



# Technical Steering Committee

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August 2024



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# May Technical Steering Committee (TSC) Discussion Recap

## Last meeting we discussed:

- **Technical Steering Committee role** – provide technical direction to the project team; recommend technical decisions to the Policy Working Group.
- **Regional Solicitation process and background**
- **Peer review desktop findings** – Interviews with MPOs were completed in June.
- **Listening sessions findings**



# Investment Summary



# Investment Summary Purpose

## What is the role of the Investment Summary in the Regional Solicitation Evaluation?

- Summarizes the past 10 years (2014-2022) of project awards (\$1.2 billion).
- Summarizes major policy and technical changes in the Regional Solicitation process in the past 10 years.
- Compares the different outcomes of funding between when the solicitation used funding source-based categories (prior to 2014) and modal-based categories (2014 and beyond).
- Compares funding outcomes between cycles since the last evaluation.

# Investment Summary Findings

## Selected major changes:

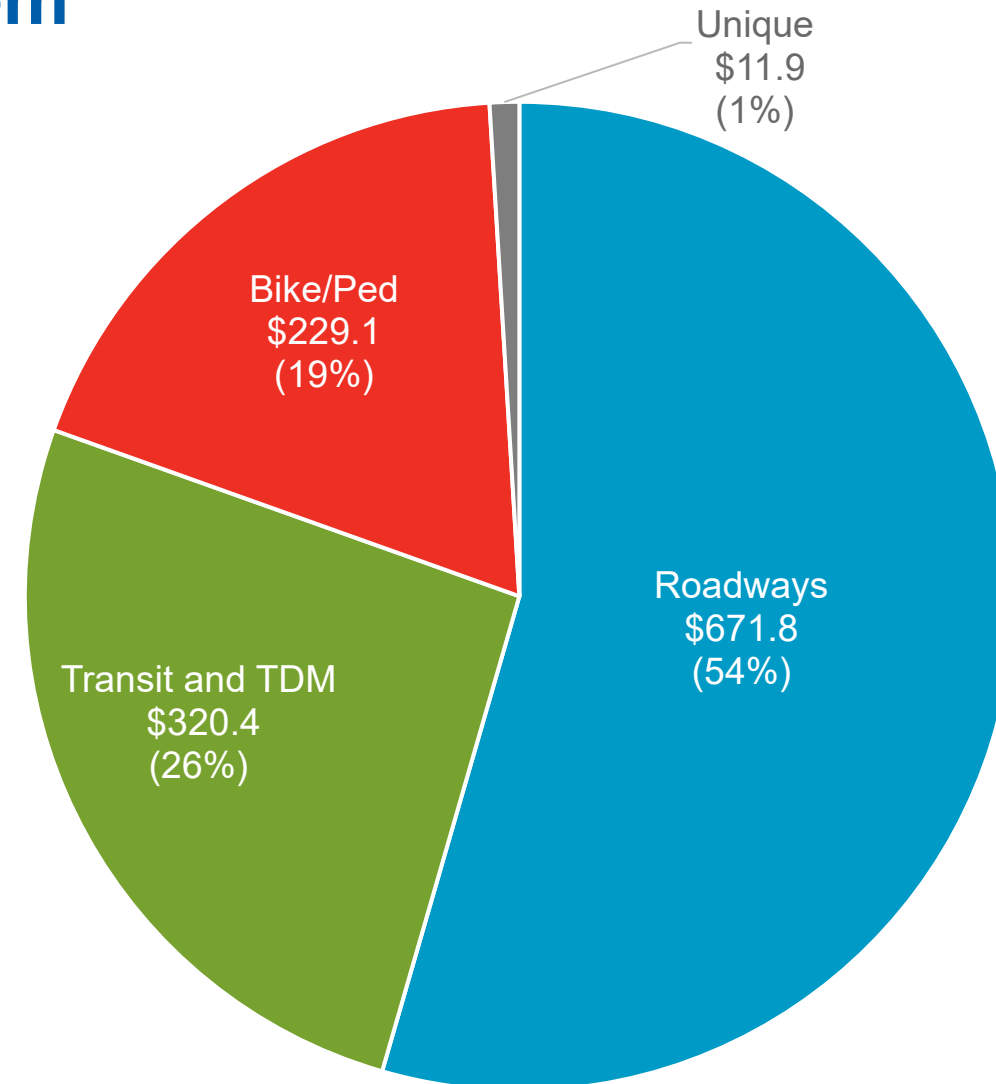
- 2014:
  - Application categories switched from funding program-based to modal-based
  - Application moved online and shortened
  - Equity added as criterion
- 2020:
  - Arterial Bus Rapid Transit (ABRT) category added
  - Spot Mobility and Safety category added
- 2022
  - Unique Projects category added

# Investment Summary Findings

## Summary of Projects Federal Funding from 2014 – 2022\*

Over the evaluated period, **\$1.2 billion** in federal funds were distributed to 344 projects across three modal categories.

