

Regional Solicitation Unique Projects Development Process – Meeting #2

TAB Unique Projects Policy Work Group – May 7, 2021



How are we going to operate?

BE ACTIVE

RESPECT OUR TIME

KEEP AN OPEN MIND

ALLOW FOR EVERYONE

HAVE FUN

USE TECHNOLOGY

OTHERS?

Come prepared to engage (you all volunteered!)

Limit the side chatter, stay focused on topic

Be considerate of others' opinions

Don't dominate the conversation

This is an exciting topic, let your creative side loose!

Use Webex tools and Mentimeter to communicate

Will improve monitoring chat and hand raising

Cole Hiniker

Host, me

Participants (1)

Search

Raise hand

CH Cole Hiniker
Host, me

Mute all Unmute all ...

Chat

Everyone

Enter chat message here

Unmute Start video Share Record ...

Participants Chat ...

Proposed Schedule

Meeting Date	Topic #1	Topic #2	Info Items
April 23	Introduction and History	Goals, Purpose, and Outcomes	
May 7	Prioritize Goals	Evaluation Metrics and Eligibility	Funding Program Insights – MnDOT and CD
May 21	Evaluation Metrics and Eligibility (Cont.)	Information Needed to Evaluate Projects	TBD
June 4	Information Needed to Evaluate Projects (Cont.)	Weighting of Goals/Metrics	TBD
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Agenda

1. Recap of Meeting #1
2. Insights from MnDOT and Community Development Funding Programs
3. Goals Prioritization Exercise
4. Discussion of Evaluation Metrics
5. Reflection and Next Steps

Meeting #1 Recap – Key Themes

Purpose of Unique Projects

- **Innovation**, high-risk, creative ideas; pilot projects
- **Immediate impact**, urgent projects,
- **Social equity**, reducing racial disparities
- **Climate change**, reducing transportation impacts

Meeting #1 Recap – Key Themes (cont.)

Goals/Outcomes for Unique Projects (# of Comments)

- **Environmental impacts**, climate change, reducing transportation system impacts (14)
- Improving **transit, walking, biking** (9)
- **Social equity**, reducing racial disparities (6)
- Improving **access** to places, **connectivity** to transportation (6)
- Improving **land use connection** (1)
- Transportation for **seniors** (1)

Meeting #1 Recap – Key Themes (cont.)

Goals/Outcomes for Unique Projects

- Successful program (8)
 - Social acceptance
 - Pilot, successful proof of concept
 - Disruption technology
 - Prepare for new federal funding opportunities
 - Collaboration, partnerships
- Broad impact, regional balance (4)

Meeting #1 Recap – Key Themes (cont.)

Unique Projects Ideas

- Solar over parking lots
- Studies of potentially innovative ideas (e.g., goods and services “deserts”)
- Multi-use charging stations (e.g., food trucks, e-bikes)
- Successful replacement of Metro Mobility
- Drones to save road use
- Road design flexibility
- Autonomous vehicle technology
- Mobility hubs

Questions?

