



Technical Steering Committee

Regional Solicitation Evaluation

metro council.org



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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
 - E.g.: 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

Structure Discussion

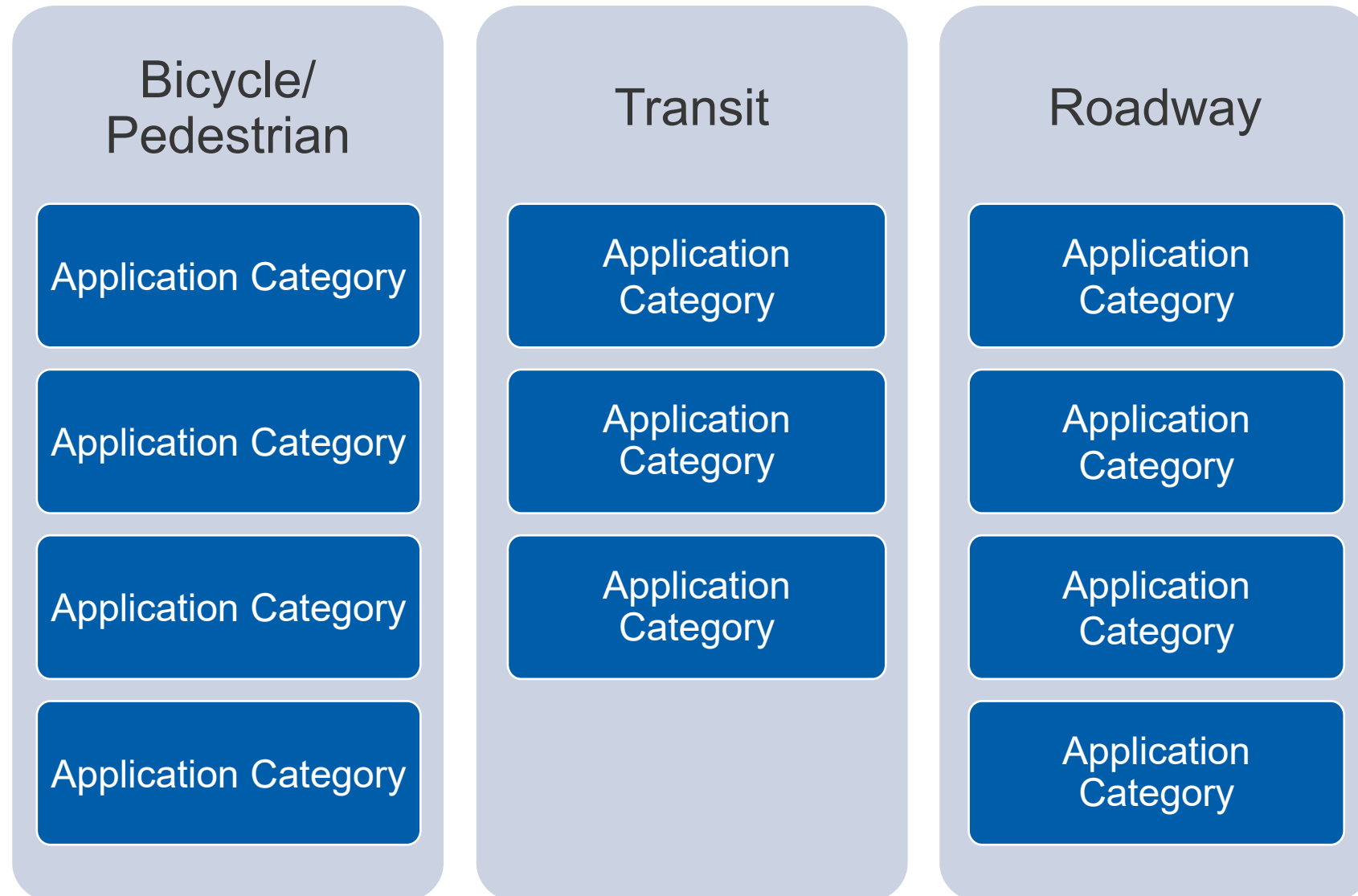


Development of a Hybrid Structure

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

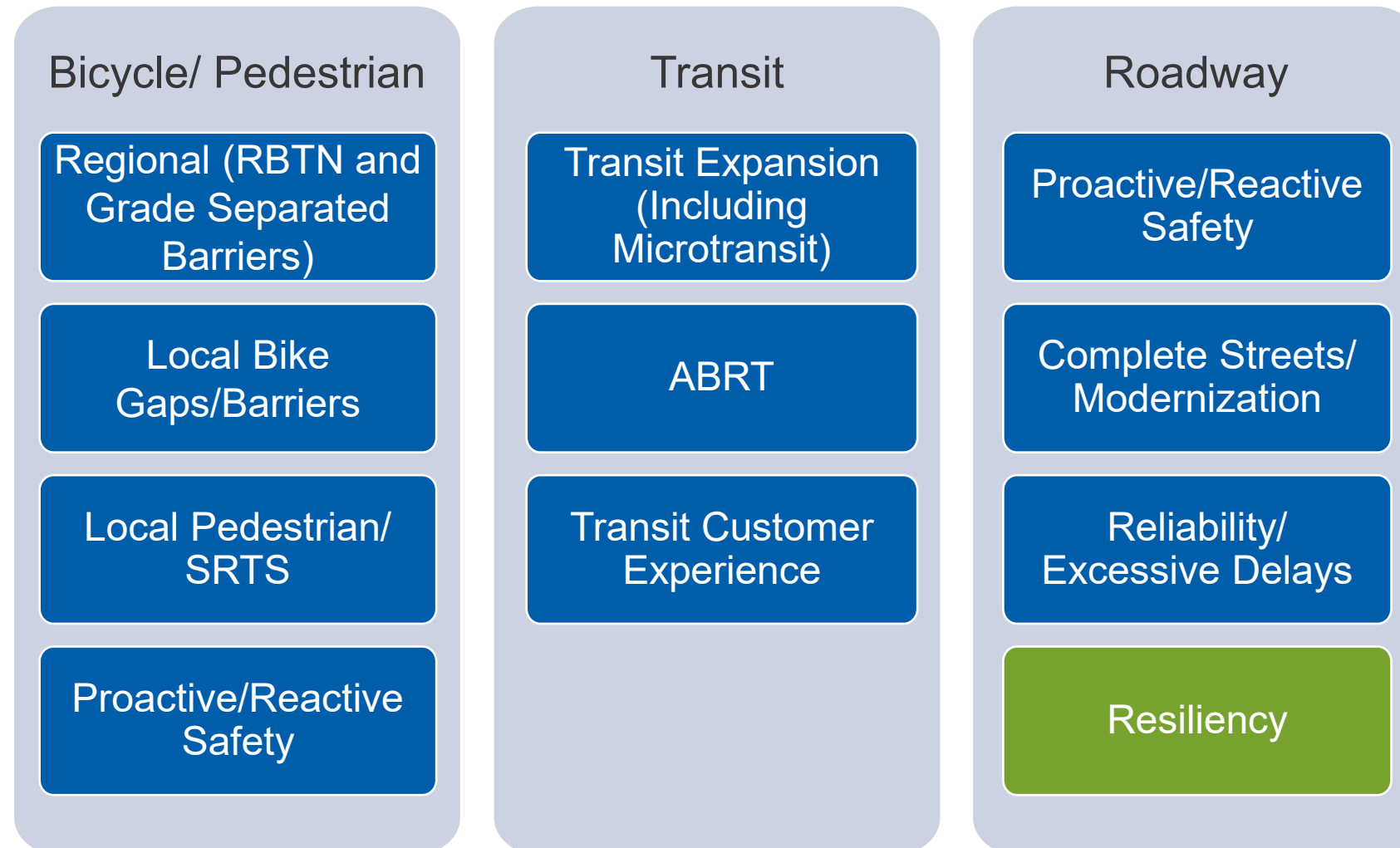
How do we incorporate other priorities?

