



Polycymaker Working Group

metro council.org



September 18, 2024



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Polycymaker Working Group Decision Process



What are we trying to achieve?

Overarching goal of the Regional Solicitation Evaluation:

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.

2050 TPP Goals

Equitable
and Inclusive

Healthy and
Safe

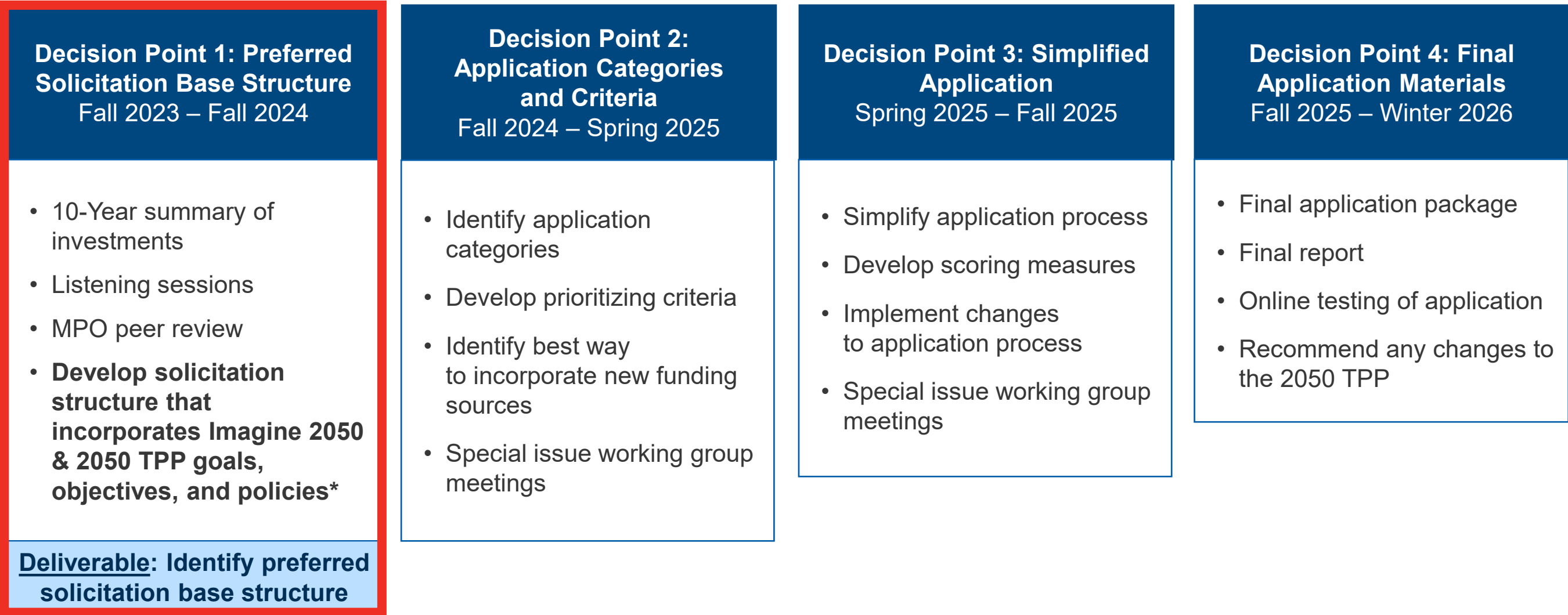
Dynamic and
Resilient

Climate
Change

Natural
Systems

Evaluation Decisions Timeline

Stakeholder Groups, Public Engagement, Equity Engagement



*See this link for 2050 TPP goals, objectives and policies
<https://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan/TPP-Goals-Objectives-Policies.aspx>

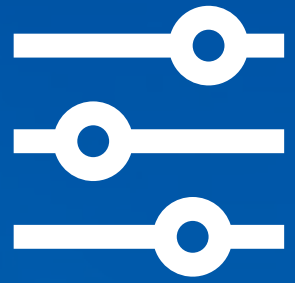
Previous Meeting: Regional vs. Dual Regional/Subregional Process Model

