

Policymaker Working Group

Regional Solicitation Evaluation

metro council.org



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Overall Project Update

Project Status

Current:

- Technical groups currently reviewing draft applications
 - Special Issue Working Groups
 - Technical Steering Committee
 - Active Transportation Work Group

Upcoming:

- Public engagement survey being developed, to inform funding amounts
- Draft application package will be available to TAB in September, final released in November for TAB Review and public comment
- Final application approval slated for January

Active Transportation Working Group

Recap and Discussion

- Approximately \$50 million to \$70 million is estimated to be available for 2026 solicitation
- July discussion narrowed down considerations for local match requirements.
 - Agreement that there should be some match required, but to limit the match amount to ensure greater interest from smaller communities
 - Group considering options including a 5%, 10%, or 20% local match
- Group considering option to expand project eligibility to cover design, engineering and right-of-way
- Geographic balance will be discussed more at future meetings.

Funding Emphasis Areas



Funding Ranges Background

- Historically, TAB has set funding ranges for the modal categories prior to the release of the application packet to give applicants an indication of potential funding levels.
- Ranges were set by “modes”, not outcomes.
- TAB also identified funding for categories that were at a “set” level, i.e., TDM, TBI, unique projects, ABRT.
- TAB has then used the modal funding range mid-point as the starting point for considering funding allocation across modes and project selection within application categories and the ranges were treated as upper and lower limits.
- There was an assumption each application category within a mode would receive funding.

2024 Funding Ranges and Historical Funding

	Roadways Including Multimodal Elements	Transit and TDM	Bicycle and Pedestrian Facilities
Modal Funding Ranges	Range of 46%-65% Range of \$115-\$163M Midpoint \$139M (55.5%)	Range of 25%-35% Range of \$63M-\$88M Midpoint \$75M (30%)	Range of 9%-20% Range of \$23M-\$50M Midpoint \$36M (14.5%)
2014-2024	54.6%	26.1%	19.3%

Proposed Modal+ Hybrid Structure

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

Federal Reg Sol Funding

Regional Bike Facilities

Reg Active Transportation Funding

Local Bike Facilities

Local Pedestrian
Facilities

Active Transportation
Planning

Transit

Transit Expansion
(Including
Microtransit)

Transit Customer
Experience

Arterial Bus Rapid
Transit

Roadway

Roadway
Modernization

Congestion
Management
Strategies

New Interchanges

Bridge Connections

Environment

EV Charging
Infrastructure

Travel Demand
Management
(TDM)

Regional Data

Regional Modeling/Travel Behavior Inventory

The goal area, Our Region is Equitable and Inclusive, is being proposed as a scoring measure called Community Considerations.

Funding Ranges or Targets in the Application Materials?

Ranges

- Provides applicants some sense of available funding by focus area
- Provides TAB some certainty that all application categories will receive funding
- Indicates TAB funding desires to applicants and the public to influence applications

No Ranges

- Provides maximum flexibility to develop funding scenarios at project selection
- Does not lock TAB into spending based on history or past practice
- No precedent for the potential level of funding for the new application categories.
- Unsure of level of interest for new application categories

2026 Solicitation Funding Process

Assumptions

- Total federal funding assumed to be \$250 million federal
- Total regional active transportation funding assumed to be \$50 million-\$70 million
 - Active transportation is not included with the federal funds regarding ranges
- **New application categories that would require a new consideration of ranges:**
 - Proactive Safety: \$7 million max
 - Reactive Safety: \$7 million max
 - New Interchanges: \$20 million max
 - EV Charging Infrastructure: \$2 million max

Draft Minimums and Maximums

2026 Proposed Category	2026 Min	2026 Max
Safety		
Proactive/Reactive Safety	\$2,000,000	\$7,000,000
Bike/Ped		
Regional Bike Facilities	\$1,000,000	\$5,500,000
Transit		
Arterial Bus Rapid Transit (max needs further discussion)	N/A	\$30,000,000
Transit Expansion	\$500,000	\$10,000,000
Transit Customer Experience	\$500,000	\$10,000,000
Roadway		
CMP Strategies	\$1,000,000	\$10,000,000
Interchange Projects	N/A	\$20,000,000
Roadway Modernization	\$1,000,000	\$10,000,000
Bridge Connections	\$1,000,000	\$7,000,000
Environment		
EV Charging Infrastructure	\$500,000	\$2,000,000
TDM	\$100,000	\$750,000

