



REGIONAL SOLICITATION POLICYMAKER WORKSHOP

Group Activity Guide

General instructions

Overarching goal

Gather policymaker perspectives on potential applications categories within a Regional Solicitation structured around the Imagine 2050 Transportation Policy Plan goals and objectives.

Key questions

Questions to think about ahead of the workshop:

- What types of projects are most important for you to see funded via the Regional Solicitation?
- Which goals and objectives from the Imagine 2050 Transportation Policy Plan are most important for you to see advanced through projects funded via the Regional Solicitation?
- Which goals and objectives from the Imagine 2050 Transportation Policy Plan best align with the project types you want to see funded?

Activity outline

Attendees will be assigned to a small group when they arrive at the workshop. Each small group will participate in a facilitated discussion to identify what they collectively would like to see as application categories in the Regional Solicitation, based on the Imagine 2050 Transportation Policy Plan goals, objectives, and policies.

Participants will work through one goal area at a time and review the potential application categories based on that goal area. Each potential application category has its own card. The project team identified potential application categories based on the policies and actions denoted as investment priorities in the Imagine 2050 Transportation Policy Plan.

For each potential application category, groups will decide on one of three options and place the relevant card into the corresponding box on the activity placemat:

- **Option 1:** Should be an application category in the Regional Solicitation.
 - Each card may be a standalone application category or grouped with similar cards to create one category. Groups will be asked to end up with 10 or fewer proposed application categories.
- **Option 2:** Should not be an application category within the Regional Solicitation but should be factored into the solicitation some other way (e.g., scoring measure, qualifying requirement).
 - The discussion at this workshop won't get into the details of how these elements are incorporated into the solicitation. For now, the goal is just to denote that they should be included in another way for future discussions.
- **Option 3:** Should not be factored into the Regional Solicitation at all.

Blank cards will be available for participants to write in any potential application categories and considerations they feel are missing. Groups must identify how any write-ins align with Imagine 2050 Transportation Policy Plan goals and objectives. If the group cannot decide where to place a card, then they should set the card aside and come back to it later in the exercise.

Participants will be able to see what other groups are proposing for application categories at a mid-point break throughout the activity. The workshop will conclude with the facilitator from each group reporting out to the broader group on the potential application categorized proposed by their group.

The project team will use the input and concept application categories from this exercise to propose recommendations to the Regional Solicitation Policymaker Working Group on January 15th and the Technical Steering Committee on January 28th. TAC will also debrief on the workshop on January 8th.

Graphic of the place card that will be utilized for the group activity

Application Categories

Place cards that deserve their own distinct application category.

These are the primary, standalone categories that should have a clear, independent funding.

Reduce deaths and life changing injuries

OBJECTIVE
Reduce the number of deaths and life-changing injuries from motor vehicle crashes.

POLICY ACTION
Reduce the number of deaths and life-changing injuries from motor vehicle crashes by implementing measures that reduce the number of crashes and the severity of crashes.

Included Another Way

Place cards that have merit but should not be standalone application categories.

These are items that could be integrated as supporting elements, considered as supplemental information, or addressed within existing categories.

Not Included

Place cards that should not be considered as part of the funding process.

These items do not warrant any form of inclusion, or fall completely outside the scope of future funding considerations.

Example cards for the group activity

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.

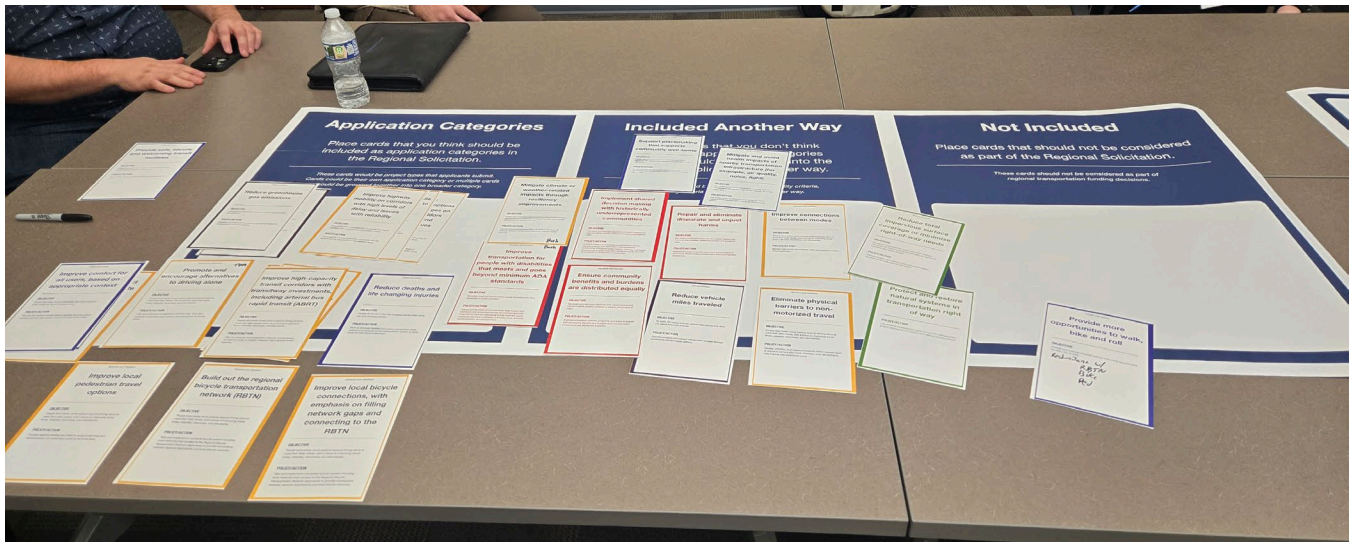
Health and Safety

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.