The Regional Solicitation funding leveraged **\$1.3 billion** from other sources, bringing the total regional investment to **\$2.5 billion**.

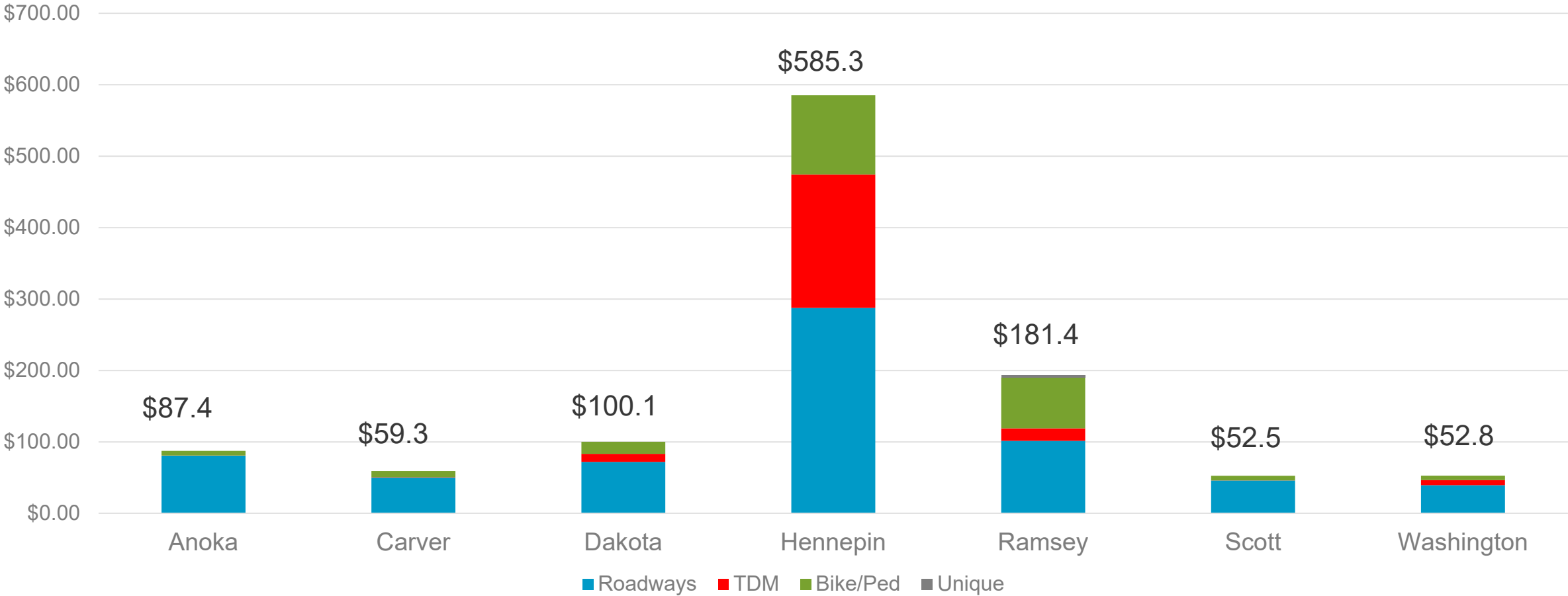


Share of Total Federal Funding From the Regional Solicitation (2014 – 2022) (Shown in \$ millions)

