

Technical Steering Committee

Regional Solicitation Evaluation

metro council.org



May 6, 2025



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Project Update

Recap

- **December 2024:** Policy workshop to identify priority application categories
- **January 2025:** Present workshop results and first look at high-level proposed structure
- **January – February 2025:** Continued refinement with Technical Steering Committee and Technical Advisory Committees
- **February 2025:** Recommendation of proposed application structure by Policymaker Working Group and Technical Steering Committee to advance for continued discussions
- **March-June:** Presented proposed application structure to TAC, TAB
- **April:** Formed Special Issue Working Groups for initial engagement
- **April 25:** Special Issue Working Groups Workshop (Eligibility and scoring criteria)
- **May 30:** Special Issue Working Groups Workshop (Funding min/max, measures, scoring breakdown)

Proposed Modal+ Hybrid Structure Before 4/25 Workshop

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 and Resilient

Bicycle/Pedestrian

Regional Bike Networks
(RBTN and Grade
Separated Barriers)

Local Bike Networks

Local Pedestrian
Networks

Non-Infrastructure

Transit

Transit Expansion
(Including
Microtransit)

Arterial Bus Rapid
Transit

Transit Customer
Experience

Roadway

Roadway
Modernization

Reliability/
Excessive Delays

Bridges/System
Resiliency

Environment

EV Charging
Infrastructure

TDM

Stormwater
Improvements &
Flood Mitigation

Regional Data

Regional Modeling/Travel Behavior Inventory

Workshop Recap



Special Issue Working Groups

Role and Structure

- Identify eligible project types
- Develop scoring criteria and measures
- Identify potential funding minimums and maximums

Groups

Safety

Bike/Ped

Transit

Roadway

Climate/GHG/EV

TDM

Equity

Working Group Process

Detailed Work Plan

Early April – Kickoff Meeting with each group

- Follow-up survey to collect initial feedback on criteria and priorities

April 25 – Workshop 1

- Full day agenda with "open house" format, and separate group meetings
- Develop consensus on criteria, initial discussion on measures, eligibility requirements and funding min/max ranges

TBD – Virtual meetings

- Issue resolution meetings as-needed
- May involve policymakers or technical groups as relevant

May 30 – Workshop 2

- Develop consensus on previous topics, discuss scoring guidance and geographic considerations

What We Heard

Key Takeaways

- **Roadway:** Recommended to remove the “Stormwater Improvements & Flood Mitigation” application category (and reconsider for the 2028 funding cycle when a new federal transportation bill is in place). Instead incorporate these concepts as a scoring measure under the other roadway applications.
- **Safety:** Selected the same criteria for both reactive and proactive applications. Should this be one application vs two separate ones?
- **Bike/Ped:** Recommended to allocate federal vs. regional funding by application category, so "regional" projects will get federal funds and "local" projects will get Active Transportation Regional Sales Tax funds.
- **GHG/VMT:** Confirm programmatic evaluation approach for all applications. May be scoring criteria for certain applications.

What We Heard Cont.

Key Takeaways

- **TDM:** Proposed adding completing CMP process as a qualifying criteria for roadway reliability/excessive delay category.
- **Transit:** Desire to integrate TDM questions into transit applications.
- **Equity:** Discussion on how to integrate equity into each category in a programmatic way.

Special Issue Working Group Status

Group	Eligible Projects/Qualifying Criteria	Scoring Criteria	Min/Max	Action item before May 30 Workshop
Roadway	On track	On track	Upcoming	Send out follow up survey
Safety	On track	On track	Upcoming	None
Transit	On track	On track	Upcoming	None
TDM	On track	On track	Upcoming	None
Bike/Ped	Some discussion needed	On track	Upcoming	Send out follow up survey
GHG/EV	More discussion required	More discussion required	Upcoming	Follow-up meeting
Equity	N/A	On track	N/A	Follow-up meeting

Changes based on feedback

Proposed Modal+ Hybrid Structure

Safety

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Large Project
(Reg Sol Federal
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Reactive Safety (All Modes):

Small Projects (HSIP)
Large Projects
(Reg Sol Federal
Funding)

Dynamic and Resilient

Bicycle/Pedestrian

Federal Reg Sol Funding

Regional Bike Networks
(RBTN and Grade
Separated Barriers)

Regional AT Funding

Local Bike Networks

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Networks

Non-Infrastructure

Transit

Transit Expansion
(Including
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Arterial Bus Rapid
Transit

Transit Customer
Experience

Roadway

Roadway
Modernization

Reliability/
Excessive Delays

Existing Bridge
Rehab and
Replacement

Environment

EV Charging
Infrastructure

TDM

Regional Data

Regional Modeling/Travel Behavior Inventory

Workshop Recap



Discussion from attendees

- Do any Special Interest Working Group members have anything to share with the group?

