



# Polycymaker Working Group

Regional Solicitation Evaluation

[metro council.org](http://metro council.org)



October 15, 2025

# Purpose of Today's Meeting

- Recommend local match percentage for active transportation applications
- Discuss 2026 Schedule
- Review application connection to 2050 TPP goals and objectives
- Review program performance measures and data tracking



# Policymaker Working Group Recap

## Recap

- **September 22:**
  - Recommended proposed federal funding targets, including \$30 million for Safety, \$35 million for Bike/Ped, \$60 million for Transit, \$110 million for Roadway, and \$15 million for Environment
  - Recommended application minimums and maximums, including a \$30 million minimum target for Arterial Bus Rapid Transit with any additional funds coming out of the \$60M target for transit.
    - Any guidance on whether you would like to show a maximum amount or leave it open ended?
  - Reviewed and provided input on Community Considerations criteria
    - Any additional discussion on the measures, approach, or new funding priority given for top-scoring Community Considerations projects

# Federal Minimums and Maximums

2026 Proposed Category	2024 Max	2026 Min	2026 Max
<b>Safety</b>			
Proactive/Reactive Safety	N/A	\$2,000,000	\$7,000,000
<b>Bike/Ped (Federal only)</b>			
Regional Bike Facilities	\$5,500,000	\$1,000,000	\$5,500,000
<b>Transit</b>			
Arterial Bus Rapid Transit	\$25,000,000	\$30,000,000	?????
Transit Expansion	\$7,000,000	\$500,000	\$10,000,000
Transit Customer Experience	\$7,000,000	\$500,000	\$10,000,000
<b>Roadway</b>			
Congestion Management Strategies	\$10,000,000	\$1,000,000	\$10,000,000
Interchange Projects	\$10,000,000	\$1,000,000	\$20,000,000
Roadway Modernization	\$7,000,000	\$1,000,000	\$10,000,000
Bridge Connections	\$7,000,000	\$1,000,000	\$7,000,000
<b>Environment</b>			
EV Charging Infrastructure	N/A	\$500,000	\$2,000,000
TDM	\$500,000	\$100,000	\$750,000

# Proposed Community Considerations Measures



## 1. Community Data and Context

- *Strong applications show a clear picture of who the community is and how their needs shape the project.*

## 2. Community Engagement

- *Engagement must demonstrate that community voices guided the project's direction.*

## 3. Community Benefits

- *Projects must deliver meaningful benefits to nearby communities and reduce harms.*

# Community Considerations Scoring & Training



## How Projects Are Scored & Supported

- Community Considerations is 20% of points across all application categories
- Scoring using 5 ratings: Low, Medium-Low, Medium, Medium-High, High ratings on 3 measures
- High ratings will be focused only on those projects documenting full use of best practices
- Annual training for scorers and agency staff: build understanding of measures and best practices to achieve a High
- Funding Priority = for projects rated High-High-High on all three measures
  - Substitutes for a separate application category for this goal area
- Scoring committee meets to set expectations, reviews and agrees upon projects proposed for a funding guarantee

*Scoring rewards high community alignment, and training equips staff with understanding of best practices and expectations.*

# Overall Project Update

## Project Status

### Current:

- Information item took place on 10/1 to TAC, TAC Planning, and TAC Funding & Programming
- Draft applications are being revised based on technical group input and will be sent to all committees mid-October for review

### Upcoming:

- A public engagement survey to gather feedback on funding targets is being developed
- Released in December for public comment
- Final TAB application recommendation slated for February

# Future TAB Action Items

## Proposed Actions

1. Approve application categories
  2. Approve minimum/maximum awards
  3. Approve category funding targets
  4. Approve qualifying requirements
  5. Approve application criteria, measures, and scoring guidance
  6. Approve score weighting
  7. Approve overall solicitation package and release for public comments
- October F&P/November TAC and TAB
- November F&P/December TAC and TAB

# Overall TAB Schedule

## Should our goal be to have projects selected by the end of 2026 before membership turns over due to elections/terms ending?