\*2024 Projects currently being added to analysis

# Investment Summary Findings

## Regional Solicitation Federal Funding by Project Category and County (2014 – 2022, millions)





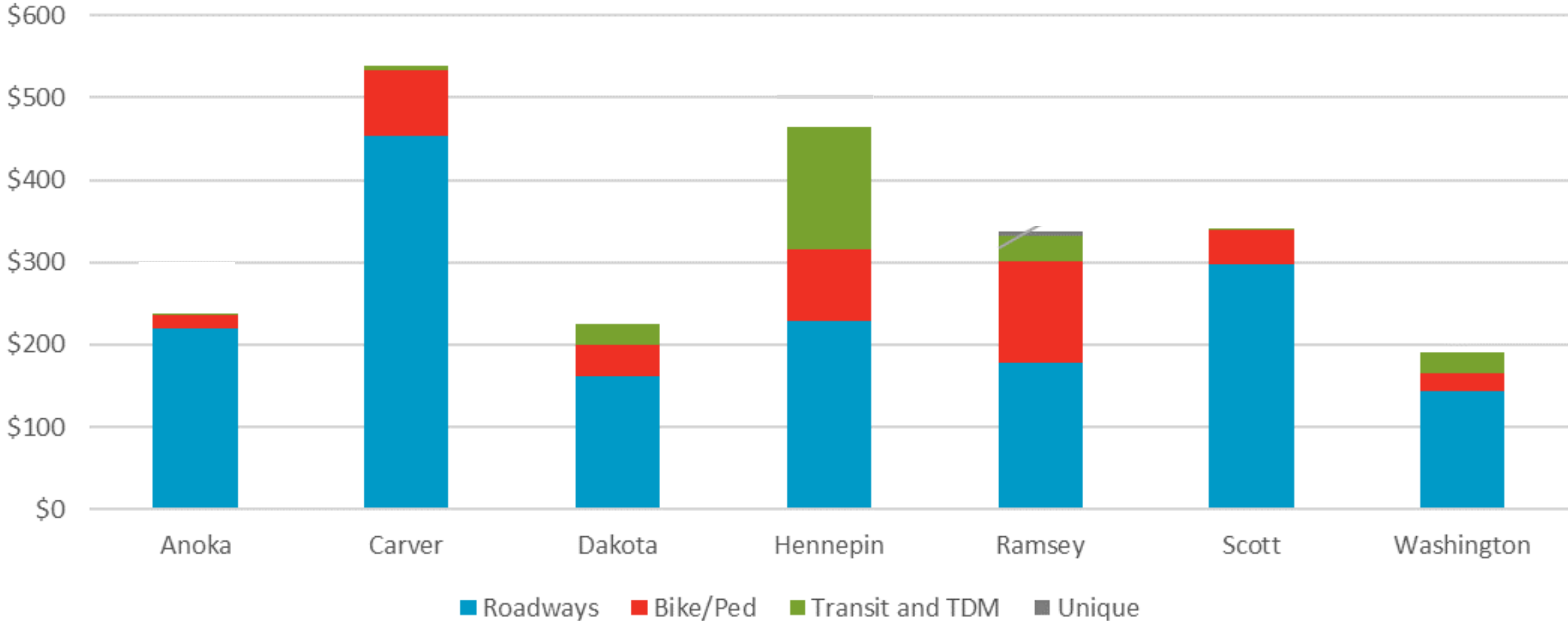
# Investment Summary Findings

## Funding Distribution by County vs Population and Jobs

	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington
Population	12%	3%	14%	41%	18%	5%	8%
Jobs	7%	2%	11%	53%	19%	3%	5%
<b>Funding Distribution</b>	<b>8%</b>	<b>5%</b>	<b>9%</b>	<b>52%</b>	<b>16%</b>	<b>5%</b>	<b>5%</b>

# Investment Summary Findings

## Regional Solicitation Federal Funding Per Capita by Project Category and County (2014 – 2022)



# Investment Summary Findings

## Safety Benefits

Safety is a key component of the Regional Solicitation and is one of the key determinants in project scoring and selection. **The safety benefits of selected roadway projects were monetized as one measure of effectiveness.**

This table also shows a large jump in total benefits in 2020. This was the same year that **Spot Mobility and Safety Roadway** category was added to the application.

