

Draft 2020 Regional Solicitation Schedule

DATE	TAC/TAB PROCESS
February 2019	Survey applicants, scorers, F&PC and TAC members, TAB on previous solicitation.
February/March 2019	Staff evaluate previous solicitation scoring. Staff review survey and summarize results.
March/April 2019	Staff present Survey results Scoring Criteria Sensitivity Analysis to F&P, TAC, and TAB
April – June 2019	Develop and discuss changes to the Regional Solicitation applications
July 17/August 21, 2019	Introduce changes to Introduction and Qualifying Criteria sections; roadway, transit, bike/pedestrian applications.
Sept 19, 2019	Release draft 2020 regional solicitation package for public comment; comments due November 6.
Nov 20, 2019	The TAB forwards the adopted 2020 regional solicitation package to the Met Council for concurrence.
December 2019	TC/Council concur
Sept 2019 – February 2020	Online application set-up and testing
Jan/Feb 2020	TAC F&PC names project scoring group chairs; Met Council and TAB host workshops; Solicitation released
April 2020	Staff the scoring committees
April 2020	Regional Solicitation applications are due by 4:00 PM.
May 21, 2020	F&PC vote on qualification
May 25 – July 2, 2020	Scoring groups meet and evaluate the applications. They develop ranked lists of projects.
July 16, 2020	The TAC F&PC approve the ranked lists of projects
July 31, 2020	Scoring re-evaluation requests are due.
July 31-Aug 7, 2020	Staff reviews all the scoring reevaluation requests, consults with the individual scorer and chair and prepares a report for TAC F&PC.
August 20, 2020	Scoring evaluation (F&PC)
Late Aug-mid-Oct, 2020	Staff develops funding options
October	TAC F&PC recommend.
November 2020	TAC recommend; TAB approve.

Regional Solicitation Connection to the Regional Policy

The Regional Solicitation process and criteria were overhauled in 2014 to reflect new federal guidance and regional goals. These regional goals were defined through *Thrive MSP 2040*, the regional development framework for the metropolitan area. The region’s long-range transportation plan, the *2040 Transportation Policy Plan (TPP)*, was developed to meet federal requirements but also reflect and help implement the regional goals established in *Thrive*. It is useful to understand the intent behind both *Thrive* and the *TPP* to ensure that all projects funded through the Regional Solicitation meet these shared goals. These funds are intended to implement the region’s transportation plan and to address local problems identified in required comprehensive plans.

While there are national goals for the region’s transportation system, including the implementation of a performance-based planning approach to investments, federal legislation requires metropolitan areas to set their own goals. Projects funded through the Regional Solicitation do not need to be specifically named in the *TPP* because they must prove consistency with regional goals and policies to pass the qualifying review step of the Regional Solicitation process. In addition, the goals of the *TPP* are strongly reflected in the prioritizing criteria used to select projects shown in the following table.

REGIONAL SOLICITATION CONNECTION TO REGIONAL POLICY

Prioritizing Criteria	Thrive Outcomes	TPP Goals
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> – Prosperity – Livability 	<ul style="list-style-type: none"> – Access to Destinations – Competitive Economy
Usage	<ul style="list-style-type: none"> – Livability – Prosperity 	<ul style="list-style-type: none"> – Access to Destinations – Competitive Economy
Equity and Housing Performance	<ul style="list-style-type: none"> – Equity – Livability 	<ul style="list-style-type: none"> – Access to Destinations – Leveraging Transportation Investments to Guide Land Use
Infrastructure Age	<ul style="list-style-type: none"> – Stewardship – Sustainability 	<ul style="list-style-type: none"> – Transportation System Stewardship
Congestion Reduction/Air Quality	<ul style="list-style-type: none"> – Prosperity – Livability 	<ul style="list-style-type: none"> – Healthy Environment – Competitive Economy
Safety	<ul style="list-style-type: none"> – Livability – Sustainability 	<ul style="list-style-type: none"> – Safety and Security
Multimodal Facilities and Existing Connections	<ul style="list-style-type: none"> – Prosperity – Equity – Livability – Sustainability 	<ul style="list-style-type: none"> – Access to Destinations – Transportation and Land Use – Competitive Economy
Risk Assessment	<ul style="list-style-type: none"> – Stewardship 	<ul style="list-style-type: none"> – Transportation System Stewardship
Cost Effectiveness	<ul style="list-style-type: none"> – Stewardship 	<ul style="list-style-type: none"> – Transportation System Stewardship

Regional Solicitation Evaluation (2014)

The information following is the summary of the Regional Solicitation Evaluation in 2014. The three modal categories and ten applications within them were created