- Nov 2025 First Action Items: 2 months of public online survey and targeted outreach activities on funding targets
- Dec 2025 Second Set of Action Items: Release for Public Comment
- Dec 18 to Jan 16 Official Public Comment Period: 1 month for the public to review the applications (some of it over the holidays)
- Feb 2026 TAB Action Incorporation Public Comments/Final Recommendation
  - Schedule only works if minimal public comments received since the action starts at the January TAC F&P meeting
- Mid/late March to May 1: Call for Projects
- Summer 2026 Project Scoring
- Fall 2026 Funding Options
- End of 2026 TAB Project Selection Recommendation

# Active Transportation Local Match



# Active Transportation Update

- **September 29 Active Transportation Work Group:**
  - Discussed geographic balance, with many leaning toward waiting to see how the 2026 awards play out before incorporating new rules
  - Discussed aligning solicitation with Regional Solicitation vs. separate timelines Recommended no local match or reduced (less than 20%) local match
    - Does the Policy Work Group want to make a recommendation on local match for Active Transportation projects?
    - This topic will be part of an action item starting at the November Funding & Programming meeting

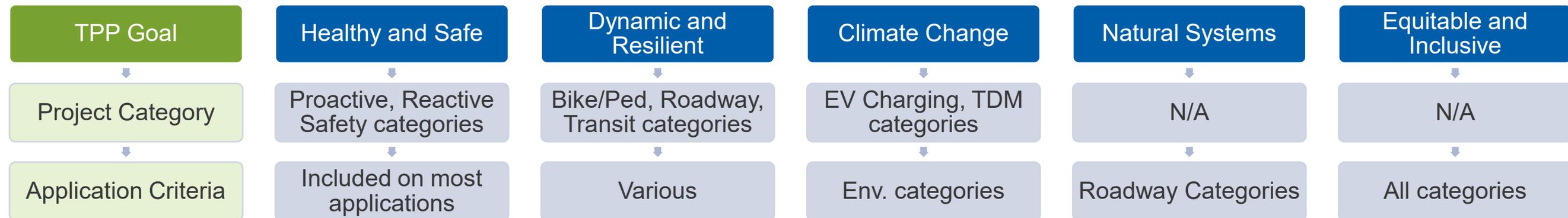
# Goal Area Alignment



# Addressing our 2050 Goals

## TPP Goal Alignment

- Regional Solicitation addresses all major TPP Goals in varying ways
- Project categories include a majority of points from the primary TPP goal, but other goals may be evaluated too
- Community Considerations provides Equitable and Inclusive evaluation for all application categories



# TPP Goal Alignment

## Safety Categories

TPP Goal	Proactive Safety	Reactive Safety
Healthy and Safe	80%	80%
Dynamic and Resilient		
Climate Change		
Natural Systems		
Equitable and Inclusive	20%	20%
<b>Total</b>	<b>100%</b>	<b>100%</b>

# TPP Goal Alignment 2

## Bicycle/Pedestrian Category

TPP Goal	Regional Bike Facilities
Healthy and Safe	20%
Dynamic and Resilient	60%
Climate Change	
Natural Systems	
Equitable and Inclusive	20%
<b>Total</b>	<b>100%</b>

# Legislation Alignment for Active Transportation

## Bicycle/Pedestrian Categories

Legislation Requirements	Local Bike Facilities	Local Pedestrian Facilities	Active Transportation Planning
Inclusion in plan	Qualifying	Qualifying	40%*
Complete streets	5%	5%	10%
Community connections	30%	30%	40%*
Address barriers and deficiencies	25%	25%	40%*
Safety or health benefits	20%	20%	20%
Geographic equity/community considerations	20%	20%	20%
Ability to maintain infrastructure	Qualifying	Qualifying	Qualifying
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

\*One question worth 40% asks for information related to three legislative requirements

# TPP Goal Alignment 3

## Transit Categories

TPP Goal	Transit Expansion	Transit Customer Service
Healthy and Safe		
Dynamic and Resilient	80%	80%
Climate Change		
Natural Systems		
Equitable and Inclusive	20%	20%
<b>Total</b>	<b>100%</b>	<b>100%</b>

# TPP Goal Alignment 4

## Roadways Categories

TPP Goal	Roadway Modernization	Congestion Management	New Interchanges	Bridge Connections
Healthy and Safe	30%	25%	30%	20%
Dynamic and Resilient	40%	50%	45%	55%
Climate Change				
Natural Systems	10%	5%	5%	5%
Equitable and Inclusive	20%	20%	20%	20%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

# TPP Goal Alignment 5

## Environment Categories

TPP Goal	EV Charging	TDM
Healthy and Safe	10%	
Dynamic and Resilient		30%
Climate Change	70%	50%
Natural Systems		
Equitable and Inclusive	20%	20%
<b>Total</b>	<b>100%</b>	<b>100%</b>

# Discussion



## Goal Alignment

- Does the alignment for each category generally make sense?

