

Transportation Advisory Board

Regional Solicitation Evaluation: Base Application Structure
metro council.org



April 16, 2025

Project Overview

Regional Solicitation Evaluation

- Overall goal is to align the allocation of the region's federal transportation funds through the Regional Solicitation project selection process to help achieve **the goals, objectives, and policies** of the 2050 Transportation Policy Plan (TPP) and Imagine 2050.
- Current modal structure incorporates the 2040 TPP goals, objectives, and policies at the measure level, which can lead to a more complicated application without clear ties to outcomes.

2050 TPP Goals

Equitable
and Inclusive

Healthy and
Safe

Dynamic and
Resilient

Climate
Change

Natural
Systems

Evaluation Decisions Timeline

Stakeholder Groups, Public Engagement, Equity Engagement

Decision Point 1: Preferred Solicitation Base Structure and Draft Application Categories	Decision Point 2: Eligible Projects and Concept Criteria	Decision Point 3: Simplified Application	Decision Point 4: Final Application Materials
<ul style="list-style-type: none">• 10-Year summary of investments• Listening sessions• MPO peer review• Develop solicitation structure that incorporates Imagine 2050 & 2050 TPP goals, objectives, and policies*	<ul style="list-style-type: none">• Identify qualifying project types• Develop high-level criteria (what do we want to measure?)• Identify best way to incorporate new funding sources• Commence special issue working group meetings	<ul style="list-style-type: none">• Develop detailed criteria and scoring measures (TSC and special issue working group)• Develop funding ranges• Implement changes to application process• Develop application documents and draft for public review	<ul style="list-style-type: none">• Final application package• Final report• Online testing of application• Recommend any changes to the 2050 TPP
<u>TAB/TC discussions in April</u>	<u>February – May 2025</u>	<u>June - August 2025</u>	<u>Fall 2025</u>

*See this link for 2050 TPP goals, objectives and policies

<https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan/TPP-Goals-Objectives-Policies.aspx>

Discussion Item

Recap

- **December 2024:** Policy workshop to identify priority application categories
 - **January 2025:** Present workshop results and first look at high-level proposed structure
 - **January – February 2025:** Continued refinement with Technical Steering Committee and Technical Advisory Committees
 - **February 2025:** Recommendation of proposed application structure by Policymaker Working Group and Technical Steering Committee to advance for continued discussions
- **Today:** Presenting proposed application structure for further discussions

Where We've Been



Generalized Feedback

Key Takeaways

- General support for the modal+ hybrid structure, but want some flexibility in the final application categories based what comes out of special issue working groups/measure development (e.g., some application categories may be combined or separated)
- Desire for simplification of the scoring/number of scoring measures
- Greater clarity needed on where a project would apply, and how to address projects that may fit under multiple categories
- Need to retain flexibility to respond to federal priorities and funding changes
- Added in bridge modernization category based on feedback from multiple groups

Feedback from TAC F&P Meeting on 3/20

Individual Comments

- Support to have safe routes to school projects as an eligible project type under local pedestrian network category
- Desire to allow funding for facilities-based projects like bus garages in Transit Customer Experience category
- Support for bridge modernization category for bridge rehab and replacement projects
- Need to retain flexibility to respond to federal priorities and funding changes (e.g., with equity and climate change)
- Interest in further discussing the Regional Modeling/Travel Behavior Inventory and Unique Projects
- Desire to ensure simplification and flexibility in the new project prioritization process