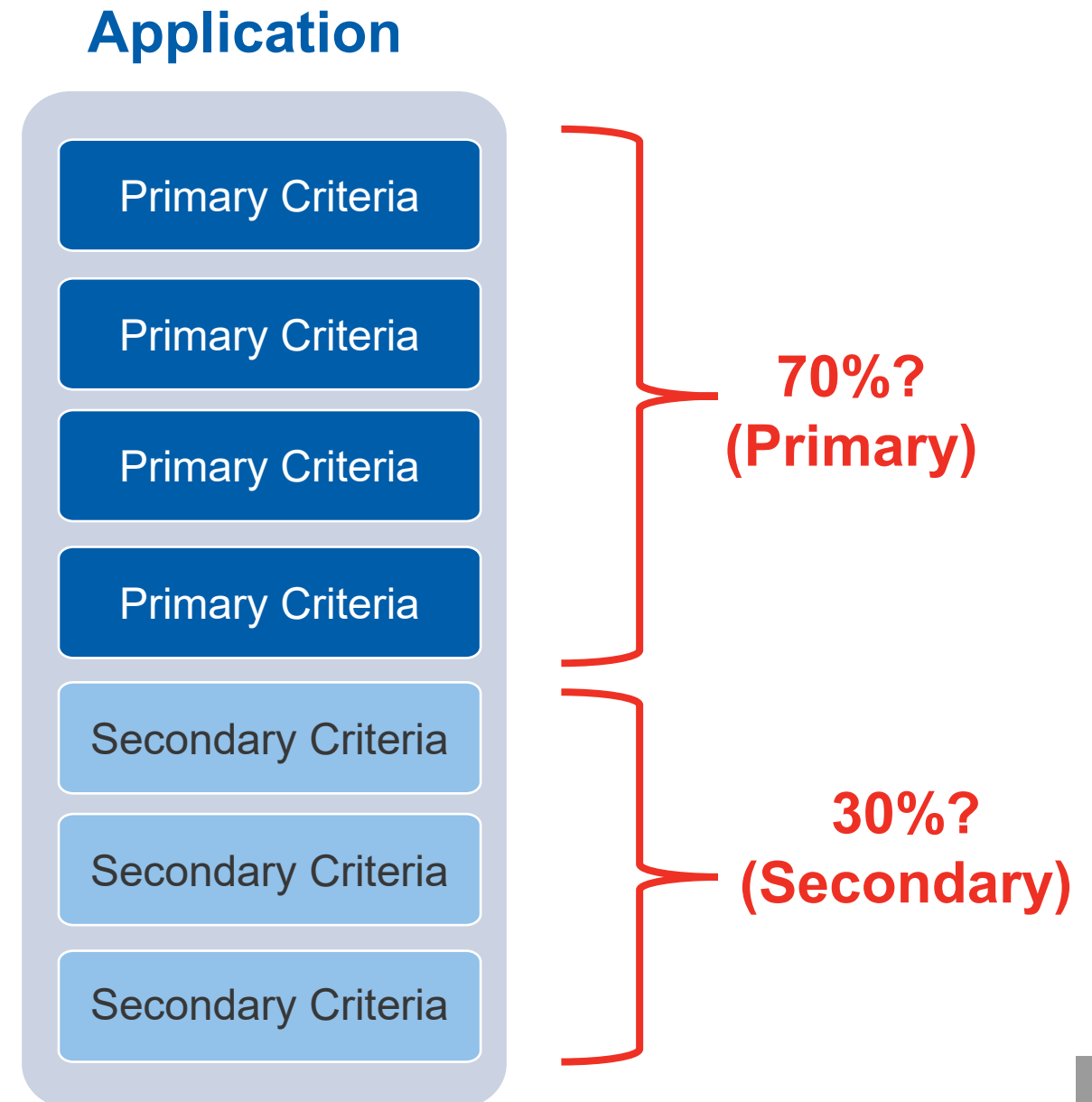
Primary Criteria Weighting



Simplified Criteria

Creating focused applications

- Overarching goal of this project is to simplify and focus applications on making progress on one policy goal, rather than many.
 - Example: Creation of safety category to identify projects focused on reducing fatalities and injuries
- Groups worked to identify 3-5 “primary” criteria that will provide the majority of points. Additional Secondary Criteria may be scored as well, for a lesser amount of the application points
- Question: Thoughts on percent split between primary and secondary?



Funding Min/Max



Funding Maximum

2024 Category Maximum

2026 Proposed Category	Funding History	2024 Max	2024 Average Project Cost
Safety (Proactive and Reactive)	N/A	N/A	N/A
Regional Bike Networks*	Unchanged since 2014	\$5,500,000	\$4,400,000
Local Bike Networks*	Unchanged since 2014	\$5,500,000	\$4,400,000
Local Pedestrian Networks	Increased in 2022	\$2,000,000	\$2,100,000
