



TAC Funding & Programming

Regional Solicitation Evaluation: Base Application Structure

metro council.org



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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
<p><u>TAB discussion April 16</u></p>	<p><u>February – May 2025</u></p>	<p><u>June - August 2025</u></p>	<p><u>Fall 2025</u></p>

*See this link for 2050 TPP goals, objectives and policies
<https://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan/TPP-Goals-Objectives-Policies.aspx>

Action 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 hybrid/modal+ 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

Structure Discussion

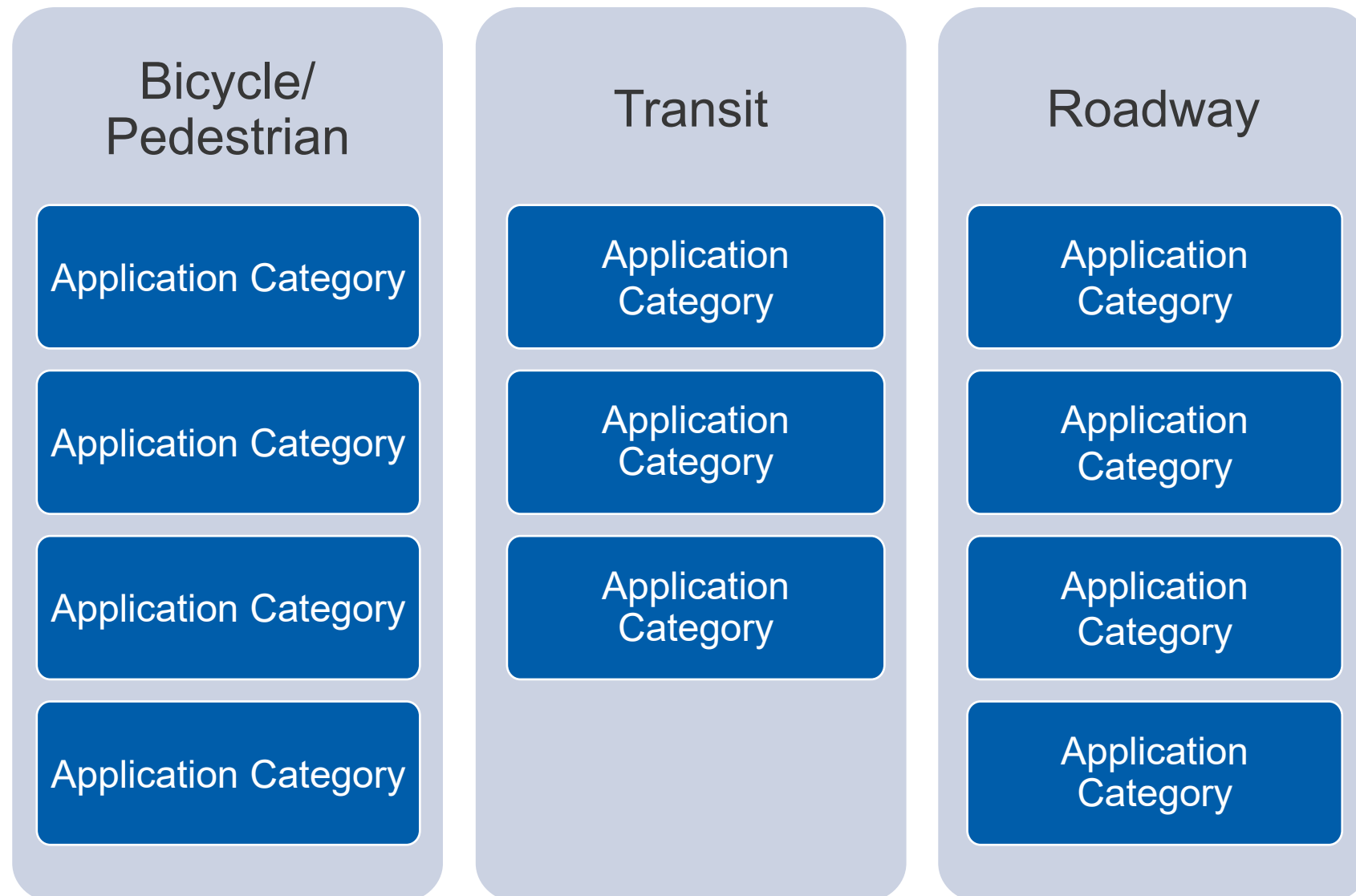


Development of a Modal+ Hybrid Structure

Why Consider a Hybrid Structure/Modal+ Structure?

