



Regional Solicitation Evaluation

TAC Planning





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Project Introduction

Regional Solicitation Evaluation

- Met Council conducts an evaluation of the Regional Solicitation process every 10 years (previous occurred 2012-2013)
- 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 and Imagine 2050.
- Current modal structure incorporates the TPP goals, objectives, and policies at the measure level, which can lead to a more complicated application without clear ties to outcomes
- An additional objective is to provide a way to fund projects that further regional outcomes but have with no other adequate funding path (e.g., EV charging, TDM, etc.)

2050 TPP Goals

Equitable
and Inclusive

Healthy and
Safe

Dynamic and
Resilient

Climate
Change

Natural
Systems

What We've Learned



Listening session feedback on the Regional Solicitation

Things we heard that some stakeholders think should stay the same:

- Like the open and transparent process.
- Appreciate space for deliberation as part of the decision-making process.
- Past projects selected provided benefit to the region.
- Like having a data-driven process.
- General support for some level of modal balance.

Things we heard that some stakeholders think should change:

- **Projects should better align with regional policy goals**
- **Current structure makes it difficult to focus funding on desired outcomes such as safety, and to quantify overall outcomes**
- Make the application easier to complete
- Projects in more suburban and rural areas do not compete well in bike/ped categories
- Make it easier/create more opportunities for local governments to participate

Feedback from TAC Meeting on 1/8

Key Takeaways

- Desire for technical staff to provide input alongside policymakers to ensure structure captures the nuance and details of certain project types
- To achieve our goals, project criteria cannot be “watered down” with too many criteria and measures
 - Example: Safety projects should be judged mostly on safety criteria
- Need to clarify and think carefully about wording of project categories
- Desire for asset management to be included as a project category to address roadway modernization, bridge condition, etc.
- General support for the outcomes of the workshop, but “devil is in the details”
- Geographic balance will remain a major consideration for any structure

Feedback from Policy Working Group Meeting on 1/15

Key Takeaways

- General support for the idea of simplified application categories that focus on 1-2 outcomes, rather than a broad range of criteria
- Equity is likely not a project category in the next solicitation cycle, but it could be in the future after the Highway Harms Study is complete. Instead of an application category, equity should be included elsewhere in the application such as scoring.
- Resilience/Natural Systems projects should be combined with Climate Change
- Policymakers are looking for technical feedback on application categories to ensure nothing is being missed

Feedback from Technical Steering Committee Meeting on 1/28

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
- Discussion on how Active Transportation regional sales tax funding will fit into this structure and the timing of solicitations (off-set solicitation or all at once)
- Interest in further discussion on potential planning grants
- Interest in funding a small set of larger, regional projects for certain application categories (ABRT, interchanges, complete streets, etc.) and then having smaller/medium projects compete against more similar project types/sizes.