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

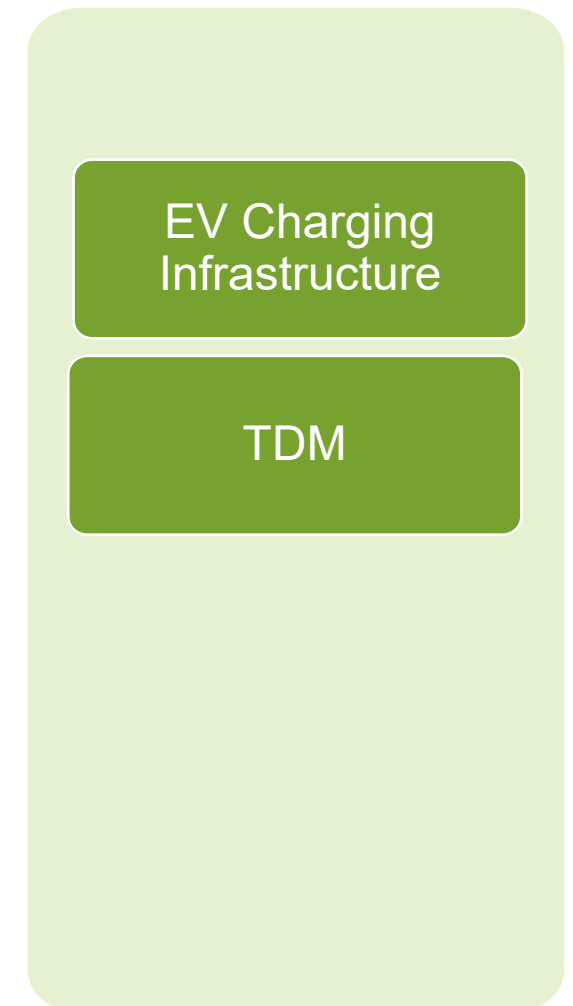
How do we specifically focus on safety, which is often asked by policymakers?

