



Polycymaker Working Group

metro council.org



January 15, 2025



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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

**Policymaker
Workshop
December 18**



Policymaker Workshop Overview

44 policymakers and 9 TAC members in attendance.

Attendees worked in groups to determine **how** each TPP Policy or Objective flagged as an investment priority could fit in the application. A total of 31 cards were provided to participants.

Should the policy or objective:

- Become an **application category**?
- Be included in **some other way such as a scoring measure or qualifying requirement**?
- **Not be included** in the solicitation?

Note: Group activity assumes inclusion of both federal funding and Active Transportation sales tax funding

Policymaker Workshop Focus

Background Information

- Peer regions tend to have a modal-focused structure or an outcome-focused structure
- Modal-focused—we know what that looks like for our region (current solicitation structure)
- Outcome-focused—policymaker working group wanted to explore what this could look like for our region (objective of the December workshop) as we identified that some other peer regions were allocating funding in this manner.

Policymaker Workshop Activity Example Cards

Climate Change

Reduce greenhouse gas emissions

OBJECTIVE

The region's transportation system minimizes its greenhouse gas emissions.

POLICY/ACTION

Evaluate and mitigate the greenhouse gas (GHG) impacts of transportation plans and projects.

Dynamic and Resilient

Build out the regional bicycle transportation network (RBTN)

OBJECTIVE

People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.

POLICY/ACTION

Plan and implement a complete bicycle system including local networks that connect to the Regional Bicycle Transportation Network alignments to provide connections between regional destinations and local bicycle networks.

Health and Safety

Reduce deaths and life changing injuries

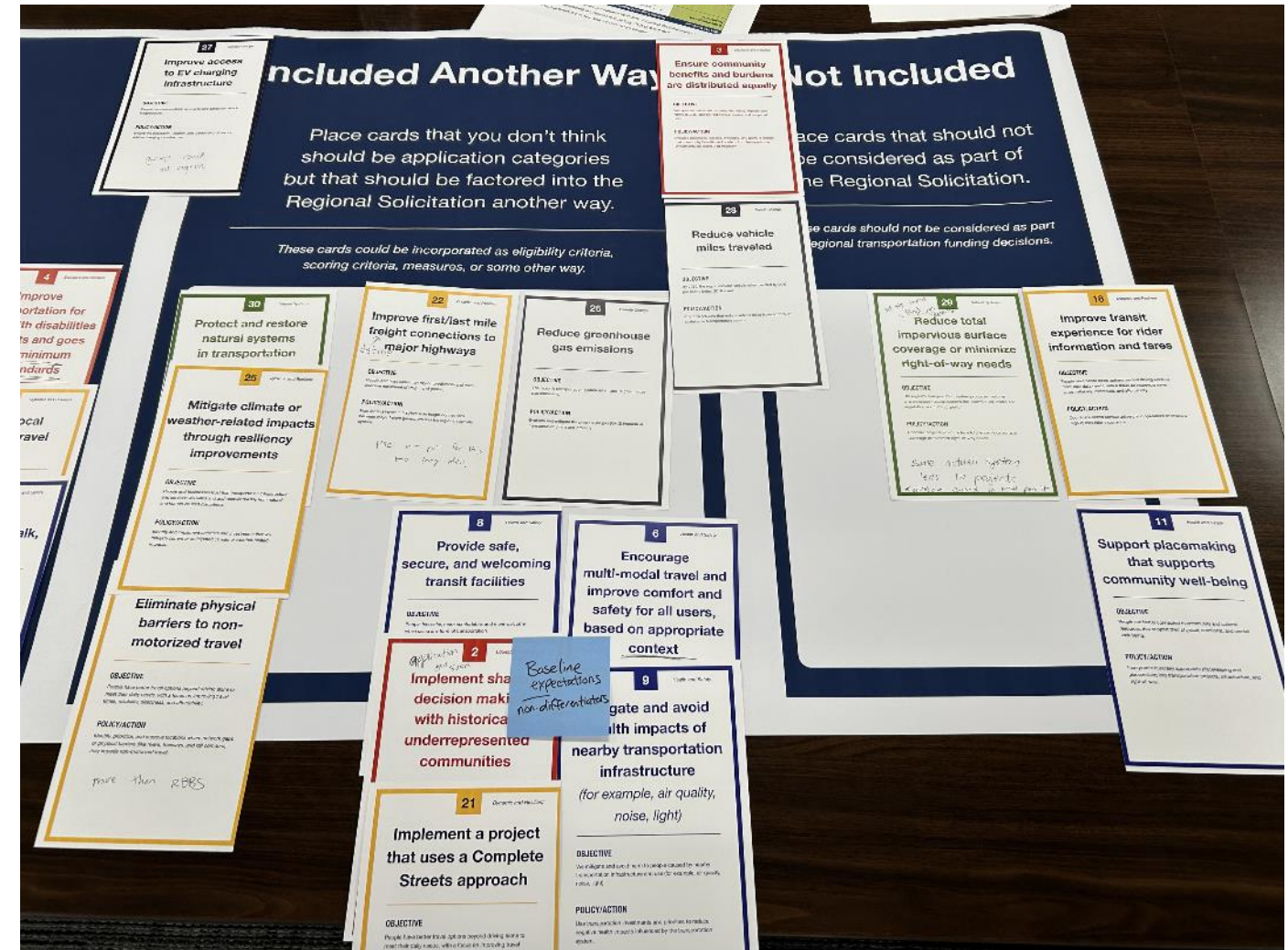
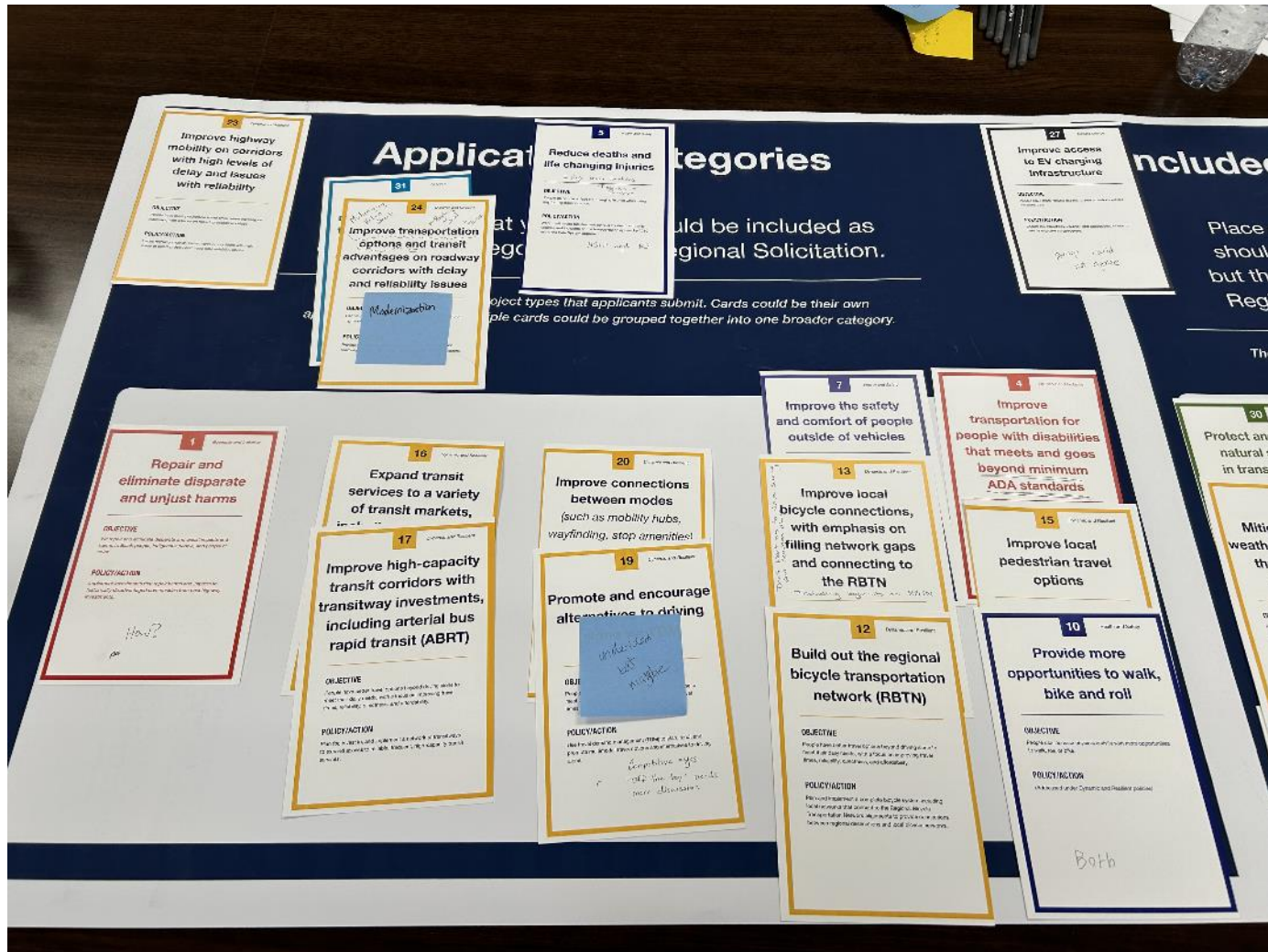
OBJECTIVE

