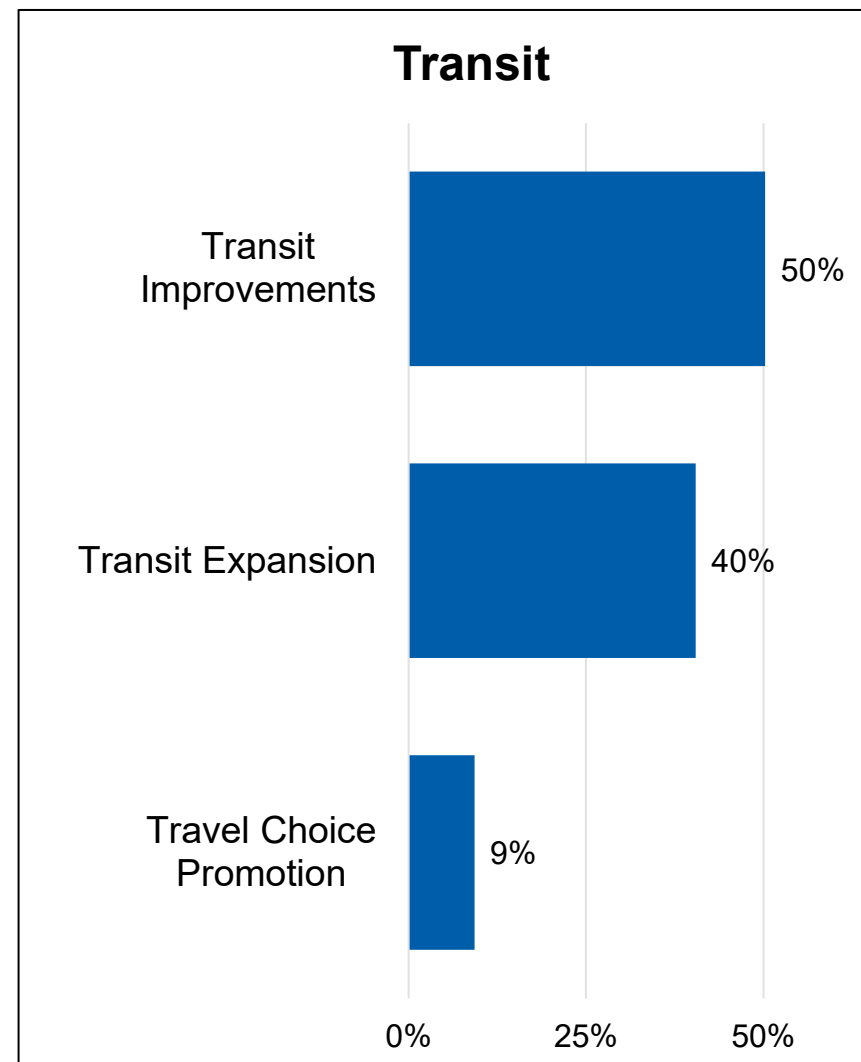
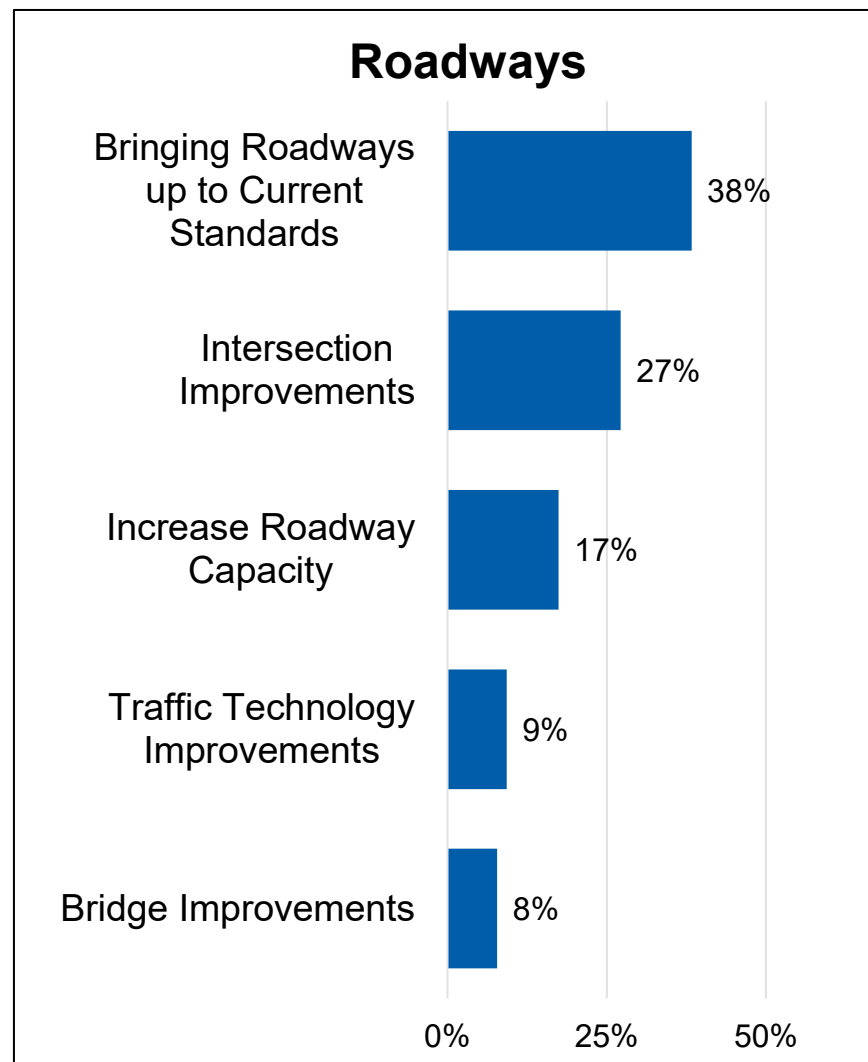
Budget exercise results (2)