MnDOT and Community Development Program Insights



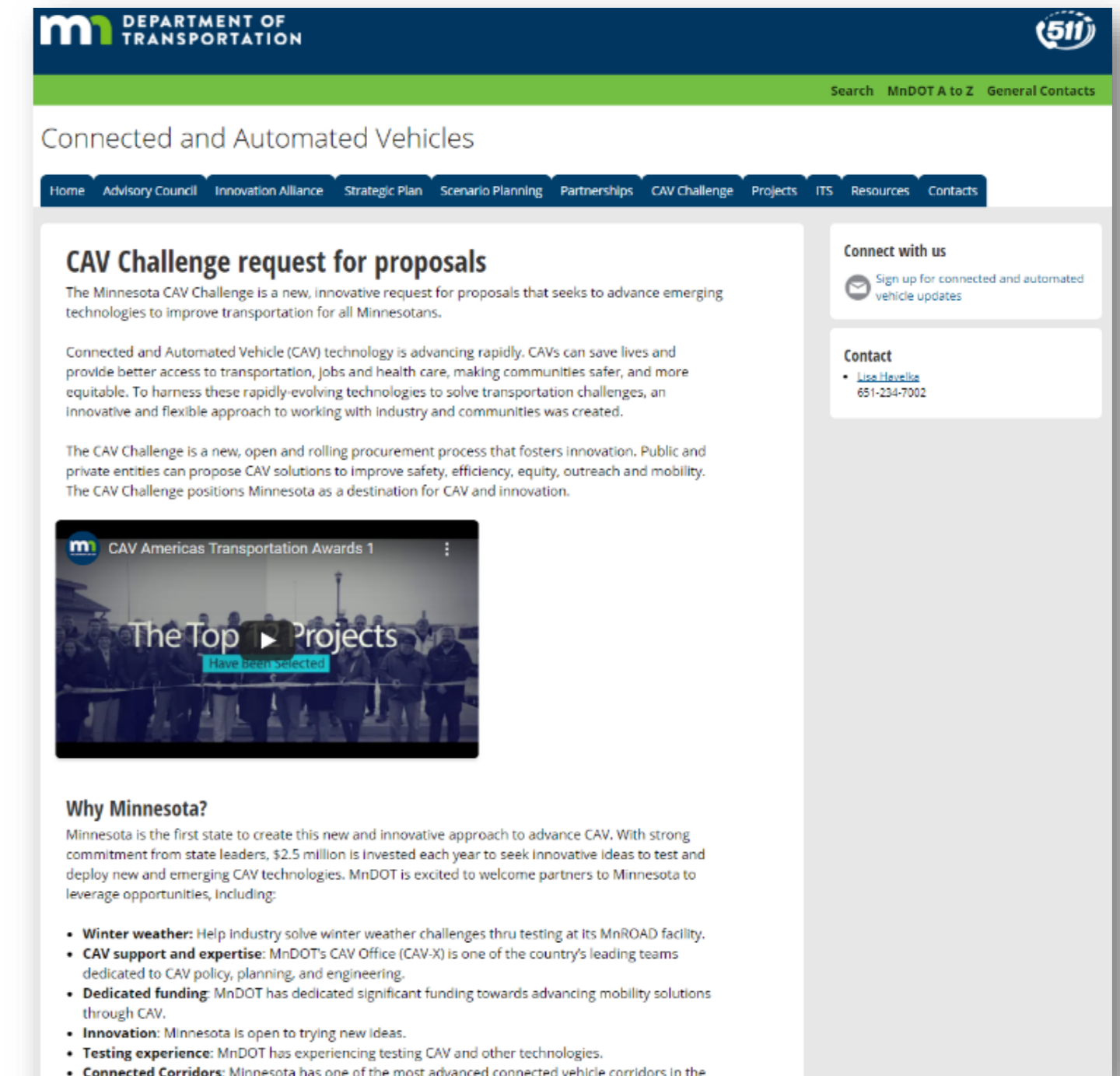
Lessons Learned from MnDOT Competitive Programs

- Use an expression of interest process
 - Encourages more dialogue/better projects
 - Applicants know requirements for the funds
 - Weak candidates don't put in significant time/resources into developing applications
- Use the strategies from your plan to create a scoring system that allows multiple paths to achieving full points (i.e. you don't have to do everything to get all the points)
- For scoring innovation, consider the potential for broader adoption

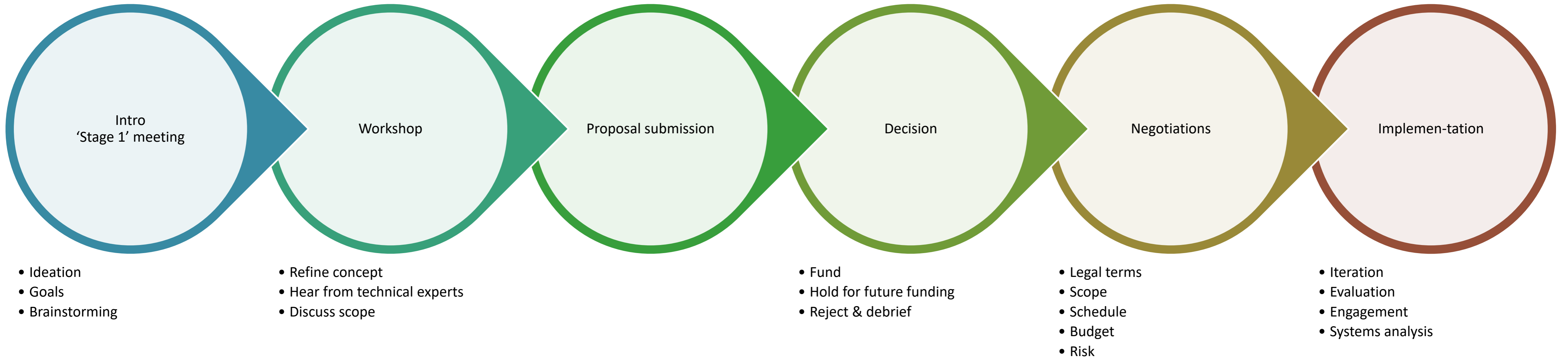
CAV CHALLENGE BACKGROUND

- Launched in October 2018 and resulted
- 16 awards and 7 fully-negotiated contracts
- Winner of the 2019 National Cronin Award for Procurement Excellence, the 2020 AASHTO Innovation Award and the 2021 WTS Innovation Award
- Projects include Rochester autonomous shuttle pilot, fiber optic feasibility study, Smart Snelling connected vehicle corridor, and autonomous maintenance trucks
- Partnering with new entities: economic development, IT, counties, medical centers, cities, tech industry and new voices in innovation, defense contractors
- Saved \$2M+ in RFP resources and 200+ hours of staff time