Feedback from TAC on 4/2

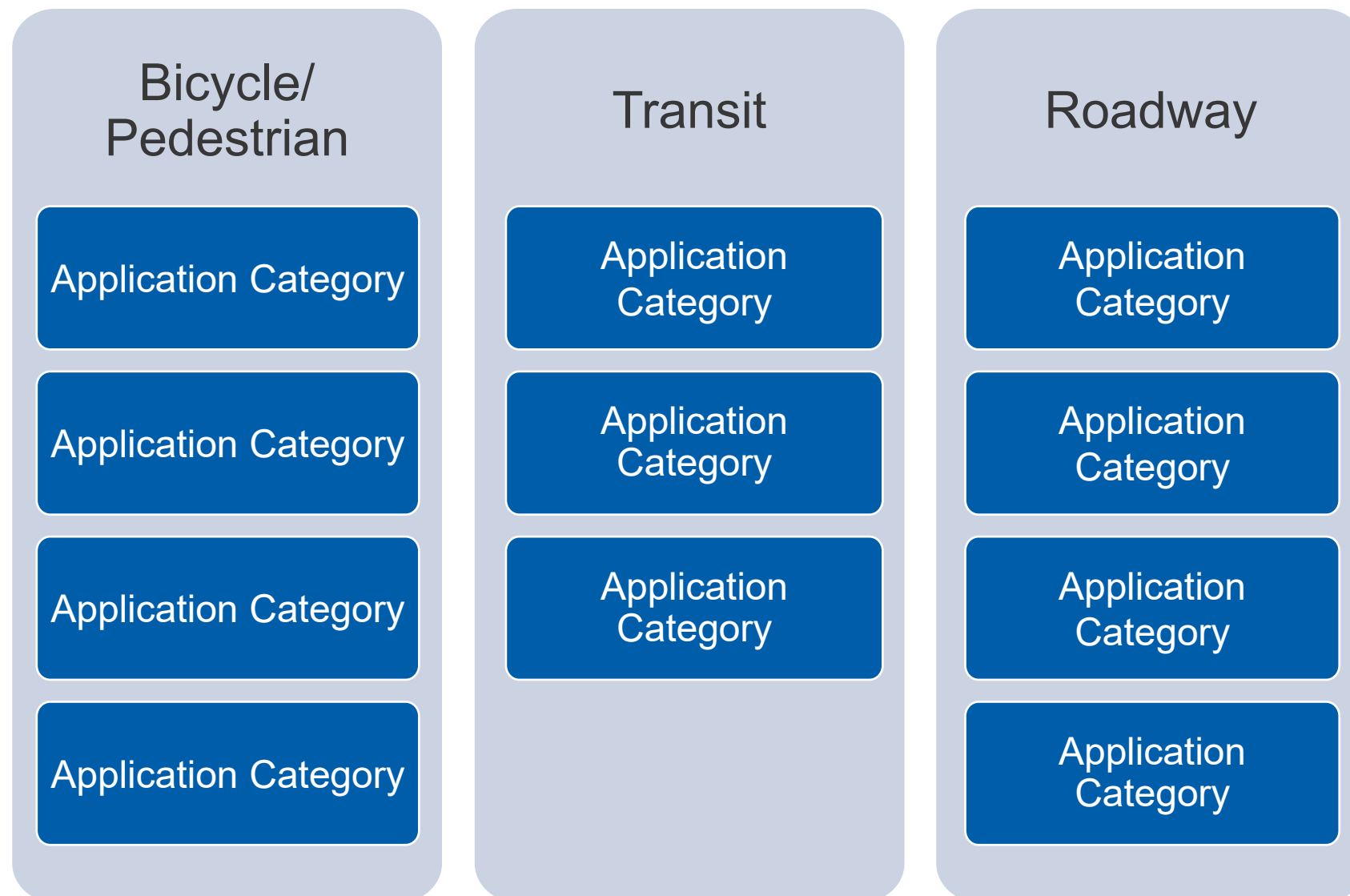
Individual Comments

- Likely need to re-word some application categories to make the intent more clear
- Some desire to include “quick-build” projects in the active transportation non-infrastructure category, but add requirements to ensure those projects are working toward a permanent solution that could potentially be funded at a later time
- Desire to weigh in on funding minimums and maximums both individually but also looking how it compares across all of the application categories given available funding
- *Note: Many TAC members are part of Special Issue Working Groups, and will provide additional detailed feedback through that process.*

Structure Discussion



Example Modal Structure



Categories similar to current solicitation, but tweaked to align with 2050 TPP

How do we incorporate other priorities?