# Performance Measures



# Performance Metrics

## How we measure progress

- Performance metrics are defined measures used to track progress against our regional goals
- Used during project selection to assess the estimated outcome of different scenarios and to measure performance of the program after implementation
- The Before and After analysis for this effort recommended creation of clear metrics to make future tracking simpler
- Information will be asked of applicants to streamline upfront data collection
- Estimates will allow policymakers to evaluate impact of funding scenarios

### Emphasis Area Evaluation

- Data collected from each application and used to estimate outcomes

### Program Evaluation

- Data collected from each implemented project to assess regional impact

# Emphasis Area Evaluation Metrics

Goal	Metric	Source
Policies that guide all work	Investment by county	Project Information form
	Investment by community designation	
	Unique jurisdictions funded	
Our communities are healthy and safe	Projected Crash Reduction by severity	Calculated based on provided info
	Projects funded on High Injury Streets (Reactive) /High Crash Risk Streets (Proactive)	Application questions
	Number of intersections upgraded	
	Number of new ADA ramps	

# Emphasis Area Evaluation Metrics 2

Goal	Metric	Source
Our region is dynamic and resilient	Miles of bike facilities, RBTN and Regional Trails constructed	Application questions
	Bicycle barriers removed	
	Miles of sidewalks constructed	
	Estimated new transit riders	
	Estimated existing transit riders impacted	
	Customer facilities improved	
	Projects on Truck Freight Corridor Tiers	
	Projects on corridors with excessive delay or reliability issues	
	Total delay reduction	
	Priority intersections funded from Intersection Mobility and Safety Study	
Assets removed from flood zones		

# Emphasis Area Evaluation Metrics <sup>3</sup>

Goal	Metric	
We lead on addressing climate change	EV chargers deployed	Application question
	GHG emissions impact	Calculated by Council
	VMT impact	
We protect and restore natural systems	Projects that reduce impervious surface	Application questions
	Projects with native plantings	
	Projects with green stormwater features	
	Projects that reconnect habitats	
Our region is equitable and inclusive	Still being developed	Calculated by Council

# Performance Metrics Discussion



## Discussion

- Are there other metrics you'd like to see tracked?

# Next steps



## Next steps:

1. First Package of Action Items – Oct-Nov
  - Oct TAC Planning (info), Oct F&P, Nov TAC, Nov TAB
2. Technical Steering Committee Meeting – October 28
3. Second Package of Action Items to Release for Public Comment– Nov/Dec
  - Nov TAC Planning (info), Nov F&P, Dec TAC, Dec TAB
4. Policymaker Working Group – November 19

# Appendix

## Scoring Measures and Weighting



# 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

# Proactive Safety

Criteria and Measures	%
<b>1. Connection to Existing Planning Efforts</b> Measure A – Connection to Regional Safety Action Plan, existing safety plan, road safety audit, other safety study focused on reducing fatal and serious injury crashes	35%
<b>2. Expected System Risk Reduction in Fatal or Serious Injury Crashes</b> Measure A – Crash Reduction Factor(s) (CRFs) for proposed project	15%
<b>3. Correctable Fatal and Serious Injury Crash History</b> Measure A – 10-years crash history of fatal and serious injury crashes	5%
<b>4. Improvements for People Outside of Vehicles</b> Measure A – Project-Based Pedestrian Safety Enhancements and Risk Elements	25%
<b>5. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
<b>Total</b>	<b>100%</b>

# Reactive Safety

Criteria and Measures	%
<b>1. Expected Reduction in Fatal and Serious Injury Crashes</b> Measure A – Crashes reduced (Benefit/Cost ratio)	35%
<b>2. Connection to Existing Planning Efforts</b> Measure A – Connection to Regional Safety Action Plan, existing safety plan, road safety audit, other safety study focused on reducing fatal and serious injury crashes	20%
<b>3. Correctable Fatal and Serious Injury Crash History</b> Measure A – 10-year crash history of fatal and serious injury crashes	5%
<b>4. Improvements for People Outside of Vehicles</b> Measure A – Project-Based Pedestrian Safety Enhancements and Risk Elements	20%
<b>5. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
<b>Total</b>	<b>100%</b>