People do not die or face life-changing injuries when using any form of transportation.

POLICY/ACTION

Work to eliminate fatalities and serious injuries from traffic crashes and incidents on the transportation system by 2050 using the Safe System approach.

Polycymaker Workshop Activity - Placemat



Application Category Themes Summary

- Most groups created a hybrid structure with some modal and some outcome focused categories
- Common application categories included:
 - Safety (7 of 8)
 - Improving Multimodal Travel (8 of 8)
 - Improving Highway Mobility/Reliability (8 of 8)
 - Transit Service Expansion and ABRT (8 of 8)
 - Climate/GHG Reduction (6 of 8)
 - EV Charging (7 of 8)
- 3 groups included a “Repair Harms” category while the rest said to include equity in another way
- Natural Systems were not commonly included as a separate application category
- The following slides detail application categories by theme

Most frequent application categories (at least 6 of 8 tables)

10

Health and Safety

Provide more opportunities to walk, bike and roll

12

Dynamic and Resilient

Build out the regional bicycle transportation network (RBTN)

16

Dynamic and Resilient

Expand transit services to a variety of transit markets, including microtransit

13

Dynamic and Resilient

Improve local bicycle connections, with emphasis on filling network gaps and connecting to the RBTN

15

Dynamic and Resilient

Improve local pedestrian travel options

17

Dynamic and Resilient

Improve high-capacity transit corridors with transitway investments, including arterial bus rapid transit (ABRT)

23

Dynamic and Resilient

Improve highway mobility on corridors with high levels of delay and issues with reliability

19

Dynamic and Resilient

Promote and encourage alternatives to driving alone via TDM

27

Climate Change

Improve access to EV charging infrastructure

24

Dynamic and Resilient

Improve transportation options and transit advantages on roadway corridors with delay and reliability issues

20

Dynamic and Resilient

Improve connections between modes (such as mobility hubs, wayfinding, stop amenities)

5

Health and Safety

Reduce deaths and life changing injuries

Most frequent: Not an application category, but use in scoring/rules (at least 5 of 8 tables)

1

Equitable and Inclusive

Repair and eliminate disparate and unjust harms

2

Equitable and Inclusive

Implement shared decision making with historically underrepresented communities

28

Climate Change

Reduce vehicle miles traveled

3

Equitable and Inclusive

Ensure community benefits and burdens are distributed equally

4

Equitable and Inclusive

Improve transportation for people with disabilities that meets and goes beyond minimum ADA standards

29

Natural Systems

Reduce total impervious surface coverage or minimize right-of-way needs

30

Natural Systems

Protect and restore natural systems in transportation right-of-way

25

Dynamic and Resilient

Mitigate climate or weather-related impacts through resiliency improvements

9

Health and Safety

Mitigate and avoid health impacts of nearby transportation infrastructure (for example, air quality, noise, light)

8

Health and Safety

Provide safe, secure, and welcoming transit facilities

Least Consensus

4 *Equitable and Inclusive*

Improve transportation for people with disabilities that meets and goes beyond minimum ADA standards

18 *Dynamic and Resilient*

Improve transit experience for rider information and fares

28 *Climate Change*

Reduce vehicle miles traveled

11 *Health and Safety*

Support placemaking that supports community well-being

22 *Dynamic and Resilient*

Improve first/last mile freight connections to major highways

26 *Climate Change*

Reduce greenhouse gas emissions

31 *All Goals*

Invest in asset management projects that advance as many regional goals and objectives as possible

Popular Sub-Categories

Regional Bike/Ped

12

Dynamic and Resilient

**Build out the regional
bicycle transportation
network (RBTN)**

Local Bike/Ped

13

Dynamic and Resilient

**Improve local
bicycle connections,
with emphasis on
filling network gaps
and connecting to
the RBTN**

15

Dynamic and Resilient

**Improve local
pedestrian travel
options**

Popular Categories and Frequent Groupings

Transit Service

16

Dynamic and Resilient

Expand transit services to a variety of transit markets, including microtransit

17

Dynamic and Resilient

Improve high-capacity transit corridors with transitway investments, including arterial bus rapid transit (ABRT)

18

Dynamic and Resilient

Improve transit experience for rider information and fares

24

Dynamic and Resilient

Improve transportation options and transit advantages on roadway corridors with delay and reliability issues

Popular Categories and Frequent Groupings

Climate Action

19

Dynamic and Resilient

Promote and encourage alternatives to driving alone via TDM

26

Climate Change

Reduce greenhouse gas emissions

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
 - Ex: 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

Development of a Hybrid Structure

Why Hybrid Structure?