Outcomes Emphasis Concepts

- **Midpoint Starting Point:** Adds a starting point for new application areas including safety, EV; then seeks to hold investment levels relatively steady compared to 2024 project selection
 - Re-allocates some bike/ped and roadway funding to new safety category
 - Assumes all remaining fed bike/ped funding goes to new Regional Bikeways category

Note: Emphasis Areas could be used now to form ranges or later to bring forward specific funding scenarios

- **Safety Emphasis:** Increases midpoint in categories that emphasize safety in scoring criteria
- **Reliable Travel Emphasis:** Increases midpoint in categories that emphasize reliability in scoring criteria
- **Travel Options Emphasis:** Increases midpoint in categories that improve multimodal travel options in scoring criteria
- **Prioritizing Safety for People Outside of Vehicles:** Increases midpoint in safety categories that emphasize safety for bicycle and pedestrian in scoring criteria

Historical Midpoint Starting Point

(Draft Targets in Red)

Safety: \$30M

Proactive Safety
(Roadways and
Bike/Ped)

Reactive Safety
(Roadways and
Bike/Ped)

Plus Metro HSIP: \$30M

Dynamic and Resilient

Bike/Ped \$35M Fed.

Federal Reg Sol Funding: \$30M

Regional Bike Facilities

Reg AT Funding: \$50M-\$70M

Local Bike Facilities

Local Pedestrian
Facilities

Active Transportation
Planning

Transit: \$60M

Transit Expansion
(Including
Microtransit)

Transit Customer
Experience

Arterial Bus Rapid
Transit

Roadway: \$110M

Roadway
Modernization

Congestion
Management
Strategies

New Interchanges

Bridge Connections

Environment: \$15M

EV Charging
Infrastructure

Travel Demand
Management
(TDM)

Regional Data

Regional Modeling/Travel Behavior Inventory: \$1.5M

The goal area, Our Region is Equitable and Inclusive, is being proposed as a scoring measure called Community Considerations.

Changes by Outcome Emphasis

2026 Proposed Category	Target Mid-point (roughly historical)	Safety Emphasis	Reliable Travel Emphasis	Travel Options Emphasis	Prioritizing Safety for People Outside Vehicles
Safety (same funding level as Metro HSIP)	\$30 million				
Proactive/Reactive Safety		Increase	Decrease	Steady	Increase
Bike/Ped	\$35 million				
Regional Bike Facilities		Steady	Increase	Increase	Increase
Transit	\$60 million				
Arterial BRT		Steady	Steady	Increase	Steady
Transit Expansion		Decrease	Decrease	Increase	Steady
Transit Customer Experience		Decrease	Increase	Increase	Steady
Roadway	\$110 million				
Congestion Management Strategies		Decrease	Increase	Decrease	Decrease
Interchange Projects		Steady	Steady	Steady	Steady
Roadway Modernization		Increase	Steady	Decrease	Increase
Bridge Connections		Decrease	Steady	Decrease	Decrease
Environment	\$15 million				
EV Charging Infrastructure		Steady	Steady	Steady	Steady
TDM		Decrease	Decrease	Increase	Decrease

Feedback



- Options include:
 - Not showing targets or ranges in the application
 - Showing 5 targets or ranges for safety, bike/ped, transit, roadways, environment
 - Selecting an emphasis area and showing targets for each of the 15 application categories
- What general direction would you like to provide after seeing some options?
- What changes would you like to see if this topic is brought back to the next Policymaker Working Group meeting?
- What additional information do you need?

Topics for Next Policymaker Working Group

Agenda

- Funding Ranges/Targets Continued
- Performance Metrics
- Score Weighting Intro
- Community Considerations (Equity) Intro
- Other Outstanding Policy Issues Identified by Technical Stakeholders



Next steps



Next steps:

1. Technical Steering Committee Meeting – September 4
2. First Package of Info Items – Sept-Oct
 - TAC Planning, F&P, TAC, TAB
3. Action Items to Release for Public Comment– Oct-Nov
 - TAC Planning, F&P, TAC, TAB
4. Policymaker Working Group – September 17 – **Need to reschedule**
 - **September 22, 12 p.m. – 2 p.m. tentative**
5. Policymaker Working Group – October 15
6. Policymaker Working Group – November 19
7. Draft released for public comment – November 19
8. TAB Action Item – December 17