Common Themes in Agreement

1. Process is data driven and fair
2. Process needs to be streamlined
3. Minimum project size does not need to be adjusted
4. Funding is awarded in relatively balanced way – both geographically and by project types
5. Geographic balance is important, but should not be part of technical criteria
6. Funding for the “A” Minor Arterials should be continued
7. Trail projects should be examined for their connections to the larger systems, not just in isolation
8. Transportation needs are different in the urban core vs. developing/rural areas
9. Ensure that the benefits described in the application are realized
10. Important concepts that should be stressed include:
 - a. Multimodal solutions
 - b. Safety
 - c. Cost effectiveness
 - d. Person throughput
 - e. Making connections (roads, trails, housing, transit, jobs, destinations)
 - f. Mobility
 - g. Accessibility

Key Policy Discussion

1. Roadways

- a. Should we consider the transportation needs of urban versus rural area projects differently?
- b. Should the maximum grant size be increased to accommodate larger projects and reduce project fragmentation?
- c. How can regional priorities be better reflected in the solicitation process?

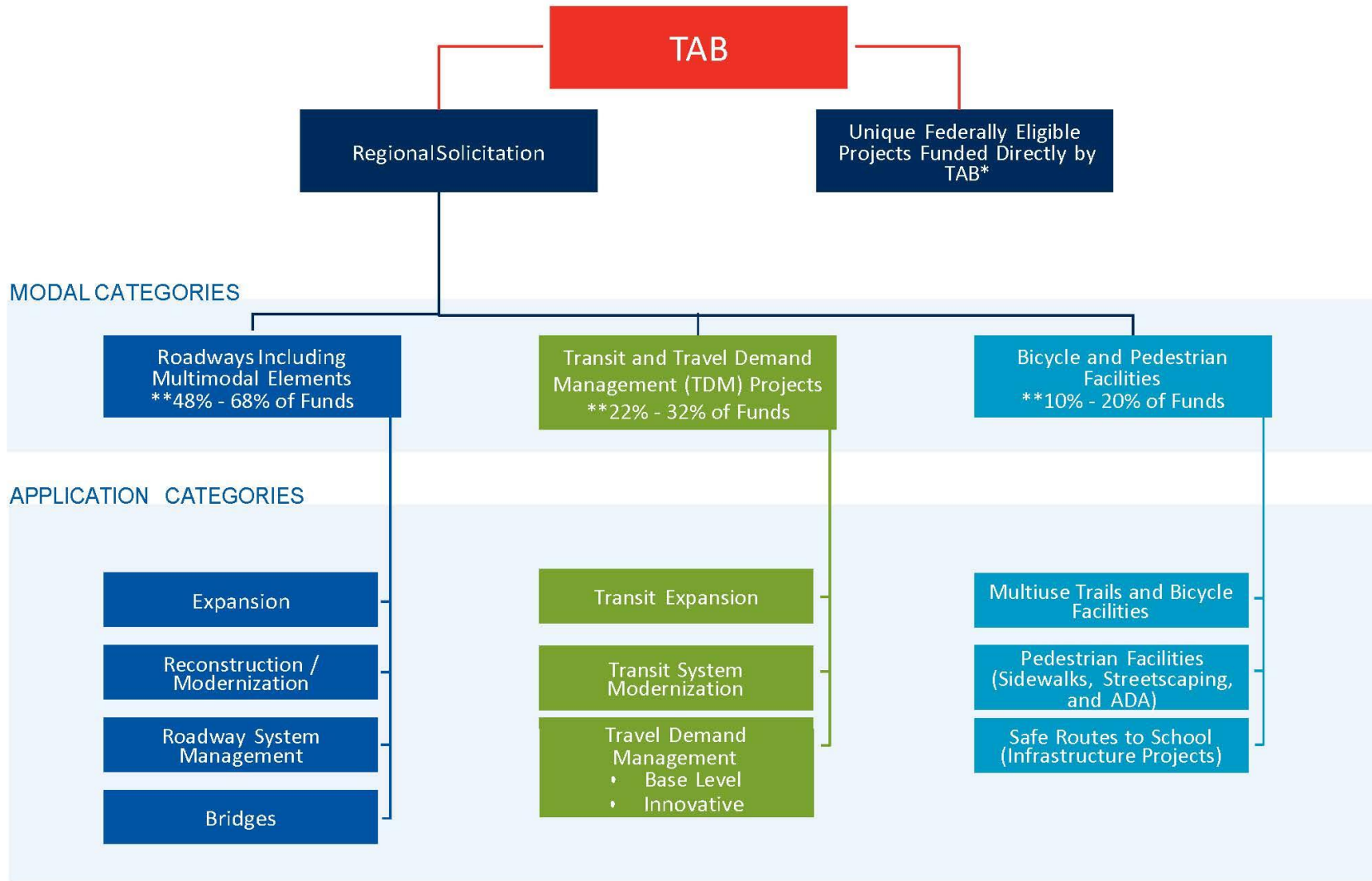
2. Bicycle and Pedestrian

- a. Should both regional and local projects be funded?
- b. Should the maximum grant size be increased to accommodate larger projects and reduce project fragmentation? Maximum was increased to \$5.5 million
- c. Should bundling of small projects be allowed? This was allowed. Several pedestrian applications include bundled sidewalks and intersection improvements.
- d. How can regional priorities be better reflected in the solicitation process?