- Most groups intuitively developed a hybrid structure (some outcome-based and some modal 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
 - (Ex: 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 Hybrid Application Groupings

Safety

Eliminate Fatalities and Serious Injuries

- All modes

Increase safety and comfort for people outside of vehicles

- Bike/Pedestrian

Dynamic and Resilient

Enhance Travel Options

- Bike/Pedestrian
- Transit

Prioritize Complete Streets

- Roadways

Increase Reliability and Minimize Excessive Delay

Roadways

Climate

Increase Access to Zero Emissions Vehicle Infrastructure (EV Charging)

Reduce GHG (TDM)

Equitable and Inclusive

Repair and Eliminate Harms

Natural Systems

Protect, Restore and Enhance Natural Systems

Example Hybrid Structure Detail

Safety

Eliminate Fatalities and Serious Injuries

- All modes

Increase safety and comfort for people outside of vehicles

- Bike/Pedestrian

Category Rationale

- Healthy and Safe Goal
- 7 of 8 groups said this should be a category
- High priority for both policymakers and technical staff
- Could also be a project criteria (to be discussed later)
- Project scores streamlined to project's ability to eliminate serious crashes

Example Potential Application Categories and Project Types:

- Projects that address an observed safety challenge
 - Road diets, roundabouts, intersection improvements, access management, multimodal facilities, grade separation, etc.
- Projects that address a potential safety risk
 - Road diets, intersection improvements, mode separation, etc.
- Increase safety and comfort outside of vehicles
 - Pedestrian crossing safety projects, Safe Routes to School, etc.

Key Questions:

- What additional details would you like to see?
- What would you like the technical staff to address?
- Is anything missing?

Example Hybrid Structure Detail

Dynamic and Resilient

Enhance Travel Options

- Bike/Pedestrian
- Transit

Prioritize Complete Streets

- Roadways

Increase Reliability and Minimize Excessive Delay

- Roadways

Category Rationale

- Most groups intuitively separated policies within this goal into modal categories
- Enhance Travel Options will likely have several application categories that are specific to either bike/ped or to transit

Example Potential Application Categories and Project Types:

- Multiple bike/ped application categories such as RBTN build out, bike barriers, network gaps, local pedestrian options, local bicycle connections
- Multiple transit application categories such as new/expanded transit service, microtransit, ABRT, transit capital improvements
- Complete Streets, roadway modernization, bridges
- Improvements to congested highway corridors, including signal timing, transit advantages, intersection improvements, lane expansions, and interchanges

Key Questions:

- What additional details would you like to see?
- What would you like the technical staff to address?
- Is anything missing?

Example Hybrid Structure Detail

Climate

Increase Access to Zero Emissions Vehicle Infrastructure (EV Charging)

Reduce GHG (TDM)

Category Rationale

- Climate Goal
- 7 of 8 groups supported an EV charging category
- TDM included here based on advancing GHG reduction outcome
- Applications in this category likely to increase in future years
- Could utilize Carbon Reduction funding
- Could also be a project criteria (to be discussed later)

Example Potential Application Categories and Project Types: EV charging stations, planning, TDM programs, Transportation Management Organization (TMO) funding, education and awareness projects

Key Questions:

- What additional details would you like to see?
- What would you like the technical staff to address?
- Is anything missing?

Example Hybrid Structure Detail

Equitable and Inclusive

Repair and Eliminate Harms

Category Rationale

- Equitable and Inclusive Goal
- 3 of 8 groups said this should be a category
- Sets aside funding to implement projects from Regional Highway Harms Study
- Category may not be ready in 2026, but could be reserved for future cycles
- Potential to be project criteria

Example Potential Application Categories and Project Types:

Projects that address harms identified in Regional Highway Harms Study

Key Questions:

- Should this be deferred for discussion to future years?
- What would you like the technical staff to address?

Example Hybrid Structure Detail

Natural Systems

Protect, Restore and Enhance Natural Systems

Category Rationale

- Natural Systems Goal
- 1 of 8 groups said this should be a category
- Could utilize PROTECT funding
- Sets aside funding for resiliency improvements
- Potential to be project criteria

Example Potential Application Categories and Project Types:

Projects that improve resiliency to reduce or mitigate flooding and other environmental impacts

- Met Council Resilience Plan could identify potential projects in future cycles

Key Question:

- Should this be its own category or a criteria used to score other projects?
- What would you like the technical staff to address?

Example Hybrid Application Groupings

Safety

Eliminate Fatalities and Serious Injuries

- All modes

Increase safety and comfort for people outside of vehicles

- Bike/Pedestrian

Dynamic and Resilient

Enhance Travel Options

- Bike/Pedestrian
- Transit

Prioritize Complete Streets

- Roadways

Increase Reliability and Minimize Excessive Delay

Roadways

Climate

Increase Access to Zero Emissions Vehicle Infrastructure (EV Charging)

Reduce GHG (TDM)

Equitable and Inclusive

Repair and Eliminate Harms

Natural Systems

Protect, Restore and Enhance Natural Systems

Discussion



Discussion



Key Discussion Questions

- Should we continue to refine this hybrid concept with the Technical Steering Committee and bring back for discussion in February?

Next steps



Next steps:

1. Technical Steering Committee – January 28
2. Special Issue Working Groups
 - Transit Working Group – January 23
 - Bike/Ped Working Group – Feb 26
 - Transit Working Group – March 20
 - Other groups – April onwards
3. 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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Appendix

Additional
reference
information



Table 1 Results

Policies that should be application categories

- Provide safe, secure, and welcoming transit facilities (8)
- Multimodal travel (encourage multimodal travel, improve safety and comfort, provide more opportunities to bike/walk/roll) (6, 7, 10)
- Local connections (Improve local pedestrian travel options, improve local bike connections) (13, 15)
- Build out regional bicycle transportation network (RBTN) (12)
- Climate (reduce GHG, reduce VMT) (26, 28)
- Transit expansion (expand transit service including micromobility, ABRT, improve transit experience) (16, 17, 18)
- Highway mobility (improve first/last mile freight connections, improve highway mobility, improve transportation options and transit advantages) (22, 23, 24)
- Improve connections (eliminate physical barriers to nonmotorized travel, TDM, improve connections between modes) (14, 19, 20)
- Roadway modernization (Invest in asset management that advance as many goals) (31)
- Improve access to EV charging infrastructure (27)