Cycle	Total Safety Benefit
2014	\$142.2
2016	\$160.1
2018	\$200.8
2020	\$395.0
2022	\$410.8
<b>Total</b>	<b>\$1,308.7</b>

*Monetized Safety Benefits as Reported by Applicants by Solicitation Year (Shown in \$ millions)*

# Investment Summary Findings

## Funding awards on or impacting MnDOT system (\$350 million total)

- 29% of the total regional solicitation funding over the past 10 years directly improved the state system.
- 48% (\$322.5 million) of all funding (\$671.8 million) distributed in the Roadways Including Multimodal Elements category went to projects directly on or significantly improving the state system.
- 70% (\$198.8 million) of all funding (\$266.9 million) distributed in the Strategic Capacity category went to projects (mostly interchanges) on the state system.
- 11% (\$25.1 million) of all funding (\$229.1 million) distributed in the Bicycle and Pedestrian Facilities category went to state trail projects and crossings or trails along the trunk highway system

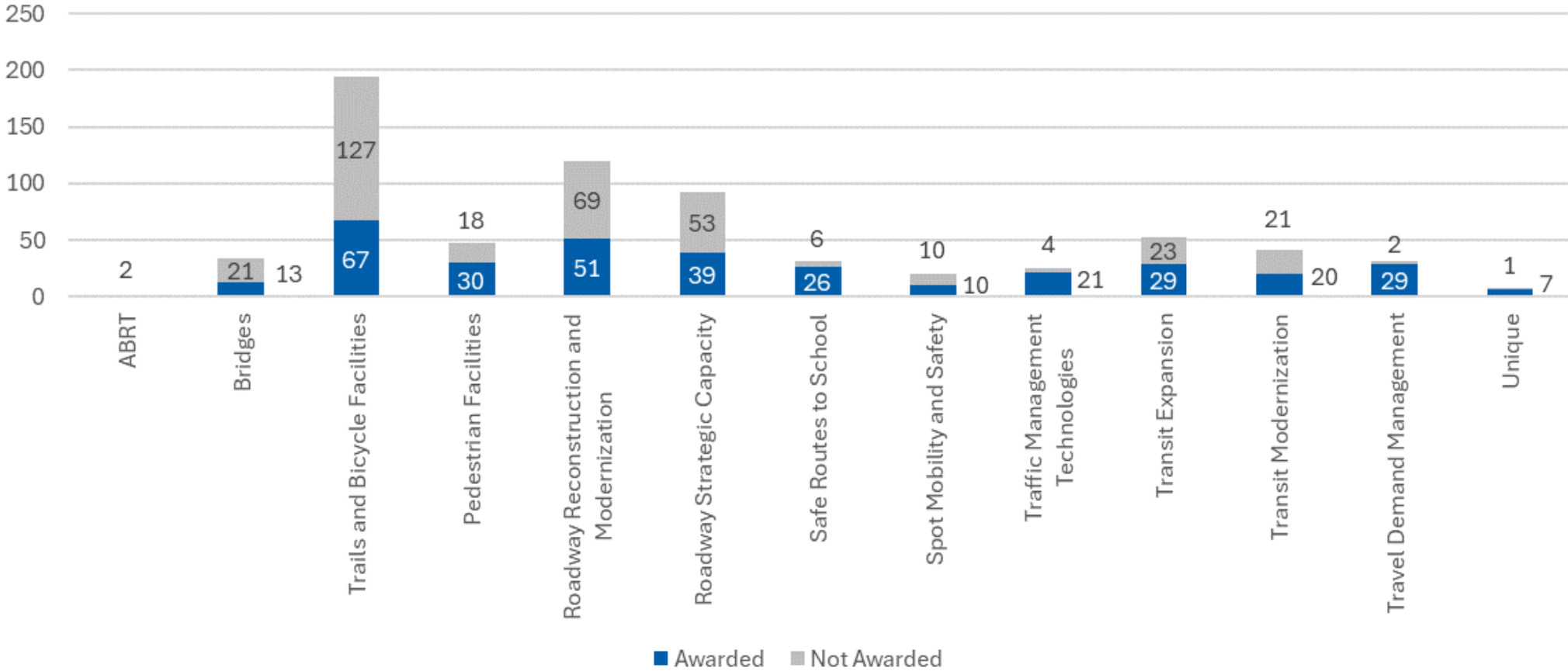
# Investment Summary Findings

## Multimodal Investments

- 200 miles of trails and sidewalks
  - 116 miles of trail and sidewalk constructed as separate bike/ped projects and
  - 108 miles of trail and sidewalk constructed as part of roadway projects
- Several bike/ped projects selected that connect to major transitways (Gold, Blue, Green Lines, etc.) or major roadway projects (Hwy 36, Hwy 5, etc.).
- Investment in 6 Arterial Bus Rapid Transit Lines and modernization of existing transitway and transit stations.
- 29 TDM awards, including 17 to non-government applicants