3. Transit

- a. How can regional priorities (Regional Service Improvement Plan) be better reflected in the solicitation process?

TAB-Approved Application Categories



*In some cases, there are unique projects that are federally eligible, but will not be included in the competitive process because they cannot be easily compared to other similar projects. These project types should request funding directly from TAB.

**TAB approved the 2018 Regional Solicitation modal funding ranges to provide guidance to applicants regarding the amount of the total federal dollars available to each mode.

2014 Regional Solicitation Funding Award Minimums and Maximums

Modal Categories	2014 Regional Solicitation		
	Sub-Categories	Minimum Award	Maximum Award
Roadways Including Multimodal Elements	Roadway Expansion	\$1,000,000	\$7,000,000
	Roadway Reconstruction/Modernization	\$1,000,000	\$7,000,000
	Roadway System Management	\$250,000	\$7,000,000
	Bridges	\$1,000,000	\$7,000,000
Transit and TDM Projects	Transit Expansion	\$500,000	\$7,000,000
	Transit System Modernization	\$100,000	\$7,000,000
	Travel Demand Management (TDM)	\$75,000	\$300,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	\$125,000	\$5,500,000
	Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	\$125,000	\$1,000,000
	Safe Routes to School	\$125,000	\$1,000,000

2018 Regional Solicitation Funding Award Minimums and Maximums

Modal Categories	Regional Solicitation		
	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Roadway Expansion	\$1,000,000	\$7,000,000
	Roadway Reconstruction/Modernization and Spot Mobility	\$1,000,000	\$7,000,000
	Traffic Management Technologies (Roadway System Management)	\$250,000	\$7,000,000
	Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects	Transit Expansion	\$500,000	\$7,000,000
	Transit Modernization	\$100,000	\$7,000,000
	Travel Demand Management (TDM)	\$75,000	\$500,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
	Pedestrian Facilities	\$250,000	\$1,000,000
	Safe Routes to School (Infrastructure Projects)	\$150,000	\$1,000,000

Red text denotes change from previous solicitation.

2014 Regional Solicitation Percent Weighting of Points

Criteria	Primary Thrive Outcomes	Roadway Expansion	Roadway Reconst/ Modern.	Roadway System Man.	Roadway Bridges	Transit Expansion	Transit Modern.	TDM	Multiuse Trails & Bicycle Facilities	Ped. Facilities	Safe Routes to School
Role in the Reg. Transport. System	Prosperity	17.5	17.5	12.5	12.5	10	10	10	20	10	--
Usage	Prosperity	17.5	17.5	12.5	12.5	35	30	10	20	20	20
Safety	Livability	15	15	20	--	--	--	--	25	30	25
Congestion/Air Quality	Livability Prosperity	15	7.5	20	--	20	10	40	--	--	--
Infrastructure Age	Stewardship	7.5	15	7.5	40	--	--	--	--	--	--
Equity & Housing Performance	Equity Livability	10	10	10	10	20	15	15	12	12	12
Multimodal Facilities	Prosperity Livability Sustainability	10	10	10	10	10	10	--	10	15	5
Risk Assessment	Stewardship	7.5	7.5	7.5	7.5	5	10	5	13	13	13
Bridge Cost Effectiveness	Stewardship	--	--	--	7.5	--	--	--	--	--	--
Relationship Btw SRTS Elements	Livability	--	--	--	--	--	--	--	--	--	25
Transit Service & Customer Improvements	Prosperity	--	--	--	--	--	15	--	--	--	--
TDM Innovation	Livability	--	--	--	--	--	--	20	--	--	--
Total		100	100	100	100	100	100	100	100	100	100

Revisions to Roadway Criteria Weighting 2014-2018

Criteria	Primary Thrive Outcomes	Roadway Expansion			Roadway Reconst/ Modern.			Roadway System Man.			Roadway Bridges		
		2014	2016	2018	2014	2016	2018	2014	2016	2018	2014	2016	2018
Role in the Reg. Transport. System	Prosperity	17.5	17.5	21	17.5	17.5	17	12.5	12.5	17.5	12.5	19.5	19.5
Usage	Prosperity	17.5	17.5	17.5	17.5	17.5	17.5	12.5	12.5	12.5	12.5	13	13
Safety	Livability	15	15	15	15	15	15	20	20	20	--	--	--
Congestion/Air Quality	Livability Prosperity	15	15	15	7.5	7.5	8	20	20	20	--	--	--
Infrastructure Age	Stewardship	7.5	7.5	4	15	15	15	7.5	7.5	7.5	40	40	40
Equity & Housing Performance	Equity Livability	10	10	10	10	10	10	10	10	10	10	10	10
Multimodal Facilities	Prosperity Livability Sustainability	10	10	10	10	10	10	10	10	5	10	10	10
Risk Assessment	Stewardship	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Bridge Cost Effectiveness	Stewardship	--	--	--	--	--	--	--	--	--	7.5	0	0
Cost Effectiveness		--	10	10	--	10	10	--	10	10	--	10	10

Red text denotes change from previous solicitation.