Table 1 Results

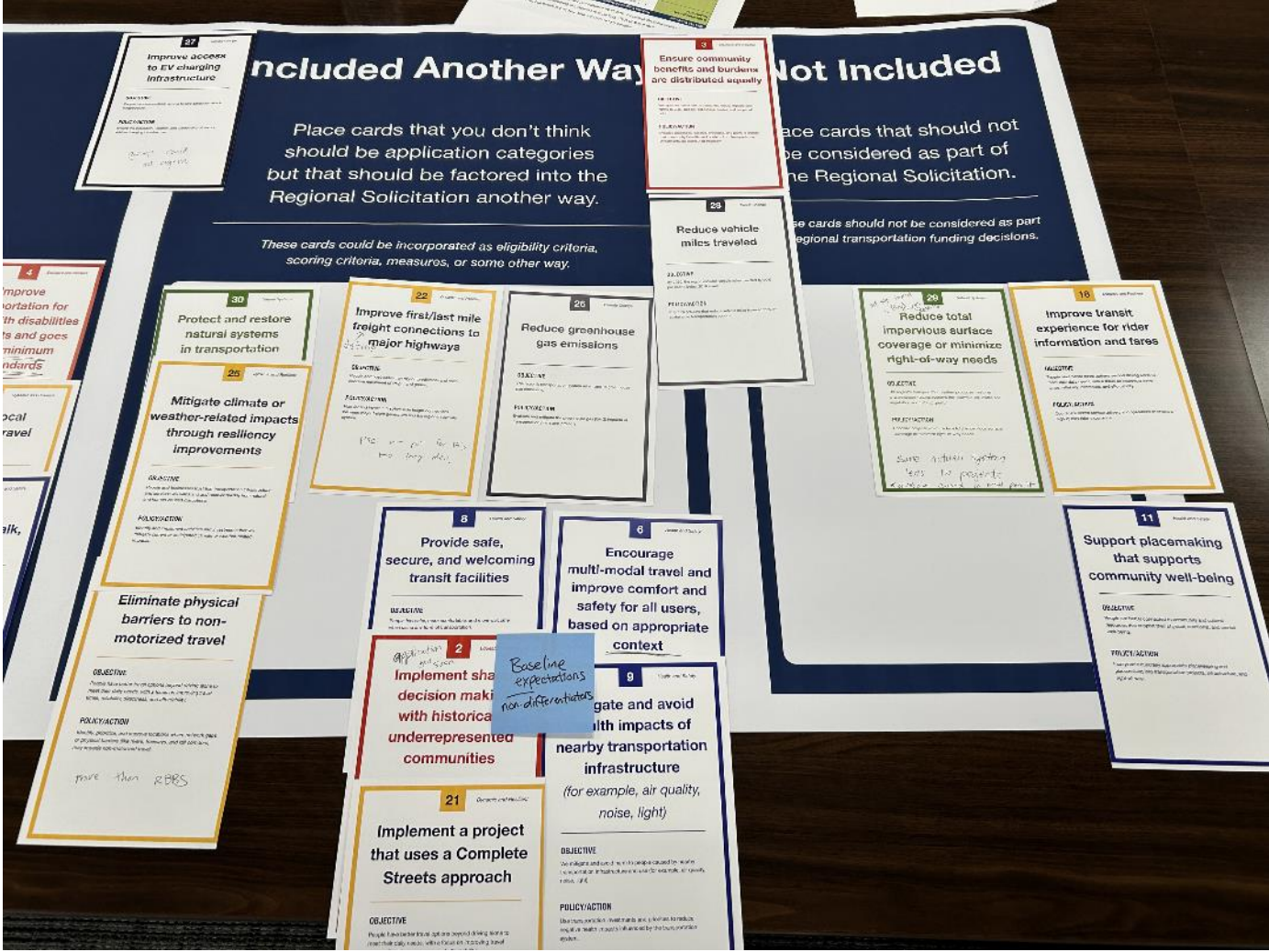
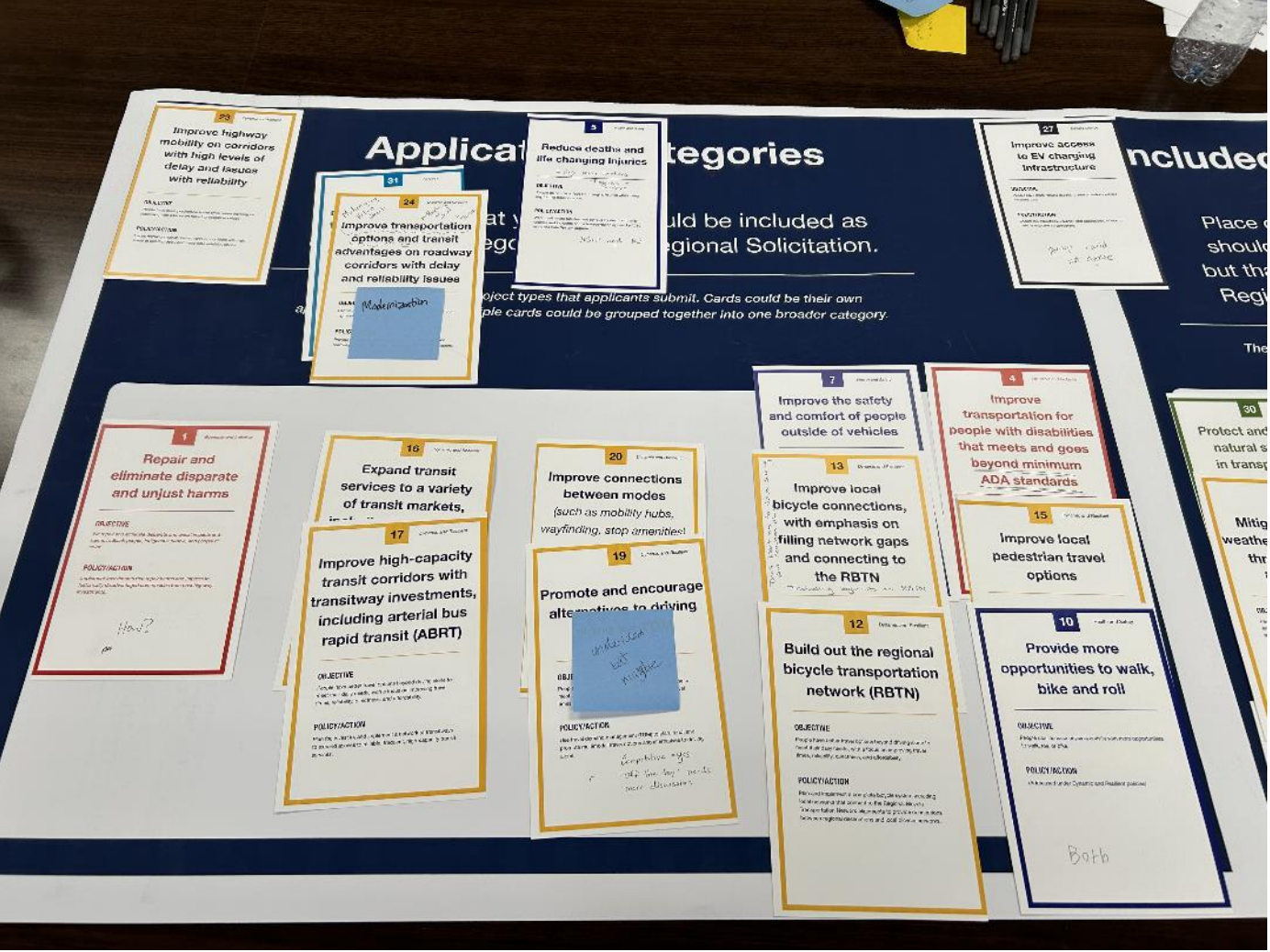