# Investment Summary Findings

Number of Applications Selected and not Selected by Application Category (2014 – 2022)



	ABRT	Bridges	Trails/Bike	Ped	Reconstruction	Strategic Capacity	Safe Routes	Safety	Tech	Transit Expand	Transit Modern	TDM	Unique
Success Rate	100%	38%	32%	62%	41%	43%	81%	50%	56%	50%	46%	92%	83%

# Investment Summary Findings

## Application Success Trends

- The total applicant **success rate was 49%**.
  - Roadways including Multimodal Elements: 46%
  - Transit and TDM: 61%
  - Bicycle and Pedestrian Elements: 45%
  - Unique Projects: 83%
- Counties as applicants had a success rate of 39%, however the success rate varied between 27% (Anoka) to 63% (Hennepin).
- Cities as applicants had an average success rate of 50%.

# TSC Discussion

## Feedback on the Investment Summary

- What stood out to you from the Investment Summary initial takeaways?
- Are there any other questions you have that you want to have answered by the dataset?
- What insights from this summary could inform future solicitations?





# Before and After Study



# Before-and-After Study

## What is the role of the Before-and-After Study in the RSE?

- The purpose is to quantify the outcomes and benefits of the investments of the Regional Solicitation.
- As with the investment summary, it is a tool for measuring whether or not regional goals are being met.
- Previous Before & After Studies were completed in April 2019 (Phase I) and 2021 (Phase II).
- The current study focuses on quantifying outcomes for safety and ped/bike usage.

# Before-and-After Study

## How is the Analysis Being Conducted?

- Roadway and Bicycle and Pedestrian Safety (crash data)
  - Roadway applications and HSIP applications from 2014 (50+projects).
  - Review three years of crash data before and after project is constructed.
  - Quantify crash data metrics including total crashes, fatal/severe crashes, ped/bike crashes, and crash types.
- Pedestrian and Bicycle Usage (count data)
  - Pedestrian and bicycle facilities applications from 2014 (15+ projects).
  - Review data included in application for surrounding population and employment and compare to count data to quantify benefits.



# Decision making approach



# Evaluation purpose, goals, timeline

## Stakeholder Groups, Public Engagement, Equity Engagement

### Decision Point 1: Preferred Solicitation Structure Fall 2023 – Fall 2024

- 10-Year summary
- MPO peer review
- Develop solicitation structure that incorporates Imagine 2050 & 2050 TPP goals, objectives, and policies
- Listening sessions
- Active Transportation working group meetings

**Deliverable: Identify preferred solicitation structure**

### Decision Point 2: Application Categories and Criteria Fall 2024 – Spring 2025

- Identify application categories
- Develop prioritizing criteria
- Identify best way to incorporate new federal funding sources
- Special issue working group meetings