Revisions to Transit Criteria Weighting 2014-2018

Criteria	Primary Thrive Outcomes	Transit Expansion			Transit Modern.			TDM		
		2014	2016	2018	2014	2016	2018	2014	2016	2018
Role in the Reg. Transport. System	Prosperity	10	10	10	10	10	10	10	10	20
Usage	Prosperity	35	35	35	30	30	32.5	10	10	10
Congestion/Air Quality	Livability Prosperity	20	20	20	10	10	5	40	40	30
Equity & Housing Performance	Equity Livability	20	20	20	15	15	17.5	15	15	15
Multimodal Facilities	Prosperity Livability Sustainability	10	10	10	10	10	10	--	--	--
Risk Assessment	Stewardship	5	5	5	10	10	5	5	5	5
Transit Service & Customer Improvements	Prosperity	--	--	--	15	15	20	--	--	--
TDM Innovation	Livability	--	--	--	--	--	--	20	20	20
Cost Effectiveness		--	10	10	--	10	10	--	10	10

Red text denotes change from previous solicitation.

Revisions to Trails and Pedestrian Criteria Weighting 2014-2018

Criteria	Primary Thrive Outcomes	Multiuse Trails & Bicycle Facilities			Pedestrian Facilities			Safe Routes to School		
		2014	2016	2018	2014	2016	2018	2014	2016	2018
Role in the Reg. Transport. System	Prosperity	20	20	20	10	15	15	--	--	--
Relationship Btw SRTS Elements	Livability	--	--	--	--	--	--	25	25	25
Usage	Prosperity	20	20	20	20	15	15	20	25	25
Safety	Livability	25	25	25	30	30	30	25	25	25
Equity & Housing Performance	Equity Livability	12	12	12	12	12	12	12	12	12
Multimodal Facilities	Prosperity Livability Sustainability	10	10	10	15	15	15	5	0	0
Risk Assessment	Stewardship	13	13	13	13	13	13	13	13	13
Cost Effectiveness		--	10	10	--	10	10	--	10	10

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Subsequent TAB Policy Decisions

Fund all roadway classifications

TAB decided to continue to fund at least one roadway project in each functional classification.

Public Involvement

How does TAB encourage applicants to have public involvement in selecting projects to apply for funding? A question was added to the Equity criterion, but points are low.

Equity

In 2018, TAB incorporated a community engagement element into the Equity measure. It also separated into a separate question the identification of negative externalities and mitigation efforts by the project sponsor.

What more can be done? Increase points, expand language on what is expected for community engagement for areas of disparity, prioritize areas of disparity in community's applications, etc.

Incorporated studies and regional plan results into scoring

- Regional Bicycle Transportation Network incorporated in Multiuse Trails and Bicycle Facilities application (2014)
- Principal Arterial Intersection Conversion Study (2018)
- Congestion Management Safety Plan (2018)
- Truck Highway Corridor Study (2018)
- Regional Bicycle Transportation Network into Multimodal Elements criterion (2018)

Snow and Ice Removal on Trails

TAB added a measure to award 50 points to applicants that have a maintenance plan that includes snow and ice control on bicycle and pedestrian trails. Funding is for transportation purpose and trails must be usable for transportation year-round. This was unclear for some project sponsors, as their community clears snow and ice even though their maintenance plan doesn't specify, instead it uses generic language that they maintain the trails for use. Without the specific language, it is unknown that maintenance means snow and ice removal. Possible recommendations for measure: leave the same and recommend communities update their maintenance plans, allow applicants to attach an adopted resolution stating that snow and ice will be cleared from the project, other?

Bridge Funding

In 2016 TAB approved setting aside \$10M to \$15M for bridges in order to guarantee funding more than one bridge project. The result was that this limited the amount of funding the TAB could award during project selection. In 2018 TAB approved setting aside a minimum of \$10M for bridges.

Discussion on funding maximums

TAB has sets maximums for funding requests to fund more projects throughout the region and to balance the amount of local match resources. There has been discussion in the last three solicitations on the maximum request amount for Trails projects. The approved maximum amount is \$5.5 million. Lowering the maximum amount would allow the funding of more projects and conversely it would slow down how many larger projects are constructed.