Table 2 Results

Policies that should be application categories

- Multimodal travel (improve safety and comfort, encourage multimodal travel, build out regional bicycle transportation network (RBTN), improve local bike connections) (6,12, 13)
- Provide more opportunities to bike/walk/roll (10)
- Climate (TDM, Improve access to EV charging infrastructure) (19, 27)
- Reduce deaths and injuries (5)
- Transit service (expand transit service including micromobility, improve transportation options and transit advantages) (16, 24)
- Transit facilities (improve transit experience, improve connections between modes) (18, 20)
- Improve highway mobility (23)
- Pedestrian accessibility (ADA, eliminate physical barriers to nonmotorized travel, Improve local pedestrian travel options) (4, 14, 15)
- Roadway modernization (Invest in asset management that advance as many goals) (31)
- ABRT (17)

Table 2 Results

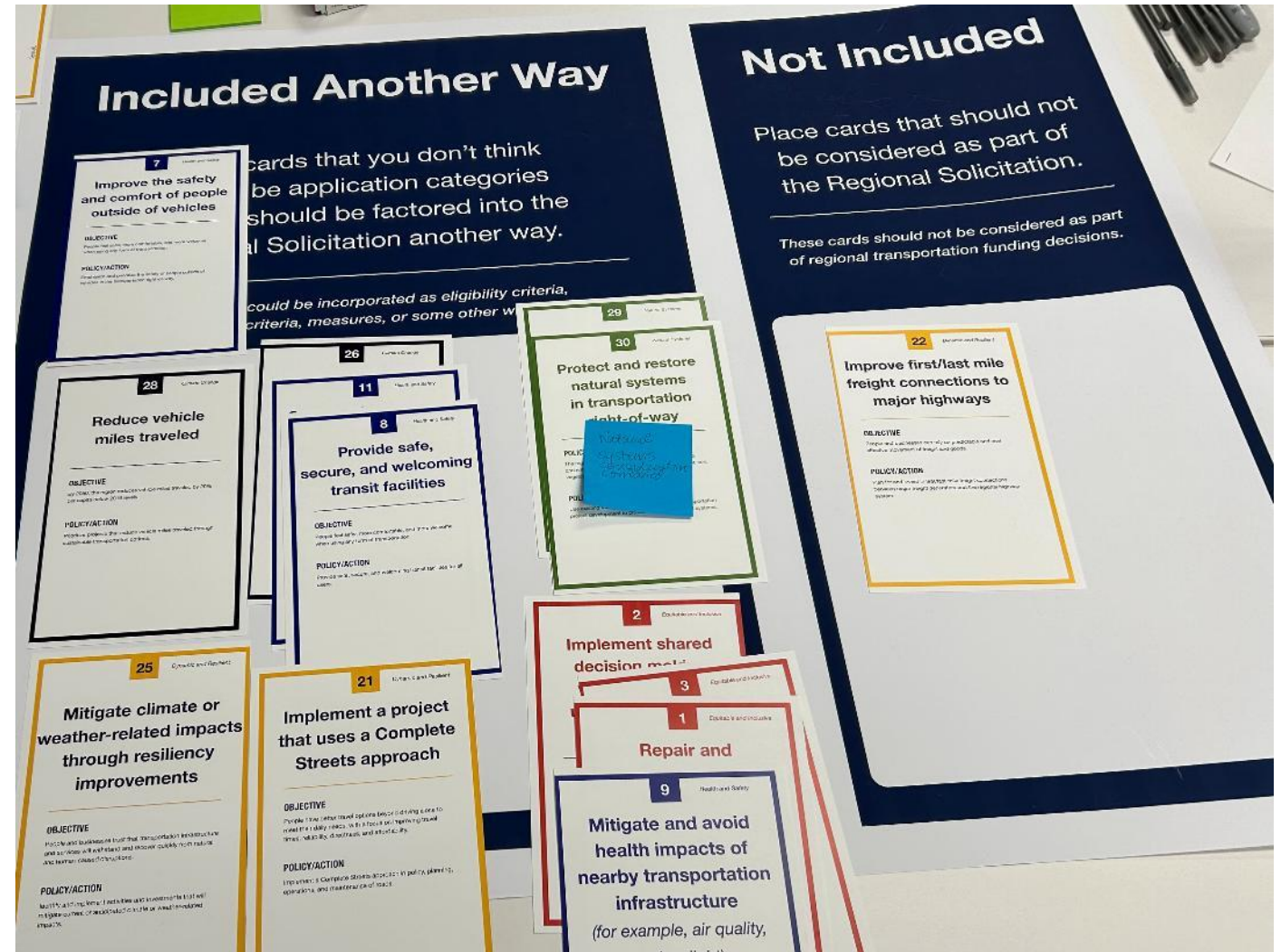
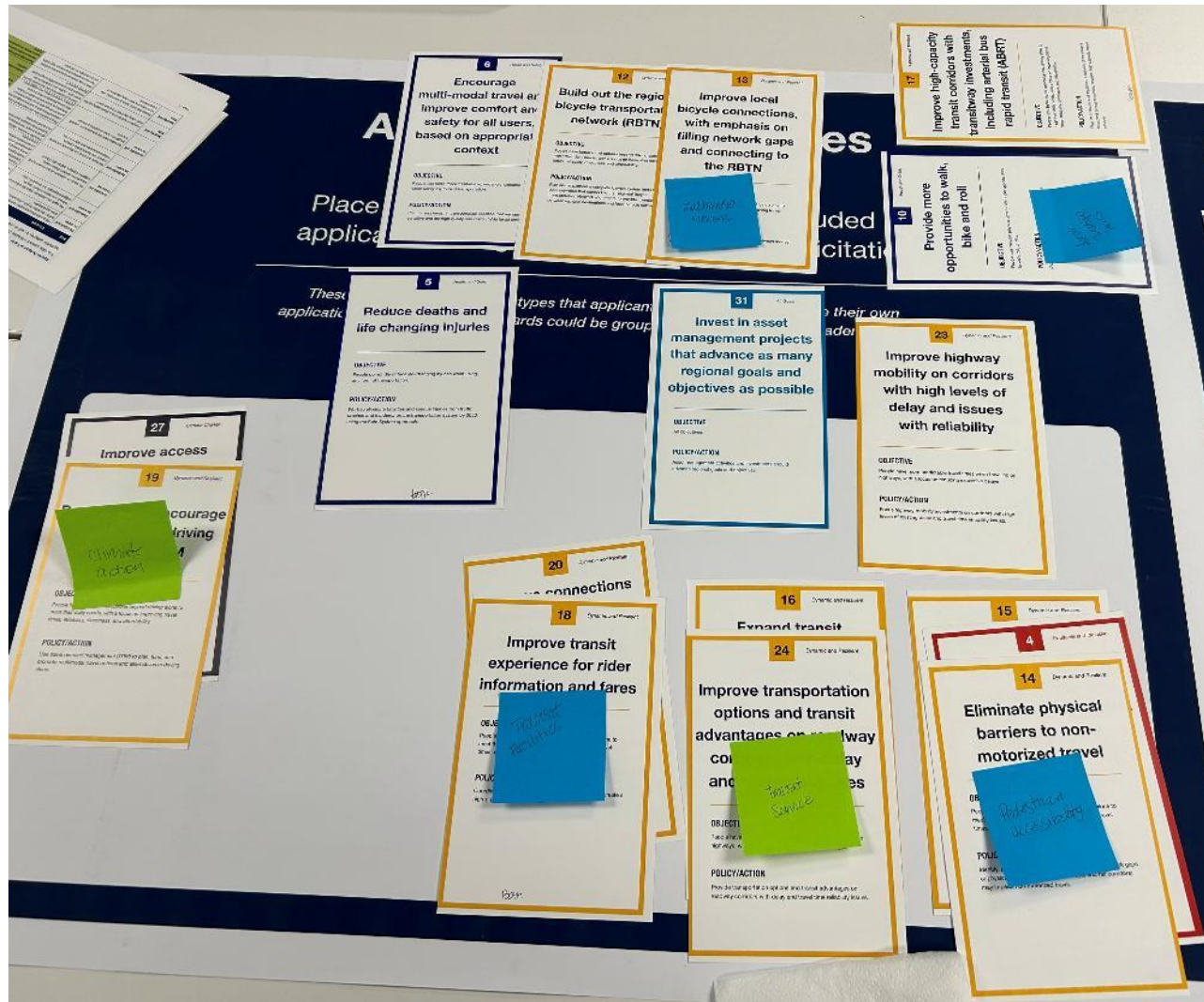