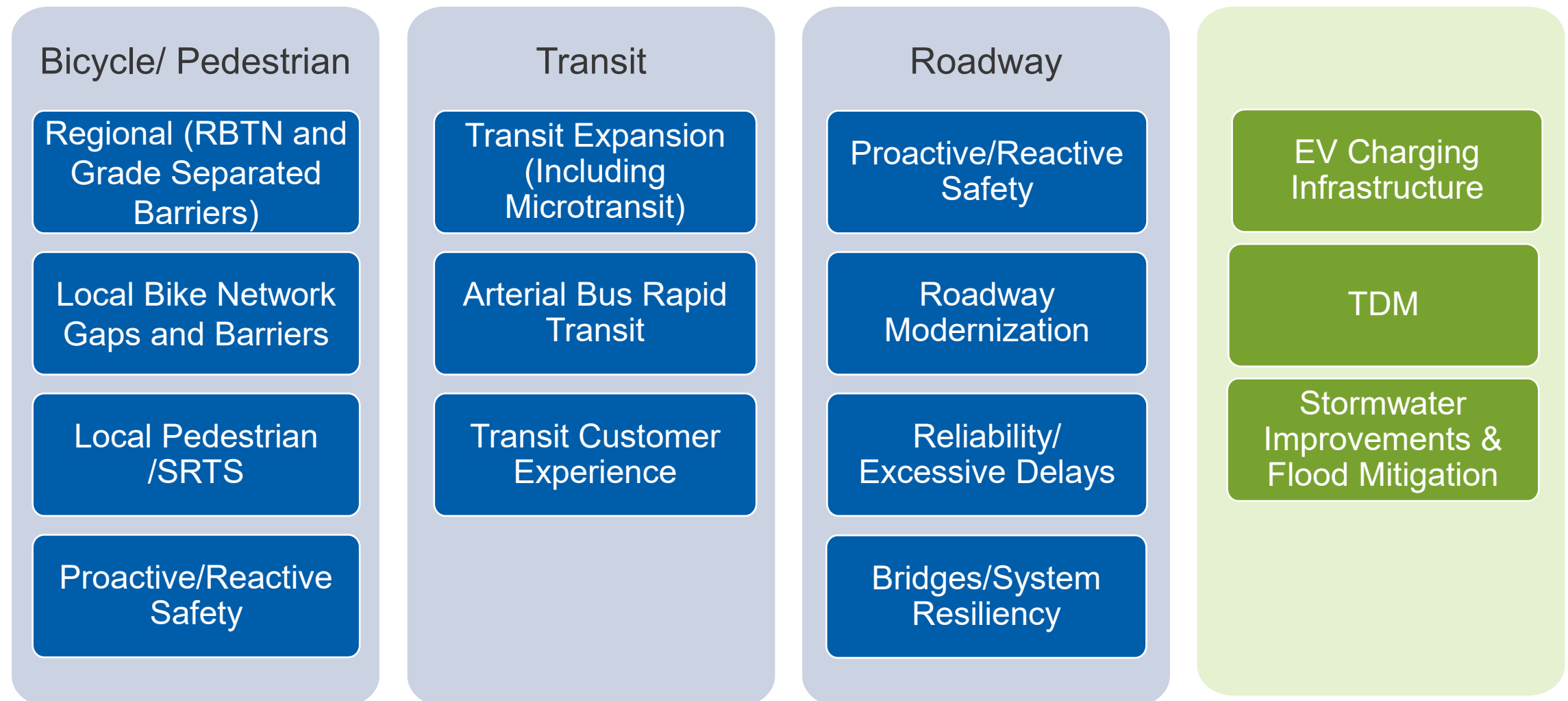
- *EV Charging*
- *Travel Demand Management (TDM)*

How do we specifically focus on safety, which is often asked by policymakers?

Example Hybrid Structure

Dynamic and Resilient

Environment



Proposed Modal+ Hybrid Structure

Safety

Proactive Safety (All Modes):

Small Projects (HSIP)
Large Project
(Reg Sol Federal
Funding)

Reactive Safety (All Modes):

Small Projects (HSIP)
Large Projects
(Reg Sol Federal
Funding)

Dynamic and Resilient

Bicycle/Pedestrian

Regional (RBTN and
Grade Separated
Barriers)

Local Bike Network
Gaps and Barriers

Local Pedestrian
Network Connections

Non-Infrastructure

Transit

Transit Expansion
(Including
Microtransit)

Arterial Bus Rapid
Transit

Transit Customer
Experience

Roadway

Roadway
Modernization

Reliability/
Excessive Delays

Bridges/System
Resiliency

Environment

EV Charging
Infrastructure

TDM

Stormwater
Improvements &
Flood Mitigation

Regional Data

Regional Modeling/Travel Behavior Inventory

Special Issue Working Groups



Special Issue Working Groups

Role and Structure

- Identify eligible project types
- Develop scoring criteria and measures
- Identify potential funding minimums and maximums
- Next Steps:
 - Organize workshops (4/25 and 5/30) to begin detailed technical discussion

Potential Groups

Safety

Bike/Ped

Transit

Roadway

Climate/GHG/EV

TDM

Equity

Discussion



Next steps



Next steps:

1. Special Issue Working Groups
 - Workshop 1 – April 25
 - Workshop 2 – May 30
2. Active Transportation Work Group on April 28
3. Policymaker Working Group on May 21

Discussion Topics



Do you have any questions or concerns about the proposed structure?

Do you have any direction or changes you would like to make at this time?

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Regional Modeling/Travel Behavior Inventory

Thank You

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