Structure Discussion

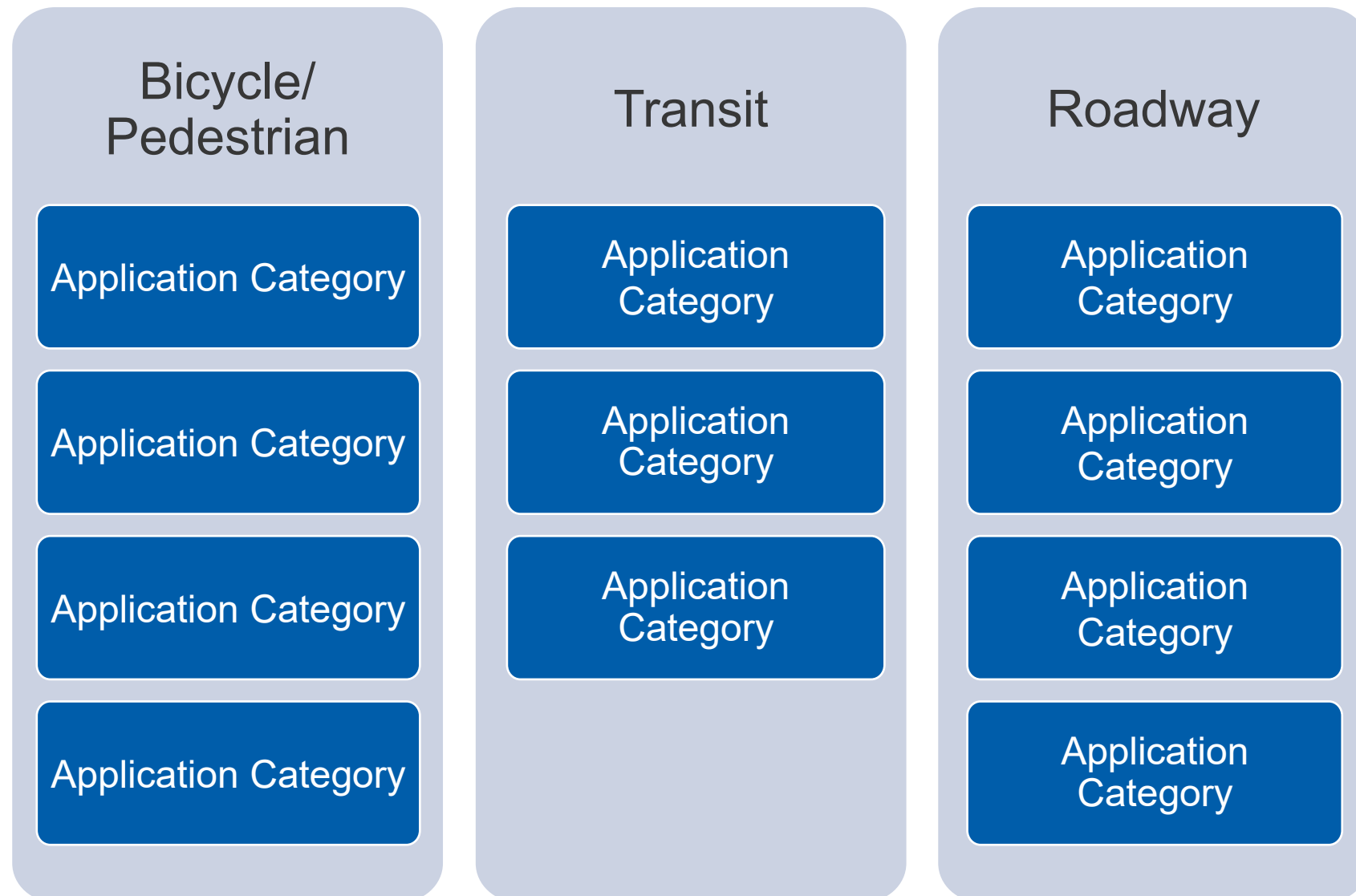


Development of a Hybrid Structure

Why Consider a Hybrid Structure/Modal+ Structure?

- Most workshop groups intuitively developed a hybrid structure (some modal categories and some outcome-based categories)
- Combines the advantages of each initial structure option:
 - Aligns projects with TPP Goals and Objectives
 - Builds on familiar modal-based structure
 - 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