Modal Funding Ranges:

- **Roadways:** 46% - 65%
- **Transit:** 25% - 35%
- **Bicycle & Pedestrian:** 9% - 20%



If you had money to spend on _____ projects, which category would you prioritize most? (1)



Findings



- Transit expansion was the category with the highest average funding at \$36 per participant followed by increase roadway capacity (\$34), transit improvements (\$30), bringing roadways up to current standards (\$29) and multiuse trails and bicycle facilities (\$27)
- Budget results show a desire for bicycle and pedestrian funding (25%) higher than the established modal range (9% - 20%). Transit and roadway funding was within their established modal ranges.
- Intercept surveys helped us to target participants to get a more diverse representation than online surveys would have allowed alone
- Our focus group and, to a lesser extent, anecdotal conversations during intercept surveys, provided us with context for how participants' identities and what they care about lead them to value different types of transportation funding categories

2024 Regional Solicitation Funding Scores and Scenario Options

Steve Peterson, MTS



2024 Regional Solicitation Scores



Base Option shows \$200M (midpoint of the TAB established modal funding ranges, no overprogramming)

Future meetings will build on this base to add in approximately \$60M from the other funding programs (Carbon Reduction Program, PROTECT, Active Transportation, and any overprogramming, as directed by TAB)

Key Questions:

1. Once all of the funding is added the funding options, there will be more funding in the transit modal area than transit project requests. Last cycle, TAB did not want to fund to lowest scoring project in the transit category and directed staff to fund additional bicycle and pedestrian projects instead. What direction does TAB want to give staff as the funding scenarios are developed?
2. How much overprogramming does TAB want to see this funding cycle? Recent cycles have overprogrammed by 8% to 12% (approximately \$20M-\$30M). However, there is also a larger base of funding available with IIJA increases.
 - A. How much does TAB want to set aside out of the overprogramming for near-term projects for the 2026 cycle that need/want less lead time than 4 to 5 years (previously, unique project set-aside)?

2024 Regional Solicitation Funding Options/Themes



Does TAB have any ideas for potential funding options/themes for staff to develop for future meetings?

- Possible options for additional funds:
 - Mid-point: Distribute based on the TAB established modal funding ranges, to the midpoint of those ranges
 - Bike/Ped-Heavy: Shift additional funding to the bicycle and pedestrian modal area consistent with public survey results
 - Safety: Distribute funding based on the modal midpoint and then within each modal area based on scores awarded in safety measures
 - Others?



Steve Peterson

Senior Manager of Highway Planning and TAB/TAC Process

651-602-1819

Steven.Peterson@metc.state.mn.us