- Most policy workshop groups intuitively developed a hybrid structure (some modal categories and some outcome-based categories)
- Combines the advantages of each initial structure option:
 - Builds on familiar modal-based structure
 - Aligns projects with 2050 TPP Goals and Objectives
 - Allows for simplified structure with smaller set of criteria for each application
 - Criteria for safety projects would focus mainly on safety, rather than all outcomes
 - Provides a way to focus investment on important outcomes (such as safety or climate)

Example Modal Structure



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

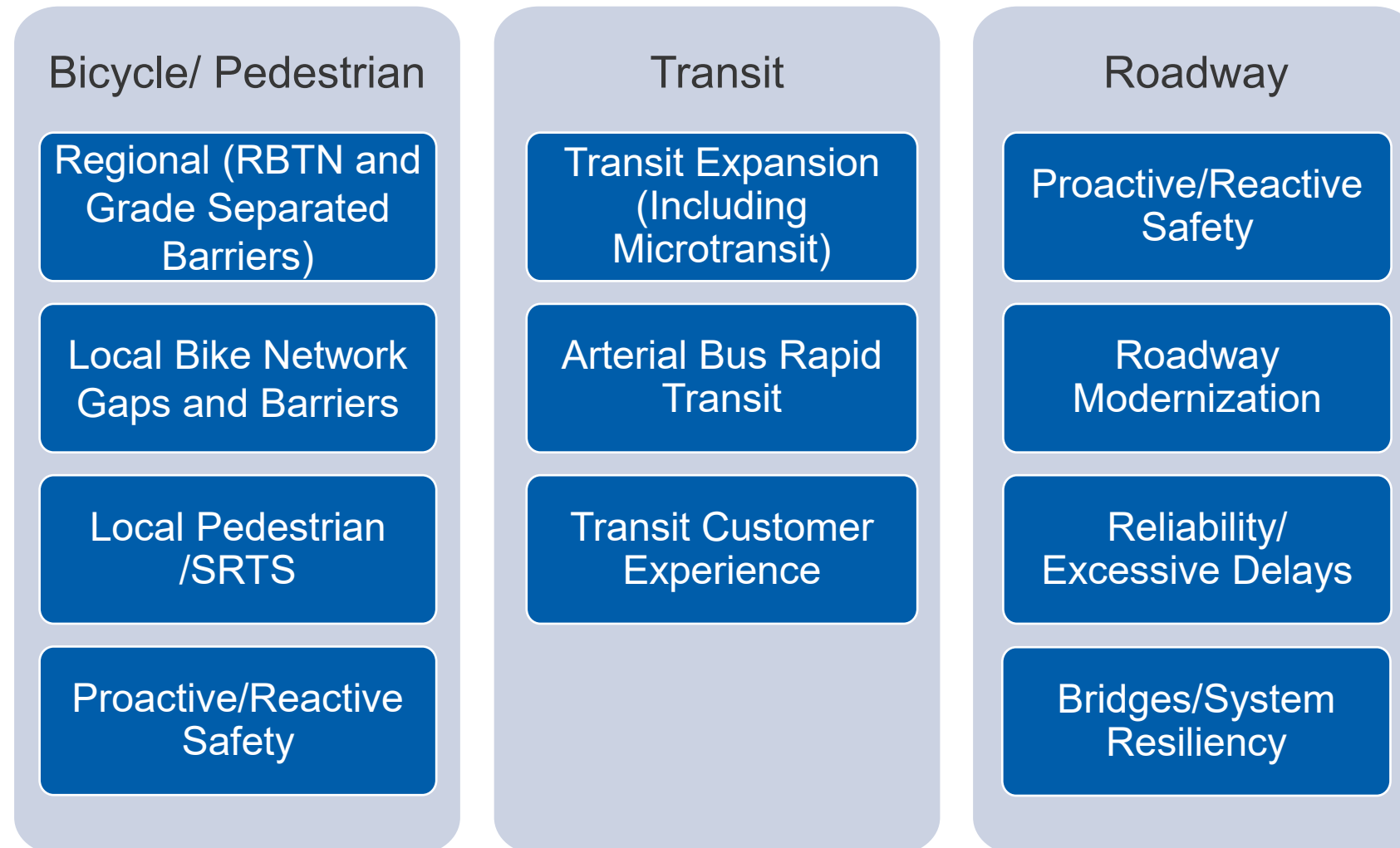
How do we incorporate other priorities?