CAV Challenge website
www.mndot.gov/automated/cavchallenge



PROCESS



USE CASES

1. Public-private partnerships
2. Testing and deployment
3. Developing clear policy
4. Winter weather testing
5. CAV corridor planning
6. Expanding mobility options for underserved communities
7. Work zone safety
8. Outreach and engagement
9. Data and cybersecurity
10. Direct public benefit
11. Scalable, replicable ideas
12. Public health
13. Maintenance and operations
14. Multi-modal transportation
15. Freight
16. Shared mobility
17. Public safety
18. Localize national research
19. Infrastructure investment
20. Build off other programs
21. Tech readiness
22. Interoperability
23. Connected vehicle tech
24. Autonomous vehicle tech
25. Shared mobility

CAV Challenge RFP
www.mndot.gov/automated/cavchallenge



REQUEST FOR PROPOSALS (RFP)
Minnesota Department of Transportation (MnDOT)
Minnesota CAV Challenge 2.0

Minnesota's Commitment to Diversity and Inclusion

The State of Minnesota is committed to diversity and inclusion in its public procurement process. The goal is to ensure that those providing goods and services to the state are representative of Minnesota's communities and include businesses owned by minorities, women, veterans and those with substantial physical disabilities. Creating broader opportunities for historically under-represented groups provides for additional options and greater competition in the marketplace, creates stronger relationships and engagement within the state's communities and fosters economic development and equality.

To further this commitment, the Minnesota Department of Administration operates a program for Minnesota-based small businesses owned by minorities, women, veterans and those with substantial physical disabilities. For additional information on this program, or to determine eligibility, please call 651-296-2600 or go to www.mmd.admin.state.mn.us/mn02001.html.

This document is available in alternative formats for persons with disabilities by calling Kristin White at 651-485-9679 or for persons who are hearing or speech impaired by calling the Minnesota Relay Service at 1-800-627-3529. For other information on disability rights and protections, contact [MnDOT's American's with Disabilities Act \(ADA\) Coordinator](#).

This RFP does not obligate MnDOT to award a contract or complete the project, and MnDOT reserves the right to cancel the RFP if it is considered to be in its best interest.

Responses to this RFP will be public information under the Minnesota Data Practices Act, Minnesota Statutes Chapter 13.

PROJECT SPECIFIC INFORMATION

Background

With rapidly advancing emerging transportation technologies like connected and automated vehicles (CAV) and intelligent transportation systems, Minnesota is exploring innovative public-private partnerships to help the state plan and prepare for these technologies and to find innovative solutions to national transportation challenges. These technologies can help meet Minnesota's goals to build a future transportation system that is safe, equitable, accessible, efficient, healthy, and sustainable.

Partnership Opportunities and Use Cases

Minnesota's CAV Challenge program promotes partnerships among government, private industry, non-profits, the public, and researchers to advance technologies that improve quality of life. The Minnesota CAV Challenge allows anyone to propose innovative partnerships to solve Minnesota transportation challenges.

WHEN TO USE CHALLENGE-BASED PARTNERSHIPS

- Ideas seeking new outside partners
- Flexible timelines; not urgent
- Open to ideation and brainstorming
- Willing to use new ideas, innovation, technology
- You can pose a problem to solve or define broad goals for vendors to meet
- Requirements are unknown, hard to define, rapidly changing or you don't have all the expertise

TOP 10* LESSONS LEARNED

1. Begin with the end in mind
2. Equity must be addressed explicitly
3. Prioritize the priorities
4. Workshop ideas
5. Use design thinking and human-centered design
6. Protect IP and trade secrets
7. Technology is a means to an end
8. Create interdisciplinary teams
9. Performance measures and accountability
10. Seek feedback
11. Advertise your program
12. Manage expectations

THANK YOU

MINNESOTA CONNECTED AND AUTOMATED VEHICLES PROGRAM

KRISTIN WHITE
Executive Director
kristin.white@state.mn.us



Livable Communities Act Grants

- Interrelate development or redevelopment, affordable housing, and employment growth;
- Create more compact development or redevelopment;
- Create a mix of housing opportunities;
- Provide public infrastructure that connects communities, attracts investment, and expands job opportunities; and
- Address environmental sustainability and advance racial equity

Livable Communities Act Grants

2020-2021 Changes

- Focusing on outcomes and impacts
- Putting community need at the center
- Expanded pre-development grants
- Supporting prospective applicant cities and project teams in advance