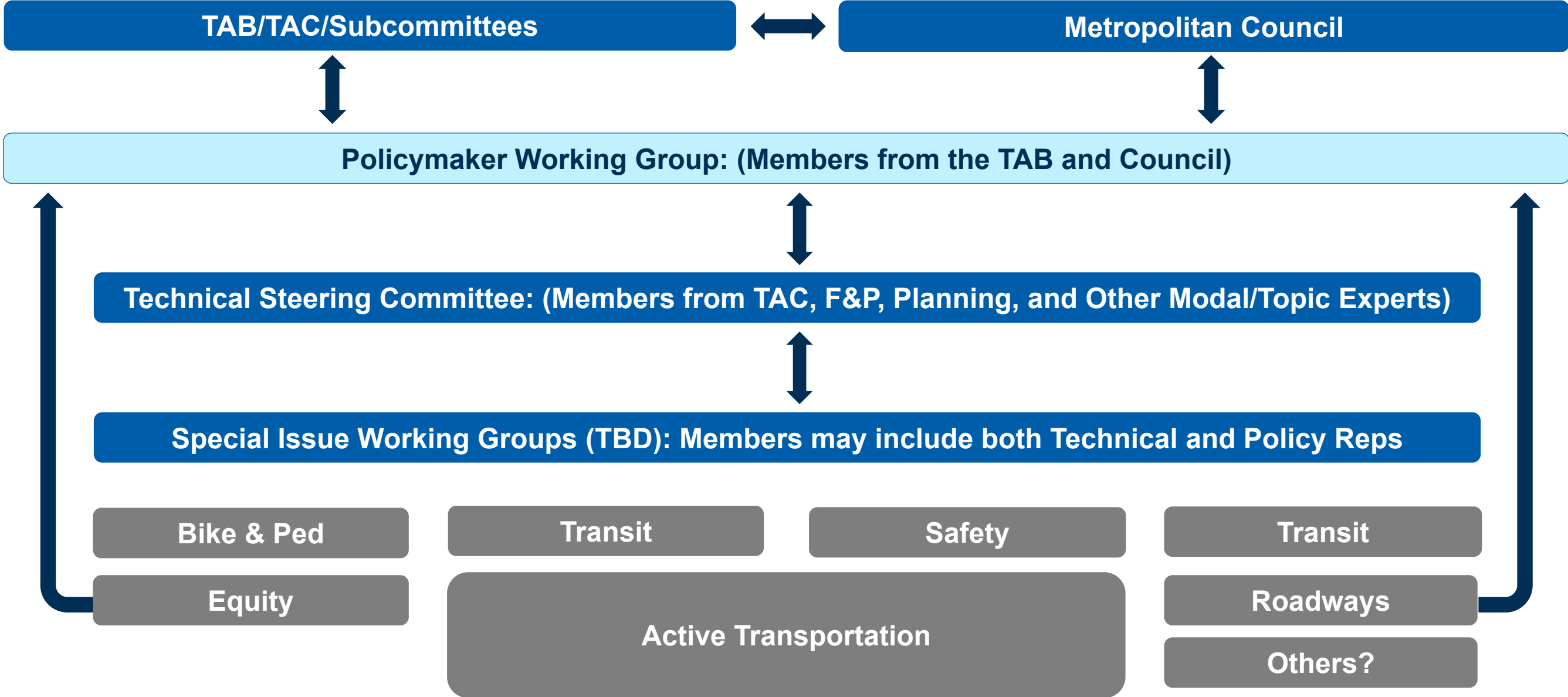
### Decision Point 3: Simplified Application Spring 2025 – Fall 2025

- Simplify application process
- Incorporate TPP performance measures
- Implement changes to application process
- Special issue working group meetings

### Decision Point 4: Final Application Materials Fall 2025 – Winter 2026

- Final application package
- Final report
- Online testing of application
- Recommend any changes to the 2050 TPP

# Decision-making Process



# Steps to decision point #1

## Goal: Select preferred structure for Regional Solicitation

May	August	October
<ul style="list-style-type: none"> <li>• Current structure</li> <li>• Role of working group</li> <li>• Introduce structure elements</li> <li>• Peer review desktop findings</li> <li>• Initial listening session feedback</li> </ul>	<ul style="list-style-type: none"> <li>• Discuss listening session feedback</li> <li>• Investment summary</li> <li>• Discuss structure elements and respond to any directive from Policymaker Working Group</li> </ul>	<ul style="list-style-type: none"> <li>• Review feedback from Policymaker Working Group</li> <li>• Discuss structure elements and respond to any directive from Policymaker Working Group</li> </ul>
<p><b>Provide feedback on interview questions for Peer Review interviews.</b></p>	<p><b>Provide technical feedback to Policymaker Working Group.</b></p>	<p><b>Provide technical feedback to Policymaker Working Group.</b></p>



# Evaluation goals





# What are we trying to achieve?

## Overarching goal of the Regional Solicitation Evaluation

To tie federally funded project selection closely to the goals, objectives, and policies of the 2050 Regional Development Guide and the 2050 Transportation Policy Plan.