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

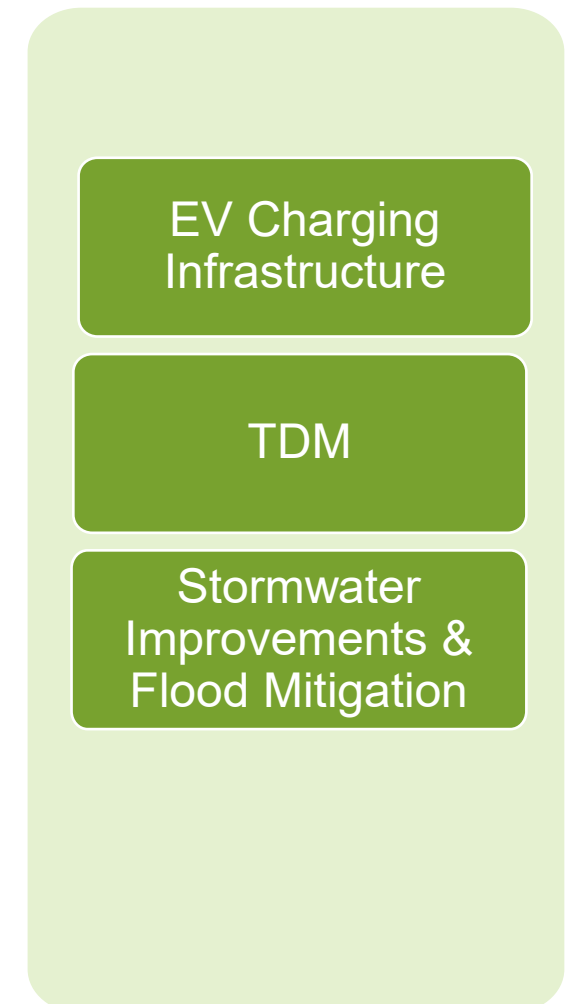
How do we specifically focus on safety, which is often asked by policymakers?

Example Hybrid Structure

Dynamic and Resilient



Environment



Example Hybrid Structure

Safety

Dynamic and Resilient

Environment

Bicycle/ Pedestrian

Regional (RBTN and Grade Separated Barriers)

Local Bike Network Gaps and Barriers

Local Pedestrian /SRTS

Proactive/Reactive Safety

Transit

Transit Expansion (Including Microtransit)

Arterial Bus Rapid Transit

Transit Customer Experience

Roadway

Proactive/Reactive Safety

Roadway Modernization

Reliability/ Excessive Delays

Bridges/System Resiliency

EV Charging Infrastructure

TDM

Stormwater Improvements & Flood Mitigation

Proposed Modal+ Hybrid Structure

Safety

Dynamic and Resilient

Environment

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)

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

EV Charging
Infrastructure

TDM

Stormwater
Improvements &
Flood Mitigation

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

Decision Point 2



Decision Point 2: Eligible Projects, Criteria, Measures, Funding Ranges

Decision Point 2 Tasks

- Commence special issue working group meetings to discuss the following topics in more detail with guidance from the Technical Steering Committee
 - Identify qualifying project types for each application category
 - Develop high-level criteria (what do we want to measure?)
 - Identify which criteria should be scoring criteria vs. qualifying criteria
 - Identify funding minimums and maximums for each application category

Special Issue Working Groups



Remaining Questions Not Addressed Today

Special Issue Working Groups

- Are planning studies eligible for funding, and if so, under which categories?
- How do we ensure geographic balance?
- Which categories are competitive vs. prioritized by the 2050 TPP?
- How do we integrate regional active transportation funding?
- Where does Safe Routes to School fit?
- What are the min/max awards for each application category?

Future Policy Discussions

- How much funding to apply to each category/goal area (funding ranges)?
- Which criteria (such as equity) should be addressed across most/all categories?
- What are the policy priorities for the regional active transportation sales tax funding and what is the timing of the next call for projects?
- How do we ensure geographic balance?

Special Issue Working Groups

Role and Structure

- **Determine the key outcomes within each TPP goal to guide project evaluation.**
- Identify eligible project types
- Develop scoring criteria and measures
- Identify potential funding minimums and maximums
- Next Steps:
 - Identify technical membership for each group
 - Organize workshops (4/25 and 5/30) to begin detailed technical discussion

Potential Groups

Safety

Bike/Ped

Transit

Roadway

Climate/GHG/EV

TDM

Equity

Special Issue Working Groups

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 morning "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

Special Issue Working Group Discussion Topics



Proposed Modal+ Hybrid Structure

Safety

Dynamic and Resilient

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Discussion



Discussion



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

Do you have any comments you would like to pass onto the Policymaker Working Group and the TAB?

Are there other key technical questions or topic areas that the special issue working groups should tackle?

Next steps



Next steps:

1. Special Issue Working Groups
 - Workshop 1 – April 25
 - Workshop 2 – May 30
2. Info item on a base structure recommendation and application categories
 - TAC – April 2
 - TAC Planning – April 10
 - Transportation Committee – April 14
 - TAB – April 16
3. Update TAC F&P May or June

Thank You

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