



# Technical Steering Committee


Regional Solicitation Evaluation  
metro council.org



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May 6, 2025

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# Project Update

## 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
- **March-June:** Presented proposed application structure to TAC, TAB
- **April:** Formed Special Issue Working Groups for initial engagement
- **April 25:** Special Issue Working Groups Workshop (Eligibility and scoring criteria)
- **May 30:** Special Issue Working Groups Workshop (Funding min/max, measures, scoring breakdown)

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# Proposed Modal+ Hybrid Structure Before 4/25 Workshop

## 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 Bike Networks (RBTN and Grade Separated Barriers)

Local Bike Networks

Local Pedestrian Networks

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

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\*The other goal area, Our Region is Equitable and Inclusive, is being discussed as a scoring measurer/qualifying requirement.

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## Workshop Recap



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## Special Issue Working Groups

### Role and Structure

- Identify eligible project types
- Develop scoring criteria and measures
- Identify potential funding minimums and maximums

### Groups

Safety

Bike/Ped

Transit

Roadway

Climate/GHG/EV

TDM

Equity

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# Working Group Process

## Detailed Work Plan

### Early April – Kickoff Meeting with each group

- Follow-up survey to collect initial feedback on criteria and priorities

### April 25 – Workshop 1

- Full day agenda with "open house" format, and separate group meetings
- Develop consensus on criteria, initial discussion on measures, eligibility requirements and funding min/max ranges

### TBD – Virtual meetings

- Issue resolution meetings as-needed
- May involve policymakers or technical groups as relevant

### May 30 – Workshop 2

- Develop consensus on previous topics, discuss scoring guidance and geographic considerations

# What We Heard

## Key Takeaways

- **Roadway:** Recommended to remove the "Stormwater Improvements & Flood Mitigation" application category (and reconsider for the 2028 funding cycle when a new federal transportation bill is in place). Instead incorporate these concepts as a scoring measure under the other roadway applications.
- **Safety:** Selected the same criteria for both reactive and proactive applications. Should this be one application vs two separate ones?
- **Bike/Ped:** Recommended to allocate federal vs. regional funding by application category, so "regional" projects will get federal funds and "local" projects will get Active Transportation Regional Sales Tax funds.
- **GHG/VMT:** Confirm programmatic evaluation approach for all applications. May be scoring criteria for certain applications.

## What We Heard Cont.

### Key Takeaways

- **TDM:** Proposed adding completing CMP process as a qualifying criteria for roadway reliability/excessive delay category.
- **Transit:** Desire to integrate TDM questions into transit applications.
- **Equity:** Discussion on how to integrate equity into each category in a programmatic way.

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## Special Issue Working Group Status

Group	Eligible Projects/Qualifying Criteria	Scoring Criteria	Min/Max	Action item before May 30 Workshop
Roadway	On track	On track	Upcoming	Send out follow up survey
Safety	On track	On track	Upcoming	None
Transit	On track	On track	Upcoming	None
TDM	On track	On track	Upcoming	None
Bike/Ped	Some discussion needed	On track	Upcoming	Send out follow up survey
GHG/EV	More discussion required	More discussion required	Upcoming	Follow-up meeting
Equity	N/A	On track	N/A	Follow-up meeting

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# Changes based on feedback 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

*Federal Reg Sol Funding*

Regional Bike Networks  
(RBTN and Grade  
Separated Barriers)

*Regional AT Funding*

Local Bike Networks

Local Pedestrian  
Networks

Non-Infrastructure

### Transit

Transit Expansion  
(Including  
Microtransit)

Arterial Bus Rapid  
Transit

Transit Customer  
Experience

### Roadway

Roadway  
Modernization

Reliability/  
Excessive Delays

Existing Bridge  
Rehab and  
Replacement

## Environment

EV Charging  
Infrastructure

TDM

## Regional Data

Regional Modeling/Travel Behavior Inventory

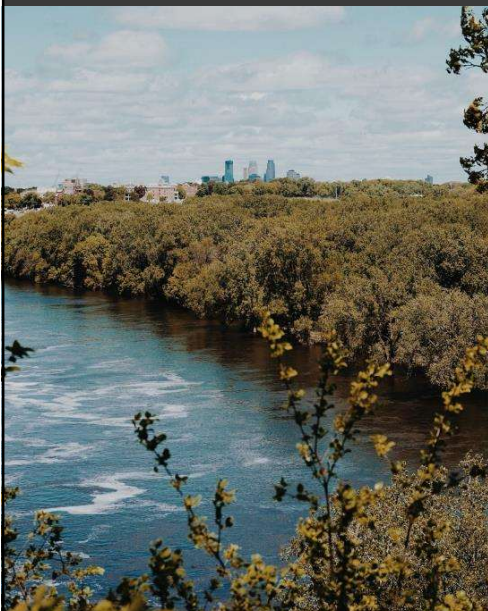
\*The other goal area, Our Region is Equitable and Inclusive, is being discussed as a scoring measurer/qualifying requirement.