Table 3 Results

Policies that should be application categories

- Regional multimodal travel (build out regional bicycle transportation network (RBTN), eliminate physical barriers to nonmotorized travel) (12, 14)
- Local multimodal travel (improve local bike connection, improve local pedestrian travel options, improve connections between modes) (13, 15, 20)
- Corridor (complete streets, Improve transportation options and transit advantages) (21, 24)
- Mitigate climate or weather-related impacts (25)
- Reduce deaths and injuries (5)
- Expand transit service including micromobility (16)
- Highway mobility (improve first/last mile freight connections, improve highway mobility) (22, 23)
- ABRT (17)
- Improve access to EV charging infrastructure (27)
- Repair and eliminate harms (1)

Table 3 Results

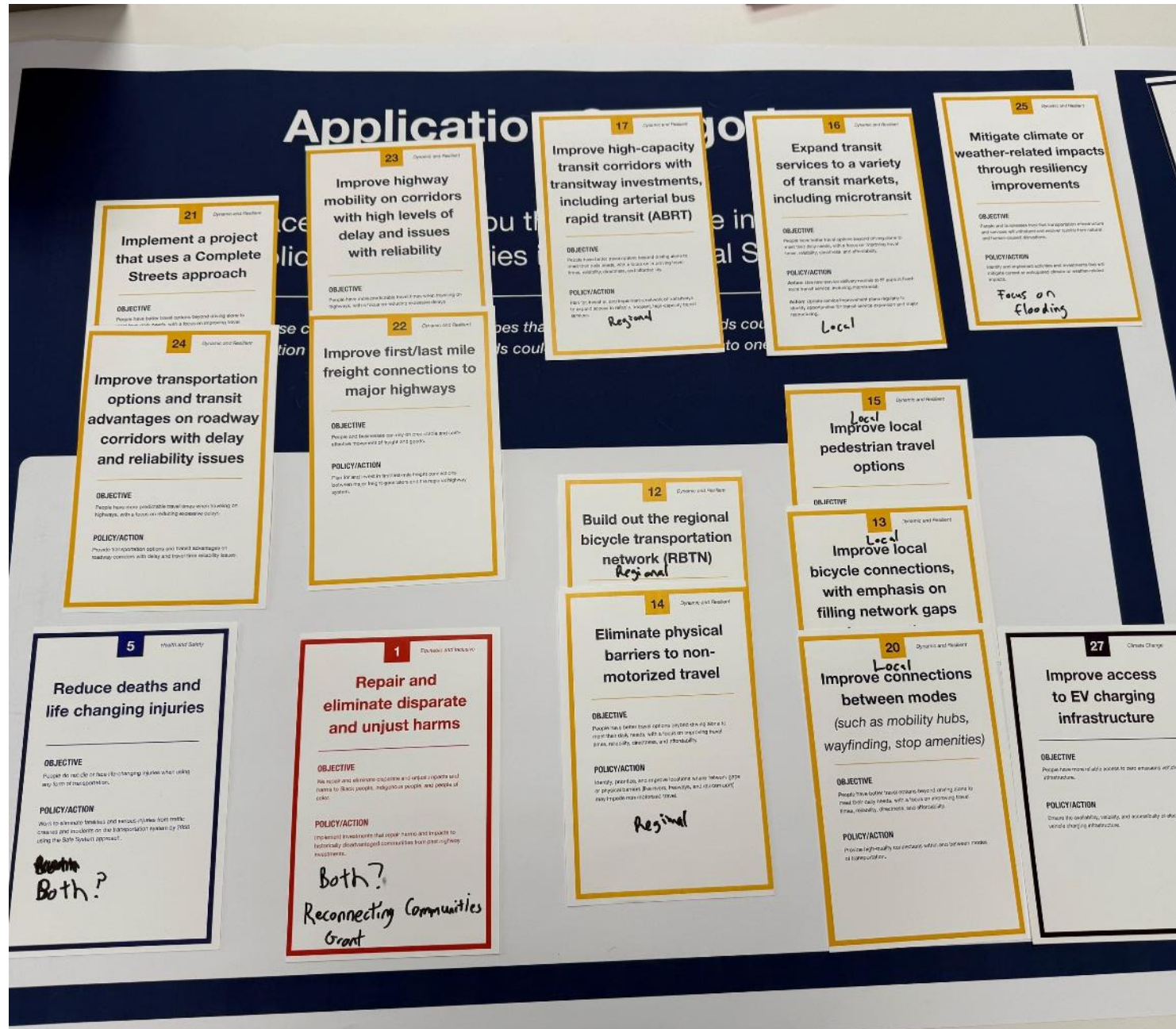


Table 4 Results

Policies that should be application categories

- Safety (Reduce deaths and serious injuries, improve safety and comfort outside vehicles) (5, 7)
- EV Charging (27)
- Regional Mobility (Improve highway mobility on corridors with delay, improve transportation options and transit advantages) (23, 24)
- Transit Access (Expand transit services, ABRT) (16, 17)
- Travel Options (Encourage multimodal travel, TDM, Improve connections between modes) (6, 19, 20)
- Pedestrian/Bike Travel (Walk, bike and roll, RBTN, improve local pedestrian travel, Complete Streets) (10, 12, 13, 15, 21)