Goal Prioritization and Criteria Discussion Exercises

Goal Prioritization Exercise

- Focus on impact-oriented goals; program-success goals will be secondary
- Narrowing down to 1-2 goals will give applicants clear message about intent
- Not necessarily a commitment to these goals over many Solicitation cycles, can be revisited each cycle
- Considerations from key themes:
 - Environment and equity are existing evaluation criteria in most funding categories, but often not highly weighted
 - Access to people and places is existing evaluation criteria weighted highly as “usage” in most funding categories
 - Multimodal is both an existing evaluation criteria and several funding categories, could be addressed through modal funding ranges

Goal Prioritization Exercise (more detail)

- Environment and equity are existing evaluation criteria in most funding categories, but often not highly weighted
 - Equity is generally around 5% of points in roadways, bike and ped and around 15% in transit
 - Reduced emissions are between 0% and 15% of points, although some criteria get at this indirectly (e.g., potential multimodal usage)
- Multimodal is both an existing evaluation criteria and several funding categories, could be addressed through modal funding ranges
 - Multimodal is generally between 9% of the points in most categories
 - Transit and TDM and Bicycle and Pedestrian funding categories make up 44.5% of Regional Solicitation funding based on midpoints approach

Draft Evaluation Framework

Goals	Metrics
Outcome #1 – TBD	One to two metrics
Outcome #2 – TBD (if necessary)	One to two metrics
Outcome #3 – TBD (if necessary)	One to two metrics
Innovation/Disruption	Qualitative metric
Regional Significance/Scalability	One to two metrics
Partnerships/Collaboration	Qualitative metric

Goals Prioritization Exercise

Question #1: Top focus

Question #2: Second focus

Goal	Examples of Impact
Reduce Environmental Impacts of Transportation	<ul style="list-style-type: none">• Reduce GHGs (VMT)• Reduce impervious surfaces• Reduce local pollution
Reduce Racial Disparities	<ul style="list-style-type: none">• Improve access for people of color• Remove barriers for people of color• Increase engagement/understanding of needs• Address project consequences of historic harm
Improve Multimodal Options	<ul style="list-style-type: none">• Address real or perceived safety and security issues• Expand emerging modes or shared mobility options
Improve Access to Places	<ul style="list-style-type: none">• New ways to physically connect to places
Improve Connectivity and Reduce Barriers to Transportation	<ul style="list-style-type: none">• New ways to socially connect (e.g. Apps)• Reducing cost or language barriers
Improving Transportation and Land Use Connection	<ul style="list-style-type: none">• Creating better plans or city ordinances• Parking strategies
Improving Transportation for Seniors	<ul style="list-style-type: none">• New mobility options, better coordination

Mentimeter Goal Prioritization Exercise

www.menti.com

Code: 4259 7478

Goal Prioritization Wrap-up

- What's missing?
- Concerns?
- Questions?

Evaluation Metrics Discussion

- Based on top goals, tell us what is important to evaluate about each focus area:
 - Think about things that can potentially be measured
 - Try to consider impact-based metrics, as opposed to how-we-operate metrics
- Alternatively, tell us the specific problem you think we should be evaluating for improvement
- What advice do you have to technical staff looking to develop an evaluation framework for these goals?

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Meeting Reflection

- What worked?
- What didn't work?
- Any meeting rules to add or revisit for next time?

Contact:

Cole Hiniker, Multimodal Planning Manager

612-743-2215

Cole.Hiniker@metc.state.mn.us





Travel Behavior Inventory Program Overview

The Travel Behavior Inventory (TBI) program provides data on regional travel patterns to inform transportation planning and to develop and maintain regional travel forecast models. The program consists of recurring and periodic data collection and model enhancement projects, including a household travel survey (every 2 years), a transit on-board survey (every 5 years).

Funding Request for 2017-2022 (2016 solicitation cycle)

Funding Partner	Funding	% of Total
TAB	\$2.7 million	36%
Met Council	\$3.2 million	42%
MnDOT	\$1.7 million	22%
Total	\$7.6 million	100%

Projects include 2019, 2021, and 2023 household travel surveys, 2022 transit on-board survey, 3rd party data purchases and regional model updates.

Funding Request for 2023-2024 (2018 solicitation cycle)

Funding Partner	Funding	% of Total
TAB	\$585,000	33%
Met Council	\$585,000	33%
MnDOT	\$585,000	33%
Total	\$1.755 million	100%

Projects include 2025 household travel survey, special generator survey, regional model updates, and a potential 3rd party data purchase.

Funding Request Range for 2025-2026 (2022 solicitation cycle)

Funding Partner	Funding	% of Total
TAB	\$850K - \$1.1M	33%
Met Council	\$850K - \$1.1M	33%
MnDOT	\$850K - \$1.1M	33%
Total	\$2.55M - \$3.30M	100%

Projects include 2027 household travel survey, 2027 transit on-board survey, special generator survey, and updates to the regional model.