Active Transportation Non-Infrastructure	N/A	N/A	N/A
Transit Expansion	Unchanged since 2014	\$7,000,000	\$4,500,000
ABRT	Set in 2020	\$25,000,000	\$118,000,000
Transit Customer Experience	Unchanged since 2014	\$7,000,000	\$6,000,000
Roadway Modernization	Unchanged since 2014	\$7,000,000	\$14,000,000
Reliability/Excessive Delays	Increased in 2020	\$10,000,000	\$31,000,000
Interchanges	Increased in 2020	\$10,000,000	\$52,000,000
Existing Bridge Rehab and Replacement	Unchanged since 2014	\$7,000,000	\$4,900,000
EV Charging Infrastructure	N/A	N/A	N/A
TDM	Increased in 2018	\$500,000	\$520,000

**Shows history of Multiuse Trails and Bicycle Facilities category*

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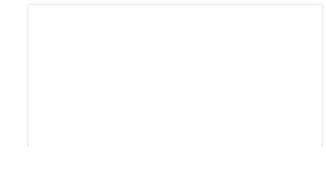
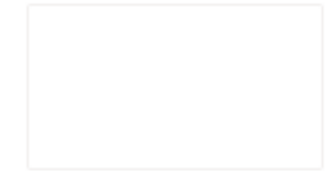


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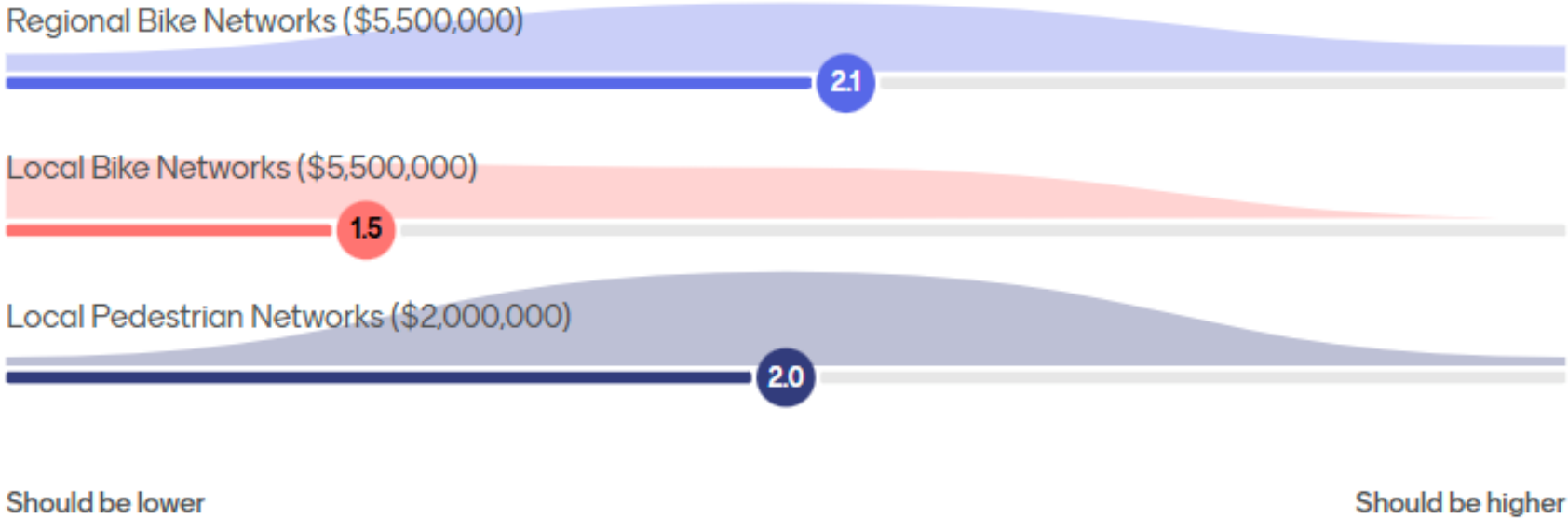
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SE