Table 4 Results



Table 5 Results

Policies that should be application categories

- Reduce deaths and serious injuries (5)
- EV Charging (27)
- Regional Mobility (Improve first/last mile freight connections, Improve highway mobility on corridors with delay) (22, 23)
- Reduce GHG Emissions
 - TDM (19)
 - Active Transportation (safety and comfort, walk/bike/roll, improve local connections, RBTN, eliminate barriers, local pedestrian travel, reduce VMT) (7, 10, 12, 13, 14, 15, 28)
 - Transit (safe transit facilities, expand transit service, ABRT, improve transit experience, connections between modes, transit advantages and travel options) (8, 16, 17, 18, 20,
- Complete Streets (21)

Table 5 Results

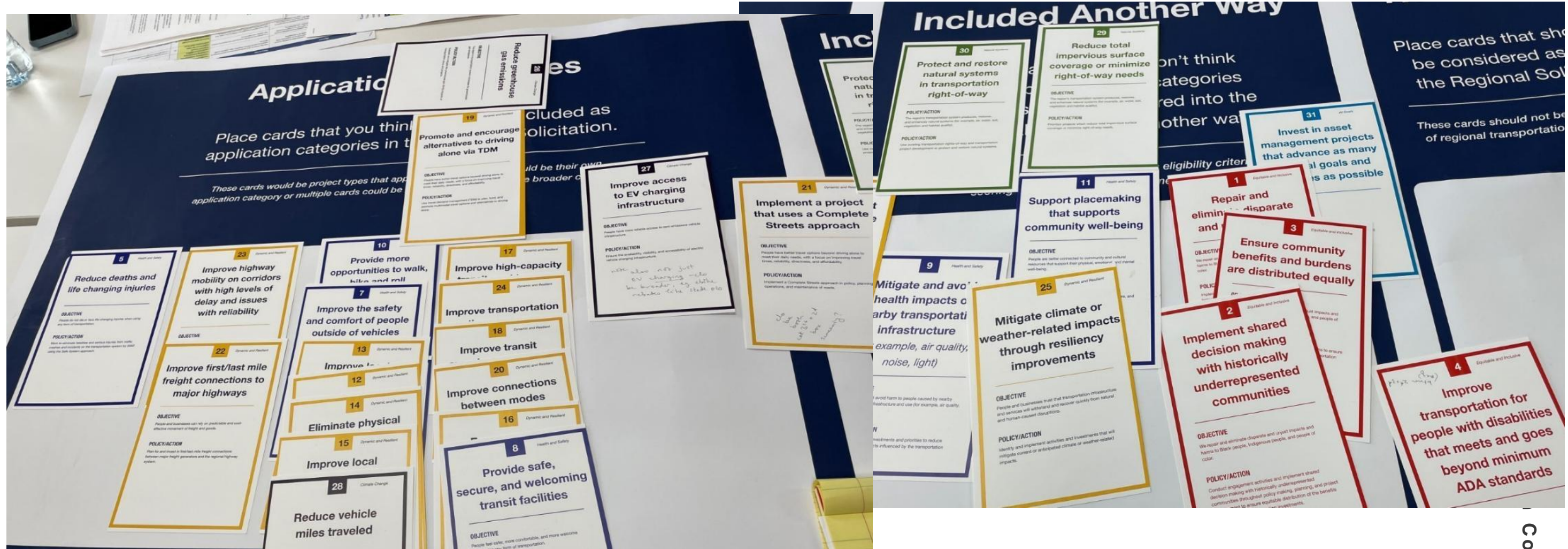


Table 6 Results

Policies that should be application categories

- Regional Mobility (highway mobility on corridors with delay, transit options and transit advantages) (23, 24)
- Complete Streets (local pedestrian travel, complete streets approach) (15, 21)
- Climate Change (TM, reduce GHG, EV charging) (19, 26, 27)
- Active Transportation (RBTN, improve local bicycle connections, eliminate physical barriers) (12, 13, 14)
- Safety and Comfort of people outside vehicles (7)
- Provide more opportunities to bike, walk and roll (10)
- ABRT (17)
- Expand transit services to a variety of transit markets (16)
- Equity (repair and eliminate unjust harms, ensure benefits and burdens are equitably distributed, mitigate and avoid health impacts) (1, 3, 9)

Table 6 Results

Application Categories

Place cards that you think should be included as application categories in the Regional Solicitation.

These cards would be project types that applicants submit. Cards could be their own application category or multiple cards could be grouped together into one broader category.

#6

- 23: Improve highway mobility on corridors with high levels of delay and issues with reliability
- 24: Improve transportation options and transit advantages on roadway corridors with delay and reliability issues
- 7: Improve the safety and comfort of people outside of vehicles
- 21: Implement a project that uses a Complete Streets approach
- 15: Improve local pedestrian travel options
- 10: Provide more opportunities to walk, bike and roll
- 27: Improve access to EV charging infrastructure
- 19: Promote and encourage alternatives to driving alone via TDM
- 26: Reduce greenhouse gas emissions
- 17: Improve high-capacity transit corridors with transitway investments, including arterial bus rapid transit (ABRT)
- 14: Eliminate physical barriers to non-motorized travel
- 13: Improve local bicycle connections, with emphasis on filling network gaps and connecting to the RBTN
- 12: Build out the regional bicycle transportation network (RBTN)
- 16: Expand transit services to a variety of transit markets, including microtransit
- 9: Mitigate and avoid health impacts of nearby transportation infrastructure (for example, air quality, noise, light)
- 3: Ensure community benefits and burdens are distributed equally
- 1: Repair and eliminate disparate and unjust harms

Handwritten notes on cards: "23, 24 Combine", "21, 15 Combine", "19, 26, 27 Combine", "14, 13, 12 Combine", "9, 3, 1 Combine".

Included Another Way

Place cards that you don't think should be application categories but that should be factored into the Solicitation another way.

Not Included

Place cards that you think should be considered as application categories in the Regional Solicitation.

These cards should be factored into the Regional Solicitation another way.

- 4: Improve transportation for people with disabilities that meets and goes beyond minimum ADA standards
- 5: Reduce deaths and life changing injuries
- 29: Protect and restore natural systems in transportation right-of-way
- 28: Reduce vehicle miles traveled
- 18: Improve transit experience for rider information and fares
- 8: Provide safe, secure, and welcoming transit facilities
- 22: Improve first/last mile freight connections to major highways
- 20: Improve connections between modes (such as mobility hubs, wayfinding, stop amenities)
- 25: Mitigate climate or weather-related impacts through resiliency improvements
- 11: Support placemaking that supports community well-being
- 6: Encourage multi-modal travel and improve comfort and safety for all users, based on appropriate context
- 2: Implement shared decision making with historically underrepresented communities