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# Workshop Recap



## Discussion from attendees

- Do any Special Interest Working Group members have anything to share with the group?

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## Primary Criteria Weighting



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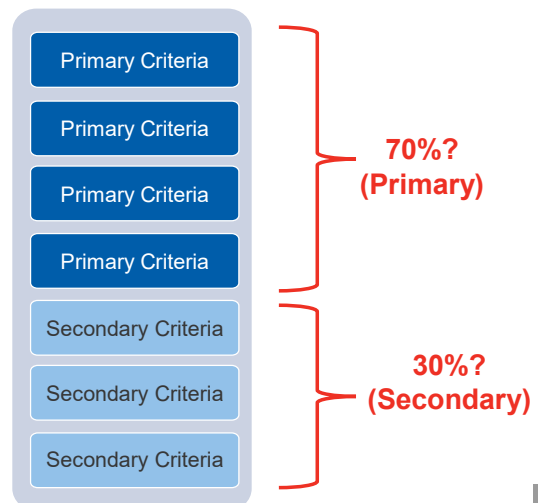
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## Simplified Criteria

### Creating focused applications

- Overarching goal of this project is to simplify and focus applications on making progress on one policy goal, rather than many.
  - Example: Creation of safety category to identify projects focused on reducing fatalities and injuries
- Groups worked to identify 3-5 “primary” criteria that will provide the majority of points. Additional Secondary Criteria may be scored as well, for a lesser amount of the application points
- Question: Thoughts on percent split between primary and secondary?

### Application

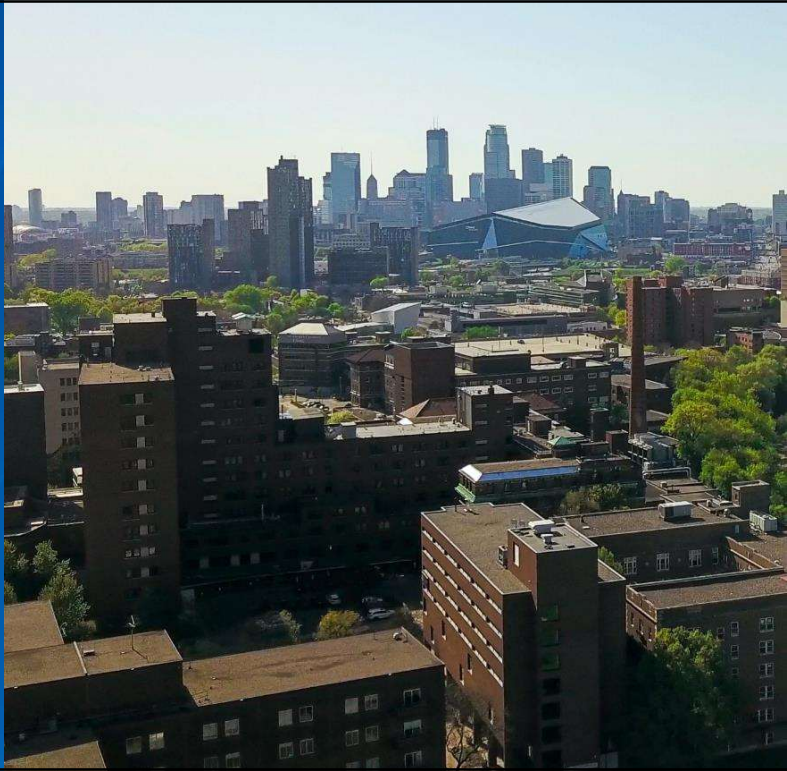


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## Funding Min/Max



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## Funding Maximum

### 2024 Category Maximum

2026 Proposed Category	Funding History	2024 Max	2024 Average Project Cost
Safety (Proactive and Reactive)	N/A	N/A	N/A
Regional Bike Networks*	Unchanged since 2014	\$5,500,000	\$4,400,000
Local Bike Networks*	Unchanged since 2014	\$5,500,000	\$4,400,000
Local Pedestrian Networks	Increased in 2022	\$2,000,000	\$2,100,000
Active Transportation Non-Infrastructure	N/A	N/A	N/A
Transit Expansion	Unchanged since 2014	\$7,000,000	\$4,500,000
ABRT	Set in 2020	\$25,000,000	\$118,000,000
Transit Customer Experience	Unchanged since 2014	\$7,000,000	\$6,000,000
Roadway Modernization	Unchanged since 2014	\$7,000,000	\$14,000,000
Reliability/Excessive Delays	Increased in 2020	\$10,000,000	\$31,000,000
Interchanges	Increased in 2020	\$10,000,000	\$52,000,000
Existing Bridge Rehab and Replacement	Unchanged since 2014	\$7,000,000	\$4,900,000
EV Charging Infrastructure	N/A	N/A	N/A
TDM	Increased in 2018	\$500,000	\$520,000

\*Shows history of Multiuse Trails and Bicycle Facilities category

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RSE TSC 5/6/2025

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# Discussion



## Funding Min/Max Tradeoffs

- Should Regional Solicitation aim to fund more, smaller projects or fewer, larger projects?
- Should all roadway categories have same max, or should some be larger/smaller?
- What additional information do you need to make a recommendation?