Local match – Increased benefit of higher local participation (large projects)

TAB does not require applicants to include a letter or resolution from their governing boards committing to fund the entire local match if the agency is not successful in securing other funding sources for the local match.

Does TAB prioritize funding of larger projects, but then risk that the projects don't deliver when the full matching funds aren't available?

Federal ADA Requirements

In 2018 TAB added a qualifying criterion requiring that any sponsoring agency with at least 50 employees must be substantially working toward completing its ADA Transition Plan. TAB considered making an adopted ADA Transition Plan as a qualifying criterion in 2020.

Federal Performance Measures

TAB has adopted performance measure targets in the TPP and TIP.

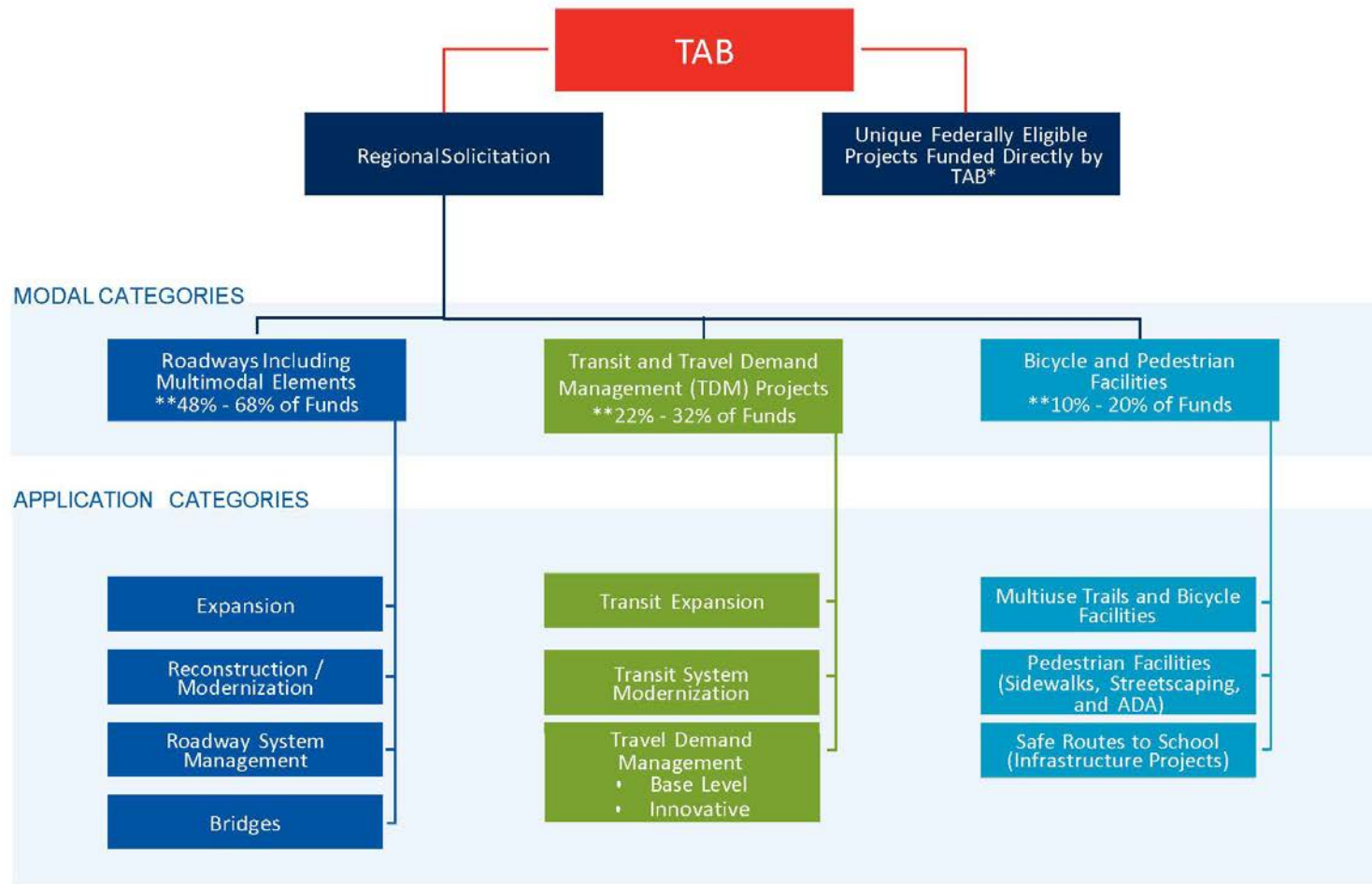
How does project selection help meet approved performance targets? For example, safety, congestion reduction, emissions reduction.