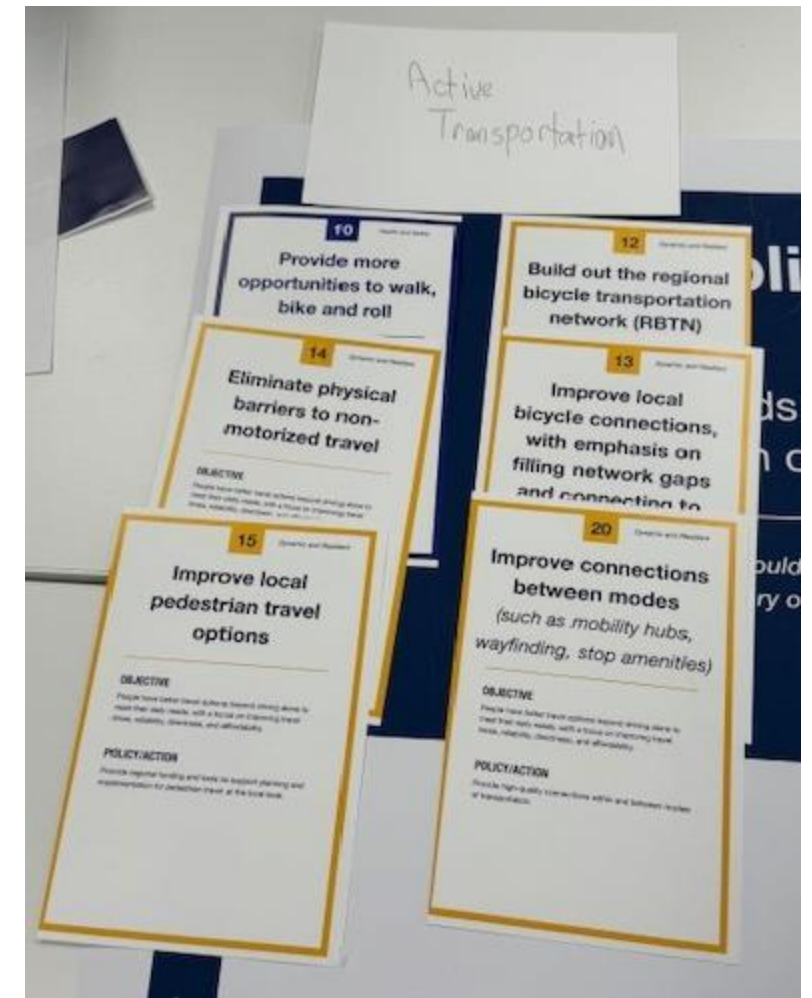
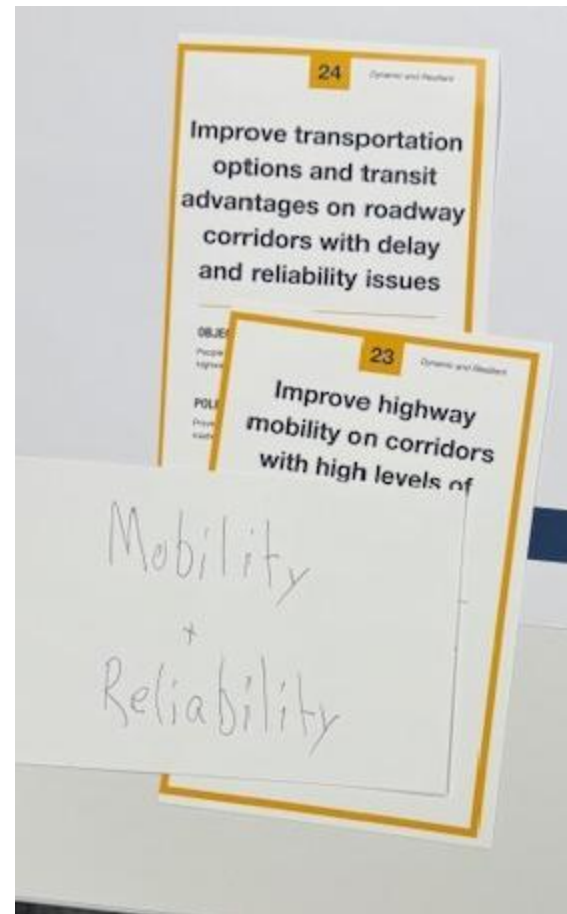
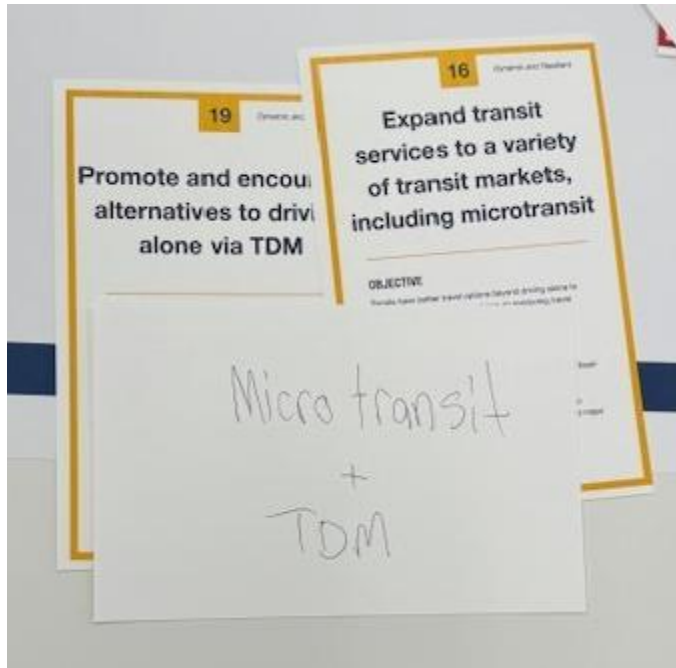
Handwritten notes: "Consistency between communities", "9, 3, 1 Combine".

Table 7 Results

Policies that should be application categories

- Microtransit and TDM (Expand transit services, TDM) (16, 19)
- Mobility and Reliability (Improve highway mobility on corridors with delay improve transportation options and transit advantages) (23, 24)
- ABRT (17)
- Active Transportation (More opportunities to walk, bike, roll, RBTN, local bicycle connections, eliminate physical barriers, improve local pedestrian travel , improve connections) (10, 12, 13, 14, 15, 20)
- Climate Change (Reduce GHG emissions, Reduce VMT, protect/restore natural systems) (26, 28, 30)
- Safety and Security (Reduce deaths, improve safety/comfort outside vehicles, provide safe and secure transit facilities) (5, 7, 8)

Table 7 Results



Safety and Security: Reduce deaths and life-changing injuries, Improve safety outside of vehicles

Climate: Reduce GHG, Protect and restore natural systems

Table 8 Results

Policies that should be application categories

- Highway Mobility (23)
- Repair and eliminate unjust harms (1)
- Modernization (Improve transportation options and transit advantages, asset management) (24, 31)
- Transit (Expand transit services, ABRT) (16, 17)
- Reduce deaths and life changing injuries (5)
- Multimodal Connections (TDM, Improve connections between modes)(19, 20)
- Active Transportation (ADA, Improve safety and comfort, more opportunities to walk/bike/roll, RBTN, local bicycle connections, local pedestrian options) (4, 7, 10, 12, 13, 15)
- EV Charging (27)

Table 8 Results