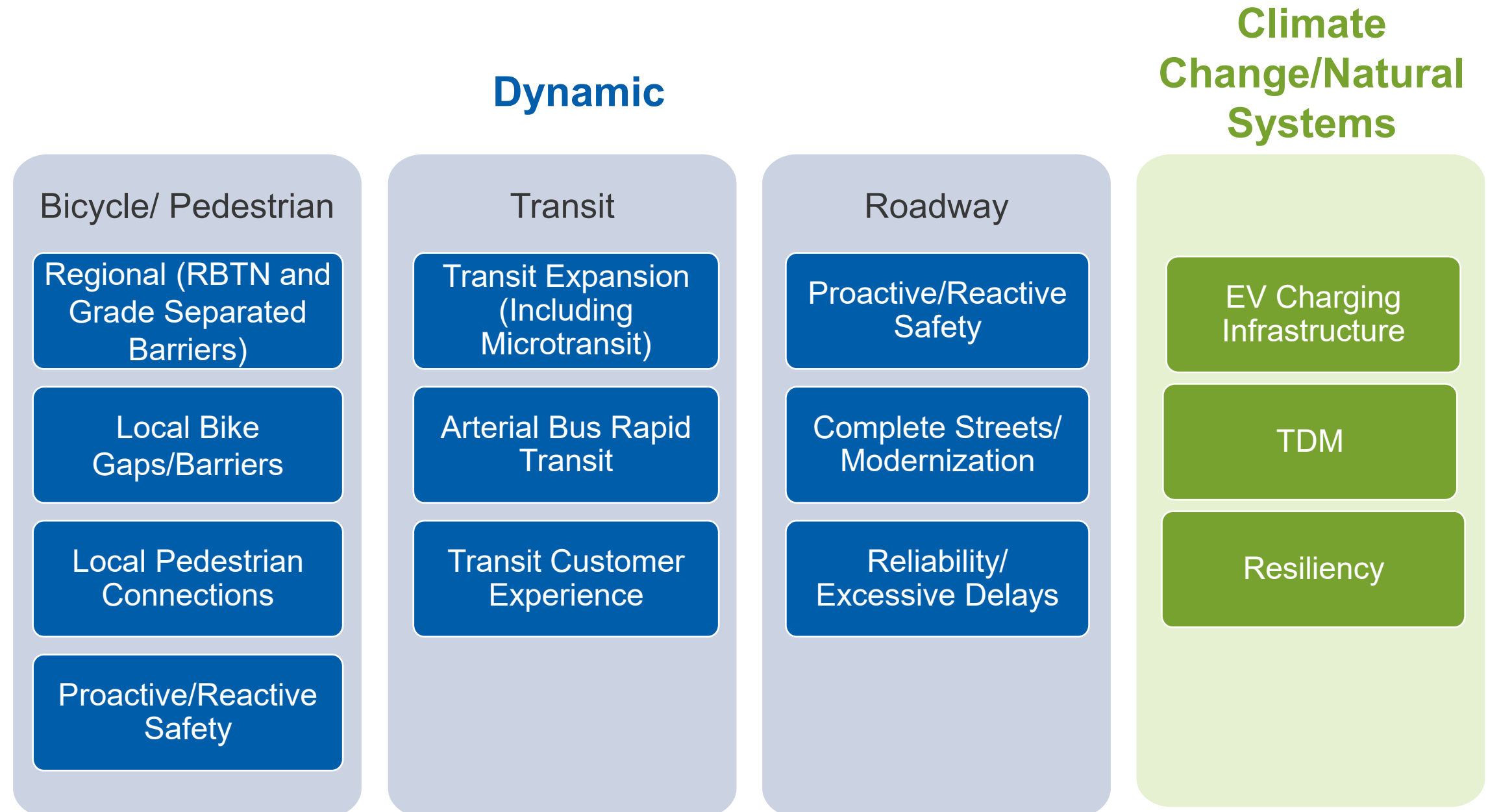
Categories similar to current solicitation, but tweaked to align with 2050 TPP

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 (2)



Example Hybrid Structure (3)

Safety

Dynamic

Climate Change/Natural Systems

Bicycle/ Pedestrian

Regional (RBTN and Grade Separated Barriers)

Local Bike Gaps/Barriers

Local Pedestrian Connections

Proactive/Reactive Safety

Transit

Transit Expansion (Including Microtransit)

Arterial Bus Rapid Transit

Transit Customer Experience

Roadway

Proactive/Reactive Safety

Complete Streets/ Modernization

Reliability/ Excessive Delays

EV Charging Infrastructure

TDM

Resiliency

Example Hybrid Structure (4)

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

Bicycle/Pedestrian
Federal Reg Sol Funding

Regional (RBTN and
Grade Separated
Barriers)

*Regional Active
Transportation Funding*

Local Bike Network
Gaps and Barriers

Local Pedestrian
Network
Connections

Transit

Transit Expansion
(Including
Microtransit)

Arterial Bus Rapid
Transit

Transit Customer
Experience

Roadway

Modernization/
Complete Streets

Reliability/
Excessive Delays

Environment

EV Charging
Infrastructure

TDM

Stormwater
Improvements &
Flood Mitigation

Example Hybrid Structure Outcomes

TPP Objectives/Policies

- Eliminate fatalities and serious injuries
- Provide more opportunities to walk, bike, and roll
- Increase safety and comfort for people outside of vehicles

TPP Objectives/Policies

- Enhance Travel Options
- Prioritize Complete Streets
- Increase Reliability and Minimize Excessive Delay

TPP Objectives/Policies

- Increase Access to Zero Emissions Vehicle Infrastructure (EV Charging)
- Reduce Green House Gases (GHG)
- Mitigate Climate or Weather-related Impacts through Resiliency Improvements
- Protect, Restore and Enhance Natural Systems

Discussion



Next steps



Next steps:

1. Special Issue Working Groups
 - Bike/Ped Working Group – Feb 26
 - Transit Working Group – March 20
 - Other groups – April onwards
2. Policymaker Work Group – February 19
3. Technical Steering Committee – February 25
4. Info item on a base structure recommendation and application categories
 - F&P – March 20
 - TAC – April 2
 - TAB – April 16

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

Katie Caskey, AICP

Stakeholder & Community Engagement Lead, HDR
Katie.Caskey@hdrinc.com

