



2050 Transportation Policy Plan Ties to 2026 Regional Solicitation

Linking Planning and Programming



November 15, 2023

Regional Solicitation Evaluation



Project Context

- The Council has started a major evaluation of the Regional Solicitation to ensure that the projects being selected align with the updated 2050 Regional Development Framework and 2050 Transportation Policy Plan (TPP).
- The Regional Solicitation Evaluation will conclude in early 2026, with most of the work completed by the end of the 2025. The Evaluation will overlap with the 2024 Regional Solicitation funding cycle and the development of the 2050 TPP.
- Changes resulting from the Regional Solicitation Evaluation will impact the 2026 Regional Solicitation (program years 2030 and 2031) and set the framework for the next 10 years of funding.

2040 TPP



What does it say about the Regional Solicitation?

- Connection between the 2040 TPP goals and objectives and the Regional Solicitation prioritizing criteria shown is the Finance chapter, Table 4-1.
- Projects selected in the Regional Solicitation are deemed to be consistent with the Plan and are often specifically identified in the 2040 TPP.
- Modal chapters assume the modal funding ranges in their revenue assumptions and detail the Regional Solicitation application categories and the types of projects typically funded.
- Prioritization studies documented in the 2040 TPP (e.g., RBTN) are used in the Regional Solicitation scoring.

2050 TPP



What will it say about the Regional Solicitation?

- More closely align Regional Solicitation funding with the 2050 TPP Goals, Objectives, Policies, and Actions (and other regional plans).
 - Some guidance will be provided by the 2050 TPP, while other details (e.g., modal funding ranges, application categories, qualifications, criteria, point weighting, or measures) will be figured out by the Regional Solicitation Evaluation.
 - Performance measures from the TPP may also be incorporated in the Regional Solicitation.
 - For example, the 2050 Plan will assume the same modal funding ranges until something new is established.
 - A future TPP amendment may be needed to bring some of these details back into the Plan.

Connecting the 2050 TPP and Regional Solicitation-An Example



Goal: Our Communities are Healthy and Safe Options to Incorporate into the Regional Solicitation

1. Create a new safety application category
2. Change the amount of money going to safety as an application category
3. Create a safety criterion
4. Create a new safety scoring measure
5. Change the point distribution for safety within an application category like Pedestrian Facilities
6. Change the qualifying requirements so that all projects submitted must improve safety in some manner, for example

Policies and Actions



Draft Direction Provided to Regional Solicitation by the Policies and Actions Working Groups.

- Include freight reliability and freight safety as part of the scoring.
- Utilize regional prioritization efforts like the Intersection Mobility and Safety Study and the Bicycle Barriers Study in the scoring.
- Require multimodal elements/improvements be part of projects.
- Prioritize sidewalk projects which close gaps on the system.
- Prioritize projects that meet or exceed guidance in the NACTO Design Guides or MnDOT Bicycle Facility Design Manual for all ages and abilities infrastructure.
- Evaluate GHG in the scoring.
- Prioritize green infrastructure policies, practices, and elements.
- Require ADA transition plans be updated every 5 years.



Thank you

Steve Peterson

Senior Manager of Highway Planning and TAB/TAC Process

651-602-1819

Steven.Peterson@metc.state.mn.us