# Regional Bike Facilities (Federally Funded)

Criteria and Measures	%
<b>1. Regional Bicycle Priorities</b> Measure A – Identified network priorities	30%
<b>2. Connection to Key Destinations</b> Measure A – Connection to key destinations	10%
<b>3. Context Sensitive Design</b> Measure A – Appropriate facility type Measure B – Design features and roadway crossings	20%
<b>4. Safety</b> Measure A – Connection to existing safety planning efforts Measure B – Safety improvements for people outside of vehicles	20%
<b>5. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
<b>Total</b>	<b>100%</b>

# Local Bike Facilities

## (Active Transportation Regional Sales Tax Funded)

Criteria and Measures	%
<b>1. Complete Streets*</b> Measure A – Complete streets planning, design, and construction	5%
<b>2. Connection to Key Destinations*</b> Measure A – Connections to key destinations Measure B – Connection to K-12 schools Measure C – Active transportation demand	30%
<b>3. Identified Gaps, Barriers, or Deficiencies*</b> Measure A – Gaps, barriers or deficiencies addressed	25%
<b>4. Safety*</b> Measure A – Connection to existing safety planning efforts Measure B – Safety improvements for people outside of vehicles	20%
<b>5. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
<b>Total</b> * <i>Direct connection to legislative requirements</i>	100%

# Local Pedestrian Facilities

## (Active Transportation Regional Sales Tax Funded)

Criteria and Measures	%
<b>1. Complete Streets*</b> Measure A – Complete streets planning, design, and construction	5%
<b>2. Connection to Key Destinations*</b> Measure A – Connections to key destinations Measure B – Connection to K-12 schools Measure C – Active transportation demand	30%
<b>3. Identified Gaps, Barriers, or Deficiencies*</b> Measure A – Gaps, barriers or deficiencies addressed	25%
<b>4. Safety*</b> Measure A – Connection to existing safety planning efforts Measure B – Safety improvements for people outside of vehicles	20%
<b>5. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
<b>Total</b> * <i>Direct connection to legislative requirements</i>	100%

# Active Transportation Planning

## (Active Transportation Regional Sales Tax Funded)

Criteria and Measures	%
<b>1. Proposed Project*</b>	
Measure A – Project identification	50%
Measure B – Complete streets planning, design, and construction	
<b>2. Active Transportation Demand*</b>	10%
Measure A – Community SPACE score	
<b>3. Safety*</b>	20%
Measure A – Safety improvements for people outside of vehicles	
<b>4. Community Considerations</b>	20%
Measure A – Community Considerations	
<b>Total</b>	<b>100%</b>

\* Direct connection to legislative requirements

# Transit Expansion

Criteria and Measures	%
<b>1. Service/Facility Provided Must be Effective for Transit Market Area</b>	
Measure A – Transit Market Area Alignment	30%
Measure B – Regional Transit Performance Guidelines	
<b>2. New Ridership</b>	20%
Measure A – New annual riders	
<b>3. New Coverage</b>	10%
Measure A – New service hours by population within service area	
<b>4. Connections to Key Destinations</b>	10%
Measure A – Connection to key destinations	
<b>5. Transit Needs-based Determination</b>	10%
Measure A – Demographic and roadway delay/reliability data.	
<b>6. Community Considerations</b>	
Measure A – Community Data and Context	20%
Measure B – Community Engagement	
Measure C – Community Benefits	
<b>Total</b>	<b>100%</b>

# Transit Customer Experience

Criteria and Measures	%
<b>1. Ridership Affected</b> Measure A – Total existing annual riders	20%
<b>2. Transit Service</b> Measure A – Travel times and/or reliability of existing transit service	15%
<b>3. Access to Transit Facilities</b> Measure A – Multimodal connections to and ADA accessibility	15%
<b>4. Safety and Security</b> Measure A – Safety and security for transit riders and people accessing transit facilities	15%
<b>5. Customer Comfort and Ease of Use</b> Measure A – Comfort for transit riders and overall ease of use of the transit system	15%
<b>6. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
<b>Total</b>	<b>100%</b>