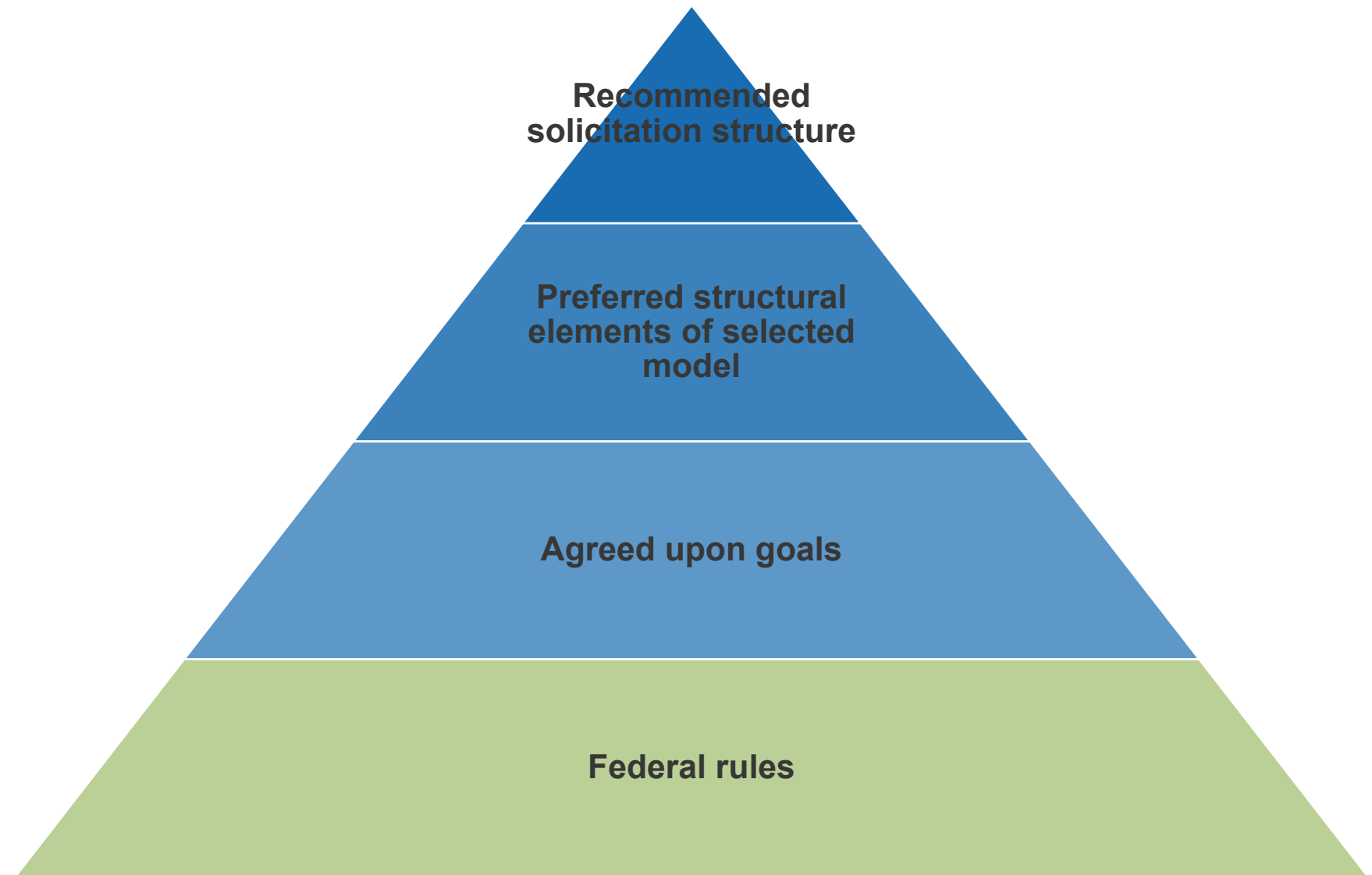
# Federal rules

## The solicitation must include:

- Projects must be selected by the MPO Board.
  - Must be a competitive process (TA and CMAQ).
  - STBG funds cannot be suballocated to individual jurisdictions by pre-determined percentages.
- Must align with the 2050 Transportation Policy Plan.
- Selected project must be shown in the Transportation Improvement Program (TIP).
- Selection must involve other stakeholders and the public, including traditionally underserved and underrepresented populations.

# Process for building our guiding principles

The decisions the Policymakers make at each meeting will narrow down options until a final solicitation structure is selected.





# What we heard



# Peer Interviews – What We Heard

## Peer Regions Interviewed

- Denver Regional Council of Governments (DRCOG)
- San Francisco Metropolitan Transportation Commission (MTC)
- Seattle Puget Sound Regional Council (PSRC)
- Atlanta Regional Commission (ARC)
- Columbus Mid-Ohio Regional Planning Commission (MORPC)
- Kansas City Mid-America Regional Council (MARC)

## Themes

- Emphasis on applicants having buy-in/ownership of process and/or decisions
- Shift toward qualitative applications, but some hesitation
- Exploring role of MPO, committees, and applicants
- Grounding regional solicitation in planning foundation and framework