Unique Projects

Past Funded Projects

- 1990 Travel Behavior Inventory (TBI) (\$50,000 FAU)
- 2008 MPCA Diesel Retrofits (\$500,000 CMAQ)
- 2012 MPCA Electric Vehicle Charging Stations (\$500,000 CMAQ-additional federal funds became available) Part of local match provided by Xcel Energy
- 2014 Transit On-Board Survey (\$800,000 STP-additional federal funds became available)
- 2016 Regional Model/TBI (\$2.7M STP)
- 2018 TBI (\$585,000 STBGP), St. Paul EV Project (\$4M FHWA CMAQ)

Figure 1: TAB-Approved Application Categories



*In some cases, there are unique projects that are federally eligible, but will not be included in the competitive process because they cannot be easily compared to other similar projects. These project types should request funding directly from TAB.

**TAB approved the 2018 Regional Solicitation modal funding ranges to provide guidance to applicants regarding the amount of the total federal dollars available to each mode.

TABLE 1: REGIONAL SOLICITATION CONNECTION TO REGIONAL POLICY

Prioritizing Criteria	Thrive Outcomes	TPP Goals
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> – Prosperity – Livability 	<ul style="list-style-type: none"> – Access to Destinations – Competitive Economy
Usage	<ul style="list-style-type: none"> – Livability – Prosperity 	<ul style="list-style-type: none"> – Access to Destinations – Competitive Economy
Equity and Housing Performance	<ul style="list-style-type: none"> – Equity – Livability 	<ul style="list-style-type: none"> – Access to Destinations – Leveraging Transportation Investments to Guide Land Use
Infrastructure Age	<ul style="list-style-type: none"> – Stewardship – Sustainability 	<ul style="list-style-type: none"> – Transportation System Stewardship
Congestion Reduction/Air Quality	<ul style="list-style-type: none"> – Prosperity – Livability 	<ul style="list-style-type: none"> – Healthy Environment – Competitive Economy
Safety	<ul style="list-style-type: none"> – Livability – Sustainability 	<ul style="list-style-type: none"> – Safety and Security
Multimodal Facilities and Existing Connections	<ul style="list-style-type: none"> – Prosperity – Equity – Livability – Sustainability 	<ul style="list-style-type: none"> – Access to Destinations – Transportation and Land Use – Competitive Economy
Risk Assessment	<ul style="list-style-type: none"> – Stewardship 	<ul style="list-style-type: none"> – Transportation System Stewardship
Cost Effectiveness	<ul style="list-style-type: none"> – Stewardship 	<ul style="list-style-type: none"> – Transportation System Stewardship

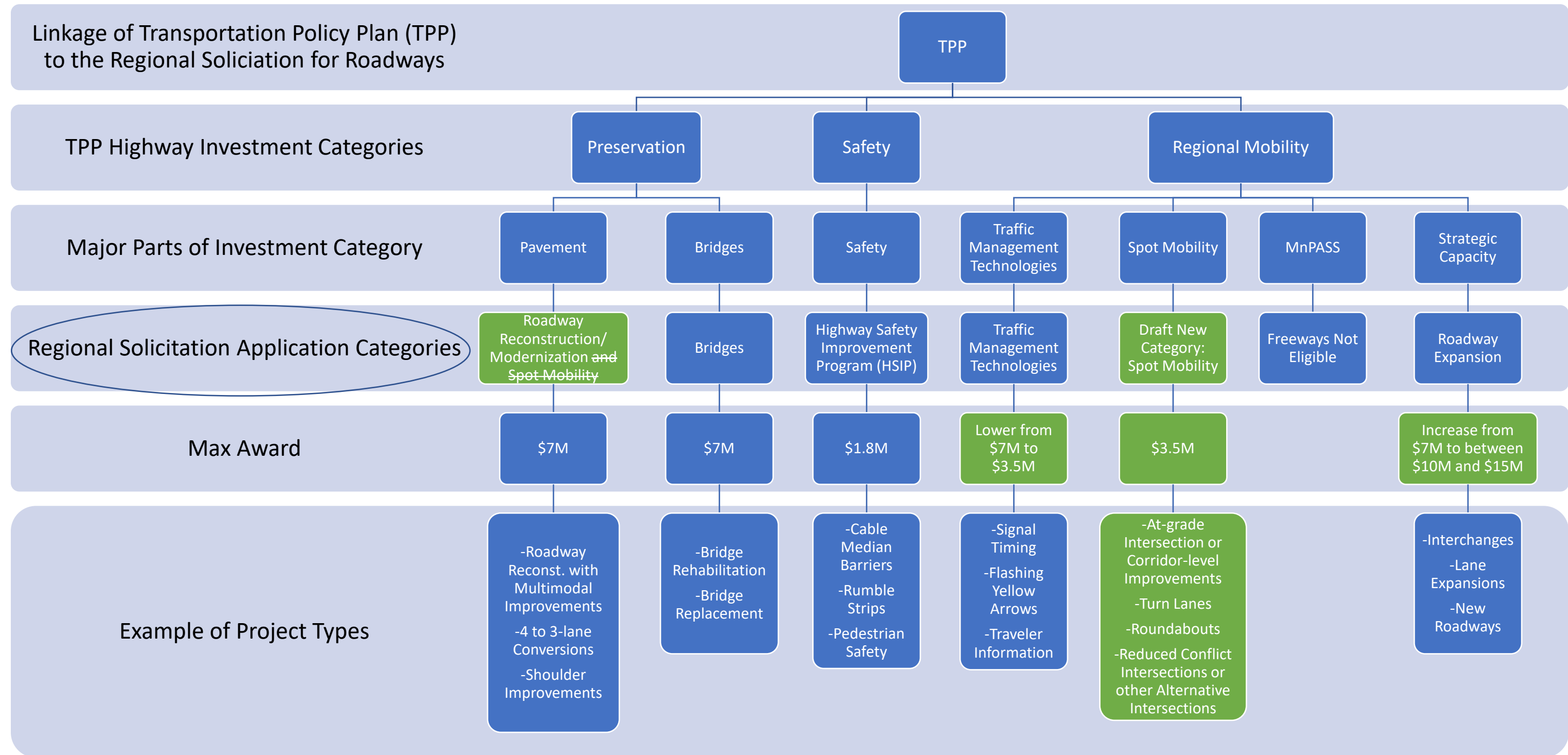
Table 3 shows the minimum and maximum federal award for application categories that applicants can apply for as part of the Regional Solicitation. The values do not account for 20 percent local match minimum that applicants must contribute to the project.