For the **Bike/Ped** Categories, should the existing maximums be lowered, raised, or remain about the same?



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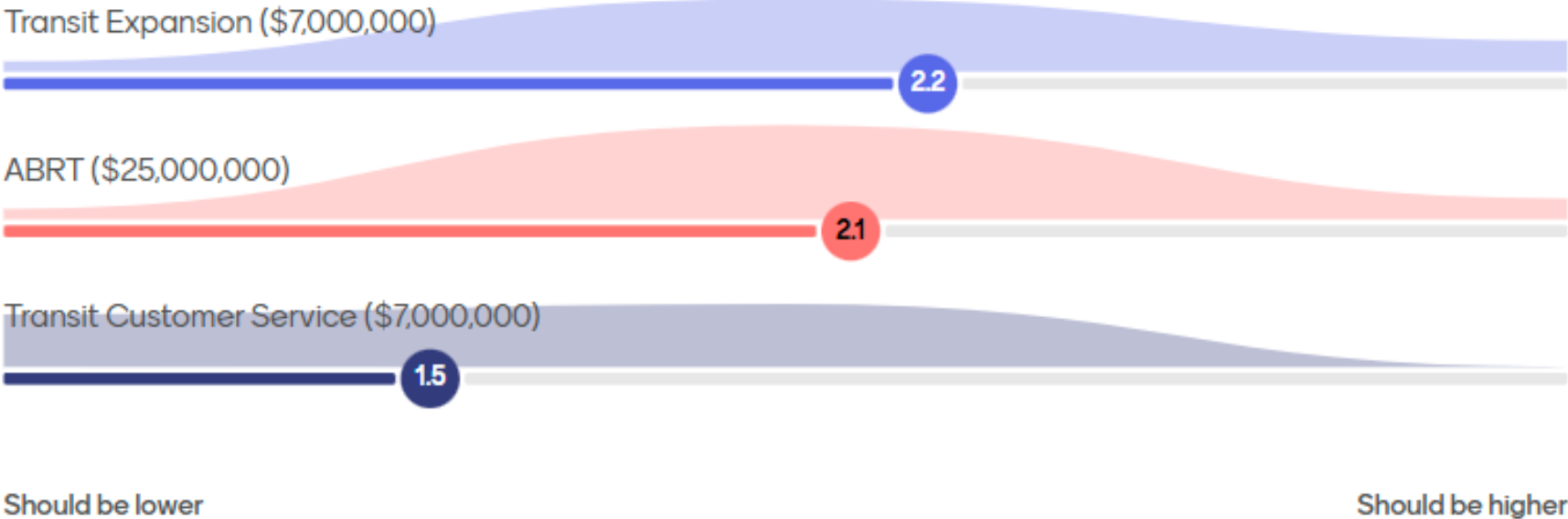
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SE

For the **Transit** Categories, should the existing maximums be lowered, raised, or remain about the same?



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For the **Blue** Categories, should the existing maximums be lowered, raised, or remain about the same?

For the **Transit** Categories, should the existing maximums be lowered, raised, or remain about the same?

