

## INFORMATION ITEM

**DATE:** May 26, 2021  
**TO:** Technical Advisory Committee  
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**SUBJECT:** 2022 Regional Solicitation: Policies, Qualifying Criteria, and Eligibility

Attached are three draft sections of the Regional Solicitation: Introduction, Qualifying Requirements, and forms.

With the exception of housekeeping items (e.g., changing applicable years), there are no certain changes to make, but there are some points for discussion.

- Introduction (Pages 1-27)
  - Each funding category includes a potential new goal statement, suggested by staff to address uncertainty expressed by stakeholders in the Regional Solicitation Before-and-After Study (Phase 2) about what each category is meant to accomplish.
    - Traffic Management Technologies: To fund traffic technology projects that reduce congestion and emissions.
    - Spot Mobility and Safety: To fund lower-cost, at-grade intersection projects that improve mobility and safety.
    - Strategic Capacity: To fund high priority grade-separation projects (e.g., interchanges) prioritized in the Principal Arterial Intersection Conversion Study and other high priority, highway mobility projects.
    - Roadway Reconstruction/Modernization: To fund highway corridor-improvement projects that focus on improving infrastructure condition, safety, and multimodal elements.
    - Bridge Rehabilitation/Replacement: To fund improvements to existing bridges with the worst infrastructure condition.
    - Arterial Bus Rapid Transit Project: To fund Arterial Bus Rapid Transit Projects that implement the recommendations of Network Next.
    - Transit Expansion: To fund transit projects that add new transit riders to the system and reduce emissions.
    - Transit Modernization: To fund transit projects that improve the customer experience for the highest number of existing transit riders.
    - Travel Demand Management: To fund lower-cost, innovative TDM projects that reduce congestion and emissions.
    - Multiuse Trails and Bicycle Facilities: To fund multiuse trail and bicycle facilities that implement the Regional Bicycle Transportation Network (RBTN).
    - Pedestrian Facilities: To fund pedestrian facility projects that focus on improving safety.
    - Safe Routes to School: To fund Safe Route to School infrastructure projects that focus on improving safety around school sites.

- Several categories show possible measures that could be considered for elimination to meet the objective of simplifying the Regional Solicitation (pages 6; 9-13; 22). Please note that these are not recommendations; they are samples included for discussion.
- Note the changes to the “6 E’s” of Safe Routes to School (page 22)
- Items 16, 17, and 18 on page 24 refer to the spacing of projects; one rule for each mode. Staff has suggested that one option is to replace these three statements with one general rule.
- Qualifying Requirements (Pages 28-33)
  - Given the challenges for schools related to COVID-19, there has been discussion about limiting the Safe Routes to School (SRTS) requirements for surveys and student travel surveys (page 32). SRTS staff at MnDOT expressed concerns about this, noting that “engagement” is one of the “6 E’s” of SRTS.
- Forms (Pages 34-41)

At its May 20, 2021, meeting, members of the Funding & Programming Committee made the following comments:

- Members were supportive of the goal statements included with each funding category and they expressed interest in providing input into the final product.
- The staff-provided example of a potential simplification on page 11 shows elimination of the jobs measure in favor of Regional Truck Corridor Study tiers within the Roadway Reconstruction/Modernization category. It was suggested by one member that any elimination in that criterion (Role in the Regional Transportation System and Economy) should be the Regional Truck Corridor Study tiers because truck corridors tend to be on principal arterials (particularly in the case of Traffic Management Technologies, for which projects tend to occur on local roads).
- One member added support for the staff-suggested consolidation of the Roadway usage criterion to focus on current person throughput and eliminate 2040 volumes (Pages 6, 9, 11, and 13).
- While simplification is a positive goal, one member suggested that the staff-provided elimination examples tend to eliminate measures that are not very time consuming.
- One member expressed support for eliminating the Average Share of Student Population that Walks or Bikes measure in Safe Routes to School (Page 22), though Safe Routes to School staff at MnDOT does not support that.
- It was suggested that the \$1 million federal maximum award for the Pedestrian category is low, given the impacts these projects can have on catch-basins and storm sewers.