- July Meeting focused on the advantages and disadvantages of the current centralized approach vs. a dual-process model (i.e., the region selects projects with some of the funding at the regional level and then smaller geographies such as Met Council Districts recommended projects for approval by the MPO with some of the funding)
- Peer review of six MPOs, three using each model, found that most peer regions are confronting similar issues to Met Council
- **Policy Working Group RECOMMENDATION: Maintain existing centralized process and not pursue a dual-process model**

Today's discussion

Goal: Discuss preferred structure level to incorporate TPP goals and objectives

April	July	September	October-Dec
<ul style="list-style-type: none"> • Current structure • Role of working group • Introduce structure elements • Initial listening session feedback • Peer review desktop findings 	<ul style="list-style-type: none"> • Confirm what we are trying to change/keep • Discuss dual-process model • Insights from peer reviews and listening sessions woven throughout 	<ul style="list-style-type: none"> • Evaluate concept structures: incorporating goals/objectives at different levels • Insights from peer reviews and listening sessions woven throughout 	<ul style="list-style-type: none"> • Workshop on goal and objective priorities • Confirm preferred level to incorporate goals/objectives • Develop examples of application category structures
Which peer region interviews to complete?	Which model is better at addressing identified issues?	Is there a preferred option to include goals/objectives?	Recommend a structure to include TPP goals/objectives for TAB to consider.



Solicitation Base Structure Options



Questions to Think About



Advantages or disadvantages of including goals and objectives at the various potential structure levels?

Do you have a preferred approach?

Regional Solicitation Potential Structure Levels

Level 1. Application Groups / Funding Allocations

- Groups of related application categories
- Used to establish funding targets and ranges across categories
- Indicates policy priorities ahead of application submittals

Level 2. Application Categories

- Groups of similar project types or outcomes scored against each other
- Used to establish list of ranked projects within each category
- Provides high-level direction to applicants on where to apply

Level 3. Scoring Criteria and Measures and Requirements

- Sets expectations and evaluation methods for ranking projects in a category
- Used to evaluate projects against standards or relative to each other
- Primarily a technical, staff-driven process

Level 1

- Policymaker (TAB/Met Council) decisions are policy based with little technical input
- Can vary each cycle based on priorities

Level 2

- Policymaker (TAB/Met Council) decisions with some technical/applicant input
- Can be tweaked each cycle, but consistency helps applicants plan

Level 3

- Policymaker (TAB/Met Council) decisions based upon substantial technical staff input
- Criteria/scoring measures are tweaked each cycle, difficult to make major changes

Base Structure Considerations

- TPP goals and objectives can be reflected at various levels of the Regional Solicitation process
- Current process design primarily considers goals and objectives when projects are scored (Level 3)
- MPO peer review showed other regions consider goals and objective priorities at other levels (Levels 1 or 2)

Current Solicitation Structure Approach

Level 1: Application Groups

Level 2: Application Categories

Roadways

Traffic Management Tech

Spot Mobility and Safety

Strategic Capacity

Roadway Modernization

Bridges

Transit & TDM

ABRT Project

Transit Expansion

Transit Modernization

TDM

Bike/Ped

Multiuse Trails

Pedestrian

Safe Routes to School

Level 3: Scoring
Criteria and
Measures

Role in the
Region

Usage

Safety

Congestion/Air
Quality

Age

Equity

Multimodal

Risk

Cost
Effectiveness

n g c

Connecting to the 2050 Transportation Policy Plan

How can the 2050 TPP Goals and Objectives best be incorporated?