TABLE 3: REGIONAL SOLICITATION FUNDING AWARD MINIMUMS AND MAXIMUMS

Modal Categories	Regional Solicitation		
	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Roadway Expansion	\$1,000,000	\$7,000,000
	Roadway Reconstruction/ Modernization and Spot Mobility	\$1,000,000	\$7,000,000
	Traffic Management Technologies (Roadway System Management)	\$250,000	\$7,000,000
	Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects	Transit Expansion	\$500,000	\$7,000,000
	Transit Modernization	\$100,000	\$7,000,000
	Travel Demand Management (TDM)	\$75,000	\$500,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
	Pedestrian Facilities	\$250,000	\$1,000,000
	Safe Routes to School (Infrastructure Projects)	\$150,000	\$1,000,000

Regional Solicitation Policy Work Group

Draft: 4/26/2019

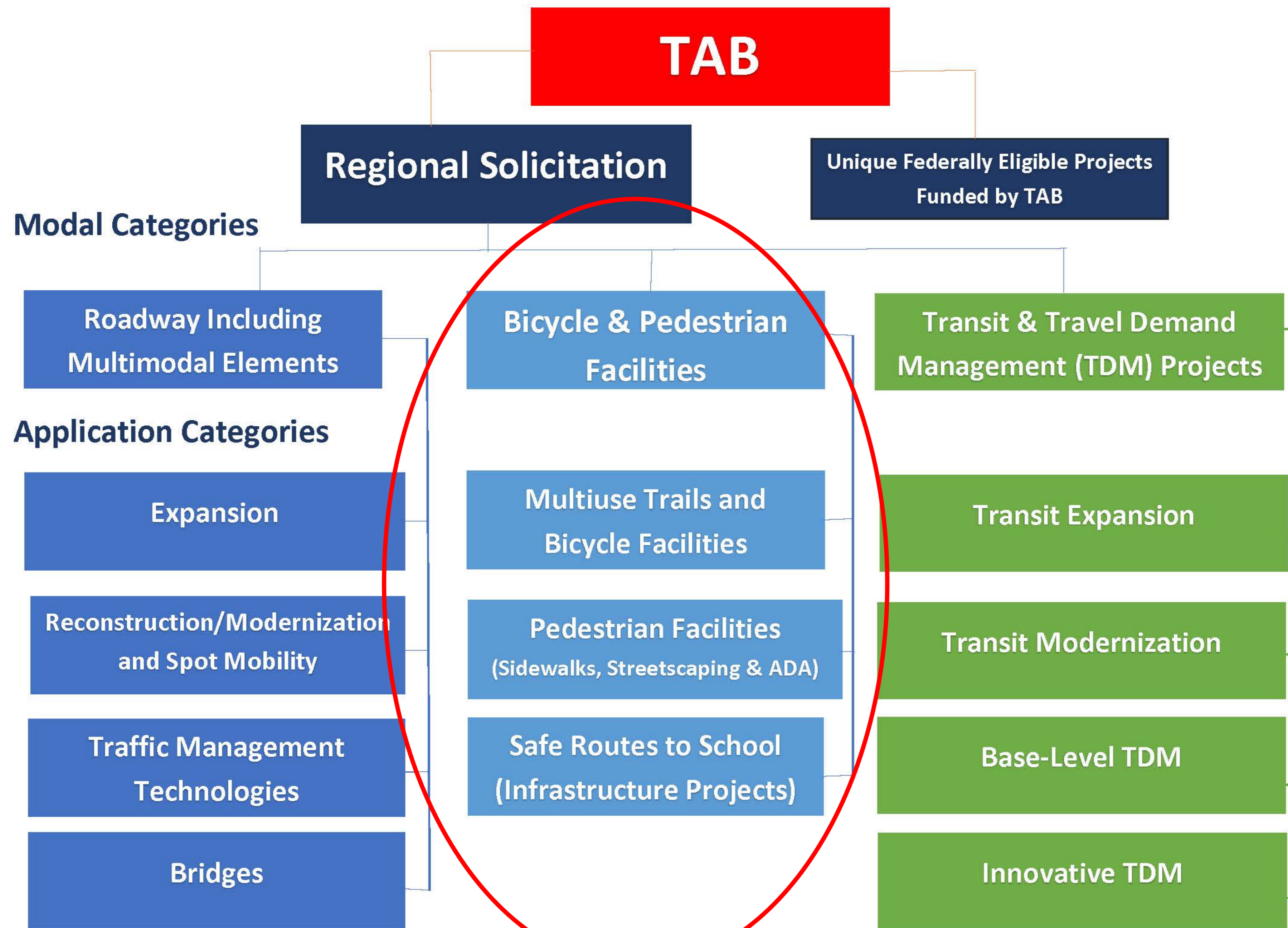


The Highway Safety Improvement Program (HSIP) is administered by MnDOT.
Green boxes indicate draft changes for discussion.

Regional Solicitation Policy Work Group #1

May 3, 2019





Multiuse Trails and Bicycle Facilities

Key Question: Should the maximum award for the multiuse trails and bicycle facilities application category be lowered from \$5.5M to \$3.5M?

Points to Consider:

- Issue brought up several times in surveys, particularly by technical staff
- A lower maximum would allow more projects to be funded in this popular category (11 or 40 projects funded last cycle) and hopefully encourage geographic balance as many cities and counties can apply
- Past applications to build a bike/ped bridge over a freeway ranged from \$1M to \$3M

TAB

Regional Solicitation

Unique Federally Eligible Projects
Funded by TAB

Modal Categories

Roadway Including
Multimodal Elements

Bicycle & Pedestrian
Facilities

Transit & Travel Demand
Management (TDM) Projects

Application Categories

Expansion

Multiuse Trails and
Bicycle Facilities

Transit Expansion

Reconstruction/Modernization
and Spot Mobility

Pedestrian Facilities
(Sidewalks, Streetscaping & ADA)

Transit Modernization

Traffic Management
Technologies

Safe Routes to School
(Infrastructure Projects)