Example Hybrid Structure

Dynamic and Resilient

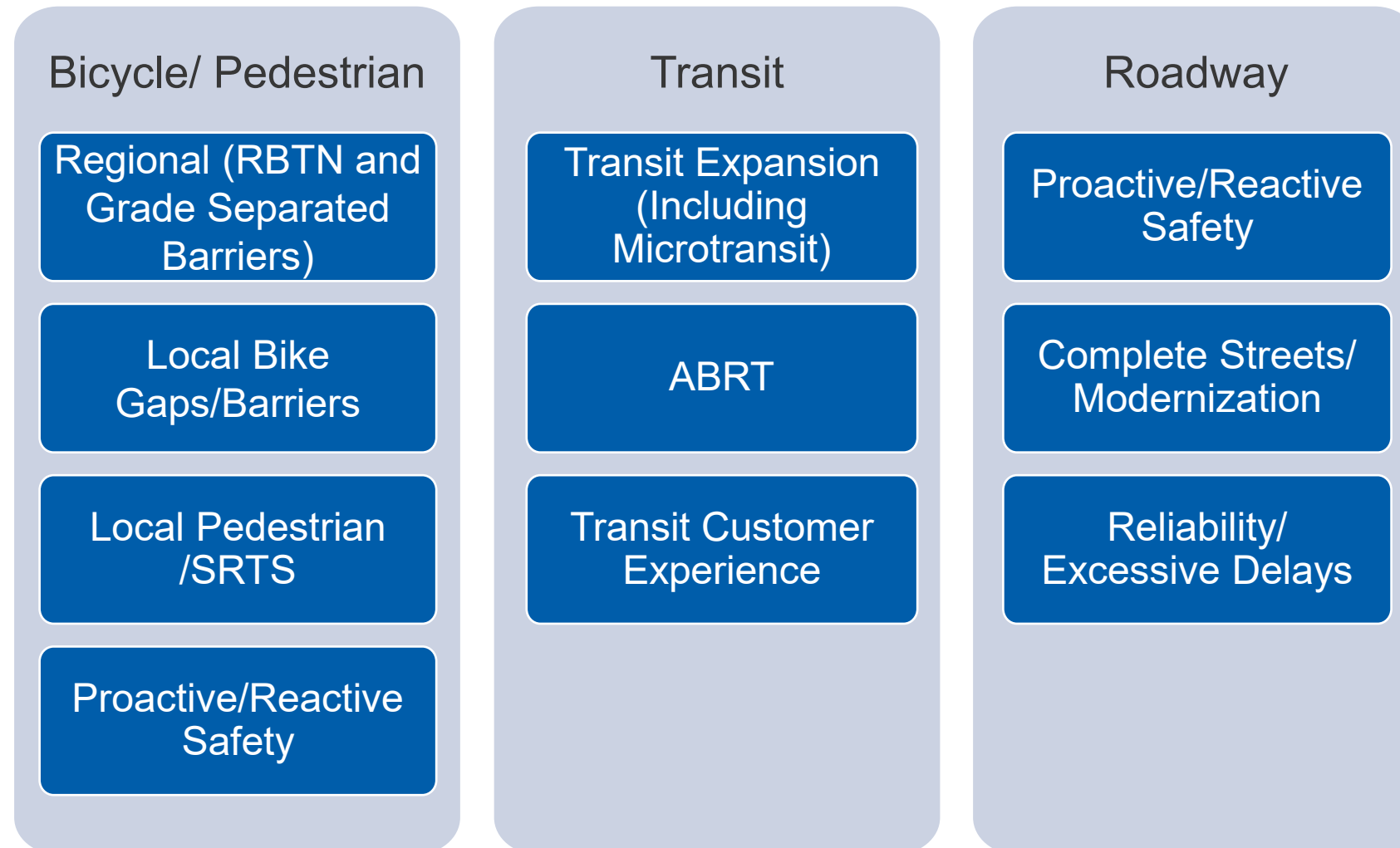


Climate Change/Natural Systems



Example Hybrid Structure

Dynamic and Resilient



Climate Change/Natural Systems



Example Hybrid Structure

Healthy and Safe

Dynamic and Resilient

Climate Change/Natural Systems

Bicycle/ Pedestrian

Regional (RBTN and Grade Separated Barriers)

Local Bike Gaps/Barriers

Local Pedestrian /SRTS

Proactive/Reactive Safety

Transit

Transit Expansion (Including Microtransit)

ABRT

Transit Customer Experience

Roadway

Proactive/Reactive Safety

Complete Streets/ Modernization

Reliability/ Excessive Delays

EV Charging Infrastructure

TDM

Resiliency

Example Hybrid Structure

Healthy and Safe

Proactive Safety

Reactive Safety

Safe Routes to School

Dynamic and Resilient

Bicycle/ Pedestrian

Regional (RBTN and Grade Separated Barriers)

Local Bike Gaps/Barriers

Local Pedestrian

Transit

Transit Expansion (Including Microtransit)

ABRT

Transit Customer Experience

Roadway

Complete Streets/ Modernization

Reliability/ Excessive Delays

Climate Change/Natural Systems

EV Charging Infrastructure

TDM

Resiliency

Healthy and Safe Detail

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

Category Notes

- 7 of 8 groups from workshop said this should be a category
- High priority for both policymakers and technical staff

Example Potential Application Categories and Project Types:

- Proactive: Projects that address a potential safety risk
 - Road diets, intersection improvements, mode separation, etc.
- Reactive: Projects that address an observed safety challenge
 - Road diets, roundabouts, intersection improvements, access management, multimodal facilities, grade separation, etc.
- Provide more opportunities to walk, bike, and roll/Increase safety and comfort outside of vehicles
 - Safe Routes to School, other?

Key Questions:

- What are your thoughts on the 3 potential application categories (Proactive, Reactive, and Safe Routes to School)?
- One idea would be to have a larger maximum award than HSIP's \$2M maximum to focus on a more expensive/larger set of safety projects.
- Beyond Safe Routes to School, should there be another category just for bike/ped safety?

Dynamic and Resilient Detail

TPP Objectives/Policies

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

Category Rationale

- Most workshop groups separated policies within this goal into modal categories

Example Potential Application Categories and Project Types:

- RBTN/grade separated bike barriers
- Local bike gaps/barriers
- Local pedestrian options
- New/expanded transit service (including microtransit)
- ABRT
- Transit customer experience/capital improvements
- Complete Streets/roadway modernization (roadway modernization, bridges)
- Reliability/Excessive Delays (signal timing, transit advantages, intersection improvements, lane expansions, bridge expansions, and interchanges)

Key Questions:

- Is anything missing or project types that could be combined?
- Bridge rehab and replacement projects would be an eligible project type in complete streets/roadway modernization, reactive/proactive safety, and resiliency categories based on the objective of the project. Does this approach make sense?
- Should reliability/excessive delays have sub-categories?

Climate Change/Natural Systems Detail

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

Category Notes

- 7 of 8 workshop groups supported an EV charging category
- TDM included here based on advancing GHG reduction outcome

Example Potential Application Categories and Project Types:

- EV charging infrastructure
- TDM programs/Transportation Management Organization (TMO) funding
- Resiliency (flooding, bridges that raise the roadway out of the floodplain, stormwater, erosion control, and other project costs eligible for PROTECT funding)

Key Questions:

- What challenges do you foresee with this category?
- Is this the right home for TDM applications?
- Should there be a separate resiliency category (\$3.5M/year of PROTECT funding)
- Is anything missing?

Equitable and Inclusive Detail

TPP Objectives/Policies

- Repair and Eliminate Harms

Category Notes

- Likely not a project category in 2026
- Future discussion to include how equity could fit in as criteria for some or all projects

Example Potential Application Categories and Project Types:

- Potential for category related to Highway Harms study in future cycles

Key Questions:

- How do we incorporate equity while still keeping applications focused on the desired outcomes?
- What would you like the policymakers to address?
- Is anything missing?

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

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