Level 1 - Application Groups / Funding Allocations

- Group applications by goal/objective and set funding targets
- Some goals or objectives may not be funding allocations but could be universal expectations for all projects (e.g., equity)
- NEXT STEP: decide the number of goal/objective groups

Level 2 - Application Categories

- Group applications by mode and set funding targets
- Application categories are focused on goals and objectives (e.g., roadway-safety or transit-VMT reduction)
- NEXT STEP: determine which goals and objectives apply to which modes

Level 3 - Requirements and Scoring Criteria and Measures

- Current approach, criteria and scoring are focused on goals/objectives
- Each goal/objective is evaluated against each application/project type (e.g., all projects accomplish all goals/objectives)
- NEXT STEP: determine project types

Example Level 1 - Application Groups

Focus on Goals/Objectives

Example for context:

Level 1 – Application Group:

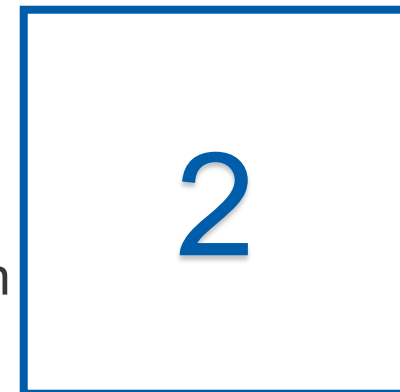
- Our Communities are Healthy and Safe (e.g., \$50 million per cycle)

Level 2 – Application Categories:

- All projects that reduce fatal and life-changing injuries or make specific to roadways
- Transit stop or station improvements that improve safety
- Bike/Ped projects that increase safety such as bike/ped bridges/underpasses/intersection improvements, connections to transit stops, etc.

Level 3 – Scoring Criteria and Measures and Requirements

- Past crash history
- Inclusion in high injury streets from Regional Safety Action Plan
- Reduction in serious injury or death



Example Level 1 - Application Groups

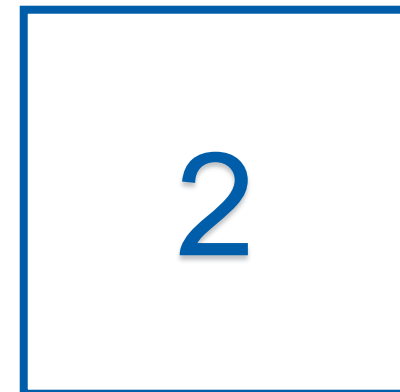
Focus on Goals/Objectives Cont.

Advantages

- Clearest alignment with 2050 TPP goals and objectives
- Funding allocations directly reflect policy priorities
- Policy priorities can shift more fluidly each cycle to address changing needs
- Simplified application structure will heavily emphasize small set of criteria, rather than trying to match many criteria to each project type
- Allows maximum flexibility for project types that are not mode-based (i.e., electric vehicle charging and new mobility options, and multimodal projects)

Disadvantages

- Focus on individual goal may not emphasize projects that address all or many goals
- Unfamiliarity to applicants in determining where their projects fit and where to apply, though level 2 application categories could still be modal based
- Setting funding ranges will not have a history to learn from



Example Level 2 - Application Categories Focus on Goals/Objectives

Example for context:

Level 1 – Application Group:

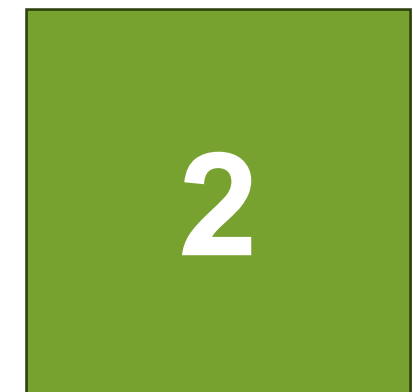
- Roadway (e.g., \$50 million per cycle)

Level 2 – Application Categories:

- Travel time reliability
- Safety
- Increasing travel options

Level 3 – Scoring Criteria and Measures and Requirements

- Travel time index / reductions in travel time variability
- Reductions in serious injuries and deaths
- Multimodal / Complete Streets