Mentimeter Question 3

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Mentimeter



SE

For the **Roadway** Categories, should the existing maximums be lowered, raised, or remain about the same?

Roadway Modernization (\$7,000,000)

2.8

Reliability/Excessive Delay (\$10,000,000)

2.3

Bridge Rehab and Replacement (\$7,000,000)

2.0

Should be lower

Should be higher

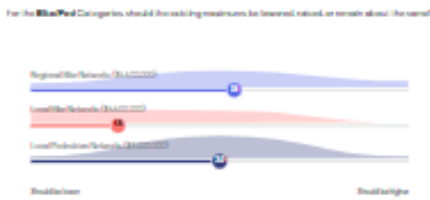
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SE

For the **TDM** Category, should the existing maximum be lowered, raised, or remain about the same?



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Discussion



Funding Min/Max Tradeoffs

- Should Regional Solicitation aim to fund more, smaller projects or fewer, larger projects?
- Should all roadway categories have same max, or should some be larger/smaller?
- What additional information do you need to make a recommendation?

Geographic Balance Discussion



How is federal funding generated?

Most of the federal funds are earned by population

- Surface Transportation Block Grant (STBG) and the Transportation Alternatives set-aside within this program are earned **by population**. \$81M/year
- Carbon Reduction Program is a new program that is earned **by population**. \$7M/year
- PROTECT Resiliency Program is given to the state and MnDOT is giving a portion of this new funding source to locals in Minnesota based **on population**. \$3.5M/year
- Congestion Mitigation and Air Quality (CMAQ) is for air quality improvement projects and is **not generated by population**. \$33.5M/year
 - Most of the CMAQ funding in this region has gone to transit and TDM projects. Since it is not earned by population, this funding source (i.e., transit and TDM funding) is not included in the table on the next slide.

Geographic Balance

Rules Currently in Place that Encourage Geographic Balance

- Fund at least one roadway project of each of the five eligible functional classifications (4 minor arterial types and one non-freeway principal arterial)
- Transit New Market Guarantee: Fund at least one project that serve areas outside of Transit Market Areas 1 and 2

Guidelines Currently in Place that Encourage Geographic Balance

- Retain a lower maximum award amount to encourage smaller projects and help distribute funding to more parts of the region (rather than funding a few, larger projects, particularly for multiuse trail projects)
- The final funding scenario often selected by TAB is, in part, based on geographic balance discussions related to one part of the metro not receiving funding
- In a future system, geographic balance could be included into the rules, scoring, or project selection

Example: Geographic Balance Incorporated

- One option is to create sub-categories for certain project types such as Active Transportation regional sales tax projects or federal bike/ped projects. This approach would require separate sub-application categories.
- Or create a rule (e.g., at least X% of the funding or \$X for rural areas) like is currently done for the minor arterial rule and this implies a willingness to jump down to lower scoring projects to satisfy these rules.
- Limit the number of projects applicants can submit by category.

2014-2024 Funding Distribution for Federal Funds Generated by Population (excludes CMAQ):

	Percent of Regional Population	Roadway Funding	Bike/Ped Funding	Total Bike/Ped & Roadway Funding
Inside Beltway (I-494/694)	38%	42%	41%	41%
Urban Area Outside Beltway	54%	51%	57%	53%
Rural Area	8%	7%	3%	6%
Total	100%	100%	100%	100%

Roadway Project Requirements

Functional Classification

Some application categories have additional eligibility requirements. Per TAB decision, currently, only **principal arterials or A-minor arterials** are eligible to receive roadway funding.

Bridge projects must be located on a minor collector and above in urban areas, or major collector and above in rural areas.

Some have proposed allowing lower-classification roadways to be eligible for roadway funding.

TSC may choose to make a recommendation on altering this requirement.

Classification	Center Line Miles	Percentage
Principal Arterial (non-Interstate)	463	3%
Minor Arterial	2,239	13%
Major Collector	1,627	9%
Minor Collector	1,348	8%
Local	11,955	67%
Total	17,632	100%

Next steps



Next steps:

1. Special Issue Working Groups
 - Workshop 2 – May 30
2. Info item on a base structure and application categories
 - TAB – May 21
3. Policymaker Working Group Meeting – May 21
4. Technical Steering Committee Meeting – June 24

Thank You

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