# 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:

- Make the application easier to complete.
- Projects in more suburban and rural areas do not compete well in bike/ped categories.
- Projects should better align with regional policy goals.
- Current structure does not consider nuance of local government context.
- Make it easier/create more opportunities for local governments to participate

# TSC Discussion

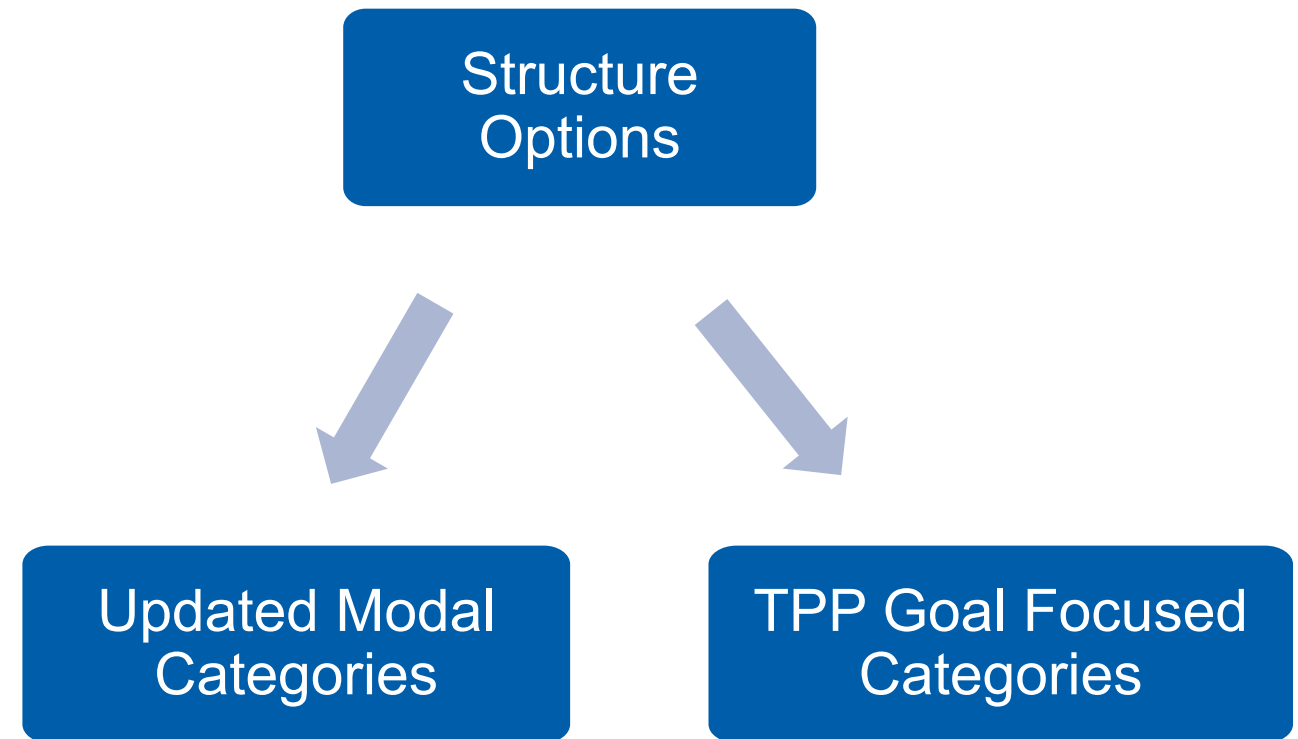
## Feedback on listening session themes

- What is challenging about the application process?
- What projects do you want to continue to submit for funding?
- What projects do you wish you could submit for funding that are not currently eligible (e.g. planning studies, charging infrastructure, stormwater management, etc.)?

# Structure Discussion

## Preview of Policymaker Working Group September meeting agenda

Key question for Policymaker Working Group in September gathering initial feedback on retaining a structure focused on modal categories (revised to include 2050 goals) vs a structure focused on 2050 TPP goals







# Closing thoughts?



# Next steps



## Next steps:

1. Policymaker Working Group meeting – September 18
2. Technical Steering Committee meeting – October 22, 1-3 p.m.
3. Policymaker Workshop – for TAB and Council Members - November
4. TAB meeting – December/January – Goal to provide a structure recommendation for this meeting

## Things to think about for next meeting:

- What technical feedback can be provided to Policymaker Working Group on the structure options of the Regional Solicitation?

# Thank You

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