Example Level 2 - Application Categories

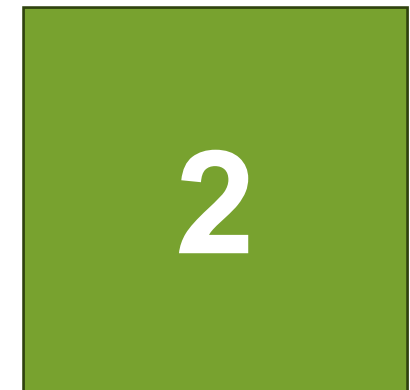
Focus on Goals/Objectives Cont.

Advantages

- Policy priorities better aligned with 2050 TPP goals and objectives
- Visibility and focus on specific outcomes with goals and objectives at Level 2
- Simplified application structure will heavily emphasize small set of criteria, rather than trying to match many criteria to each project types
- History of modal structure at Level 1 Application Groups provides input into range setting

Disadvantages

- Funding ranges tied to mode and not outcome limits ability to be fluid with priorities
- Likely will result in a large number of application categories under modal groups (e.g., safety under each mode)
- Limits the ability to encourage truly multimodal projects and projects that aren't modal based
- May exclude nonmodal projects or require continued Unique projects category



Example Level 3 - Criteria/Measures Focus on Goals/Objectives

Example for context (current structure):

Level 1 – Application Group:

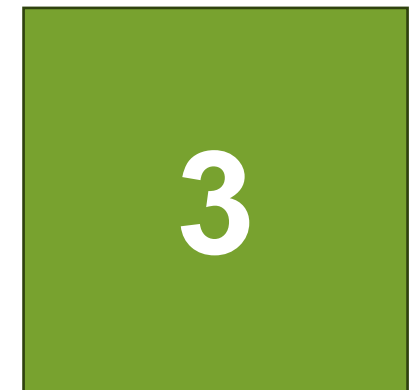
- Roadway (\$50 million per cycle)

Level 2 – Application Categories:

- Strategic Capacity
- Spot Mobility and Safety
- Roadway Modernization

Level 3 – Scoring Criteria and Measures and Requirements

- Safety and Public Health – eliminate deaths and serious injuries
- Dynamic and Resilient – improving travel reliability
- Climate Change – mitigation of greenhouse gas emissions



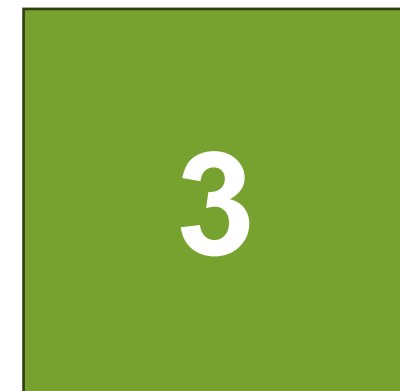
Example Level 3 - Criteria/Measures Focus on Goals/Objectives Cont.

Advantages

- Facilitates the best opportunity for apples-to-apples comparisons by similar project types
- Prioritizes projects that address many goals and objectives well
- Applicant familiarity with modal structure and application type
- History of modal structure provides input into range setting

Disadvantages

- Funding ranges tied to mode and not outcomes
- Outcomes are less clear and difficult to track
- Establishing policy priorities at criteria/scoring measure level requires policymaker involvement in application details
- Complex application structure and potential for many application categories, criteria, and measures
- Limits the ability to encourage multimodal projects and unique projects that aren't modal based



Discussion



Initial reactions? Do you prefer one structure for including goals and objectives over others?

Can we dismiss one or more of the structure options?



Closing thoughts?



Next steps



Next steps:

1. Technical Steering Committee meeting – October 22
2. Policymaker Workshop for TAB and Council Members – December 18
3. Policymaker Work Group next meeting – October 16, November 20, December 18
4. TAB meeting –January/February –Action item on a base structure recommendation

Thank You

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