# Roadway Modernization

Criteria and Measures	%
<b>1. Multimodal/Complete Streets Connections</b>	<b>30%</b>
Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)	
<b>2. Safety</b>	<b>30%</b>
Measure A – Connection to existing safety planning efforts	
Measure B – Safety improvements for people outside of vehicles and Safe System approach	
<b>3. Freight</b>	<b>10%</b>
Measure A – Connection to Regional Truck Corridor Study tiers	
<b>4. Natural Systems Protection and Restoration</b>	<b>10%</b>
Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc.	
<b>5. Community Considerations</b>	<b>20%</b>
Measure A – Community Data and Context	
Measure B – Community Engagement	
Measure C – Community Benefits	
<b>Total</b>	<b>100%</b>

# Congestion Management Strategies

Criteria and Measures	%
<b>1. Anticipated Delay Reduction</b> Measure A – Cost effectiveness of delay reduced	25%
<b>2. Regional Priorities for Reliability &amp; Excessive Delay</b> Measure A – 2050 TPP map for Reliability Measure B – 2050 TPP map for Excessive Delay Measure C – Intersection Mobility and Safety Study priorities	15%
<b>3. Safety</b> Measure A – Connection to existing safety planning efforts Measure B – Safety improvements for people outside of vehicles and Safe System approach	25%
<b>4. Multimodal/Complete Streets Connections</b> Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)	5%
<b>5. Freight</b> Measure A - Connection to Regional Truck Corridor Study tiers	5%
<b>6. Natural Systems Protection and Restoration</b> Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc.	5%
<b>7. Community Considerations (3 Measures – see previously applications)</b>	20%
<b>Total</b>	<b>100%</b>

# New Interchanges

Criteria and Measures	%
<b>1. Anticipated Delay Reduction</b> Measure A – Cost effectiveness of delay reduced	25%
<b>2. Regional Priorities for Reliability &amp; Excessive Delay</b> Measure A – 2050 TPP map for Reliability Measure B – 2050 TPP map for Excessive Delay	10%
<b>3. Safety</b> Measure A – Connection to existing safety planning efforts Measure B – Safety improvements for people outside of vehicles and Safe System approach	30%
<b>4. Multimodal/Complete Streets Connections</b> Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)	5%
<b>5. Freight</b> Measure A - Connection to Regional Truck Corridor Study tiers	5%
<b>6. Natural Systems Protection and Restoration</b> Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc.	5%
<b>7. Community Considerations (3 Measures – see previously applications)</b>	20%
<b>Total</b>	<b>100%</b>

# Bridge Connections

Criteria and Measures	%
<b>1. System Resilience</b>	
Measure A – Detour length	30%
Measure B – Bridge posting for load restrictions	
<b>2. Multimodal/Complete Streets Connections</b>	20%
Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)	
<b>3. Safety</b>	
Measure A – Connection to existing safety planning efforts	20%
Measure B – Safety improvements for people outside of vehicles and Safe System approach	
<b>4. Freight</b>	5%
Measure A – Connection to Regional Truck Corridor Study tiers	
<b>5. Natural Systems Protection and Restoration</b>	5%
Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc.	
<b>6. Community Considerations</b>	
Measure A – Community Data and Context	20%
Measure B – Community Engagement	
Measure C – Community Benefits	
<b>Total</b>	<b>100%</b>

# EV Charging Infrastructure

Criteria and Measures	%
<b>1. Improve Access to EV Charging</b> Measure A - Serves EV drivers in areas with few public EV chargers per capita Measure B – Serves EV drivers far from public EV charging options	45%
<b>2. Destinations</b> Measure A - Infrastructure size and location	25%
<b>3. Address Public Health Through Siting</b> Measure A - Near areas with lower-than-average air quality	10%
<b>4. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
<b>Total</b>	<b>100%</b>

# Travel Demand Management (TDM)

Criteria and Measures	%
<b>1. Vehicle Miles Traveled (VMT) Reduction</b> Measure A – Average weekday users and miles shifted to non-single occupancy vehicle travel or trip reduction	30%
<b>2. Connection to Jobs, Educations, and Opportunity</b> Measure A – Connections to jobs, education and other opportunities	25%
<b>3. Project Effectiveness Evaluation</b> Measure A – Plan and methods to evaluate project outcomes	20%
<b>4. Innovation</b> Measure A - Completely new, new to the region or serving new communities	5%
<b>5. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
<b>Total</b>	<b>100%</b>