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## Geographic Balance Discussion



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## How is federal funding generated?

### Most of the federal funds are earned by population

- Surface Transportation Block Grant (STBG) and the Transportation Alternatives set-aside within this program are earned **by population**. \$81M/year
- Carbon Reduction Program is a new program that is earned **by population**. \$7M/year
- PROTECT Resiliency Program is given to the state and MnDOT is giving a portion of this new funding source to locals in Minnesota based **on population**. \$3.5M/year
- Congestion Mitigation and Air Quality (CMAQ) is for air quality improvement projects and is **not generated by population**. \$33.5M/year
  - Most of the CMAQ funding in this region has gone to transit and TDM projects. Since it is not earned by population, this funding source (i.e., transit and TDM funding) is not included in the table on the next slide.

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# Geographic Balance

## Rules Currently in Place that Encourage Geographic Balance

- Fund at least one roadway project of each of the five eligible functional classifications (4 minor arterial types and one non-freeway principal arterial)
- Transit New Market Guarantee: Fund at least one project that serve areas outside of Transit Market Areas 1 and 2

## Guidelines Currently in Place that Encourage Geographic Balance

- Retain a lower maximum award amount to encourage smaller projects and help distribute funding to more parts of the region (rather than funding a few, larger projects, particularly for multiuse trail projects)
- The final funding scenario often selected by TAB is, in part, based on geographic balance discussions related to one part of the metro not receiving funding
- In a future system, geographic balance could be included into the rules, scoring, or project selection

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# Example: Geographic Balance Incorporated

- One option is to create sub-categories for certain project types such as Active Transportation regional sales tax projects or federal bike/ped projects. This approach would require separate sub-application categories.
- Or create a rule (e.g., at least X% of the funding or \$X for rural areas) like is currently done for the minor arterial rule and this implies a willingness to jump down to lower scoring projects to satisfy these rules.
- Limit the number of projects applicants can submit by category.

**2014-2024 Funding Distribution for Federal Funds Generated by Population (excludes CMAQ):**

	Percent of Regional Population	Roadway Funding	Bike/Ped Funding	Total Bike/Ped & Roadway Funding
Inside Beltway (I-494/694)	38%	42%	41%	41%
Urban Area Outside Beltway	54%	51%	57%	53%
Rural Area	8%	7%	3%	6%
Total	100%	100%	100%	100%

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# Roadway Project Requirements

## Functional Classification

Some application categories have additional eligibility requirements. Per TAB decision, currently, only **principal arterials or A-minor arterials** are eligible to receive roadway funding.

Bridge projects must be located on a minor collector and above in urban areas, or major collector and above in rural areas.

Some have proposed allowing lower-classification roadways to be eligible for roadway funding.

**TSC may choose to make a recommendation on altering this requirement.**

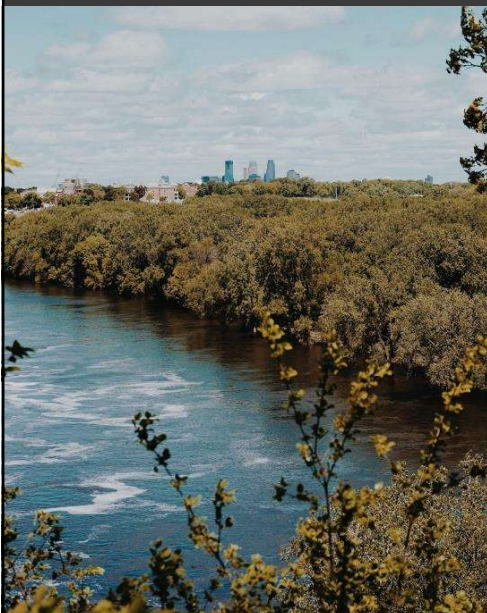
Classification	Center Line Miles	Percentage
Principal Arterial (non-Interstate)	463	3%
Minor Arterial	2,239	13%
Major Collector	1,627	9%
Minor Collector	1,348	8%
Local	11,955	67%
<b>Total</b>	<b>17,632</b>	<b>100%</b>

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# Next steps



## Next steps:

1. Special Issue Working Groups
  - Workshop 2 – May 30
2. Info item on a base structure and application categories
  - TAB – May 21
3. Policymaker Working Group Meeting – May 21
4. Technical Steering Committee Meeting – June 24

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# Thank You

**Steve Peterson, AICP**

Senior Manager of Highway Planning and TAB/TAC Process  
Steven.Peterson@metc.state.mn.us

**Molly Stewart, PE, PTOE**

Project Manager, SRF Consulting Group  
MStewart@srfconsulting.com

**Project Management Team**

Elaine Koutsoukos  
Joe Barbeau  
Robbie King

Bethany Brandt  
Cole Hiniker  
Amy Vennewitz