Base-Level TDM

Bridges

Innovative TDM

Roadway Expansion

Key Question: Should the maximum for the roadway expansion application category be raised from \$7M to somewhere between \$10M and \$15M?

Points to Consider:

- MnDOT has indicated that it will be difficult for them to continue providing a high-level of matching dollars for locally-initiated projects on their system
- The cost of an interchange project will be \$30M+ in 2024/2025
- \$10M would provide 1/3 of the cost, \$15M would provide 1/2 of the cost

Spot Mobility

Key Question: Should a new roadways category, Spot Mobility, be created for smaller, at-grade projects with a maximum award of \$3.5M?

Points to Consider:

- The new category better aligns with the Transportation Policy Plan-one of the key recommendations of the Before & After Study MPO Peer Review
- Provide a balance to the proposed larger Roadway Expansion category
- More closely aligns with the Congestion Management Process (CMP) and desire for lower-cost corridor-level investments

Bridges

Key Question: Should the \$10M set-aside for Bridges be continued?

Points to Consider:

- There used to be dedicated federal funds for Bridges that was \$10M, but this program no longer exists
- There is not a set-aside for any other competitive application category, except TDM
- The Bridge category is for bridge rehabilitations or replacements. Could this project type be combined with the existing Roadway Reconstruction/Modernization category?

Minimum and Maximum Federal Awards

Modal Categories	Application Categories	Min. Federal Award	Max. Federal Award
Roadways Including Multimodal Elements	Roadway Expansion	\$1M	\$7M \$10M-\$15M
	Roadway Recon/Mod	\$1M	\$7M
	Traffic Management Technologies	\$250,000	\$7M-\$3.5M
	Bridge Rehabilitation/Replacement	\$1M	\$7M
	Spot Mobility	\$1M	\$3.5M

Roadways Changes Moving Forward

- It is recommended that any major changes to the roadway applications be further discussed by the technical committees given the many different agencies that apply for these funds

Questions

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