Example of a completed group activity



Group Activity Guide – Cards

Improve access to EV charging infrastructure

OBJECTIVE

People have more reliable access to zero emissions vehicle infrastructure.

POLICY/ACTION

Ensure the availability, visibility, and accessibility of electric vehicle charging infrastructure.

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.

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.

Reduce vehicle miles traveled

OBJECTIVE

By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.

POLICY/ACTION

Prioritize projects that reduce vehicle miles traveled through sustainable transportation options.

Eliminate physical barriers to non-motorized travel

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

Identify, prioritize, and improve locations where network gaps or physical barriers (like rivers, freeways, and rail corridors) may impede non-motorized travel.

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

Provide high-quality connections within and between modes of transportation.

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

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 for, invest in, and implement a network of transitways to expand access to reliable, frequent, high-capacity transit services.

Improve local pedestrian travel options

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

Provide regional funding and tools to support planning and implementation for pedestrian travel at the local level.

Promote and encourage alternatives to driving alone via TDM

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

Use travel demand management (TDM) to plan, fund, and promote multimodal travel options and alternatives to driving alone.

Improve transit experience for rider information and fares

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

Coordinate transit service delivery and operations to create a high-quality rider experience.

Implement a project that uses a Complete Streets approach

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

Implement a Complete Streets approach in policy, planning, operations, and maintenance of roads.

Improve connections between modes

(such as mobility hubs, wayfinding, stop amenities)

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

Provide high-quality connections within and between modes of transportation.

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

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

Action: Use new service delivery models to fill gaps in fixed-route transit service, including microtransit.

Action: Update service improvement plans regularly to identify opportunities for transit service expansion and major restructuring.

Improve first/last mile freight connections to major highways

OBJECTIVE

People and businesses can rely on predictable and cost-effective movement of freight and goods.

POLICY/ACTION

Plan for and invest in first/last-mile freight connections between major freight generators and the regional highway system.

Mitigate climate or weather-related impacts through resiliency improvements

OBJECTIVE

People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.

POLICY/ACTION

Identify and implement activities and investments that will mitigate current or anticipated climate or weather-related impacts.

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

OBJECTIVE

People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays.

POLICY/ACTION

Provide transportation options and transit advantages on roadway corridors with delay and travel time reliability issues.

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

OBJECTIVE

All objectives.

POLICY/ACTION

Asset management activities and investments should advance regional goals and objectives.

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

OBJECTIVE

People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays

POLICY/ACTION

Focus highway mobility investments on corridors with high levels of existing delay and travel time reliability issues.

Implement shared decision making with historically underrepresented communities

OBJECTIVE

We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.

POLICY/ACTION

Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.

Repair and eliminate disparate and unjust harms

OBJECTIVE

We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.

POLICY/ACTION

Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.

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

OBJECTIVE

We better meet the transportation needs of people who have disabilities or limited mobility.

POLICY/ACTION

Ensure communities and investments meet federal ADA standards and encourage partner government agencies to go above minimum standards to fully meet the needs of people who have a disability in infrastructure, services, communication, and engagement.

Ensure community benefits and burdens are distributed equally

OBJECTIVE

We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.

POLICY/ACTION

Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.

Encourage multi-modal travel and improve comfort and safety for all users, based on appropriate context

OBJECTIVE

People feel safer, more comfortable, and more welcome when using any form of transportation.

POLICY/ACTION

Plan for and invest in transportation facilities that are context-sensitive and are high quality and comfortable for all users.

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.

Provide safe, secure, and welcoming transit facilities

OBJECTIVE

People feel safer, more comfortable, and more welcome when using any form of transportation.

POLICY/ACTION

Provide safe, secure, and welcoming transit facilities for all users.

Improve the safety and comfort of people outside of vehicles

OBJECTIVE

People feel safer, more comfortable, and more welcome when using any form of transportation.

POLICY/ACTION

Emphasize and prioritize the safety of people outside of vehicles in the transportation right-of-way.

Provide more opportunities to walk, bike and roll

OBJECTIVE

People can increase physical activity with more opportunities to walk, roll, or bike.

POLICY/ACTION

(Addressed under Dynamic and Resilient policies)

Mitigate and avoid health impacts of nearby transportation infrastructure

(for example, air quality, noise, light)

OBJECTIVE

We mitigate and avoid harm to people caused by nearby transportation infrastructure and use (for example, air quality, noise, light).

POLICY/ACTION

Use transportation investments and priorities to reduce negative health impacts influenced by the transportation system.

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

OBJECTIVE

The region's transportation system produces, restores, and enhances natural systems (for example, air, water, soil, vegetation and habitat quality).

POLICY/ACTION

Prioritize projects which reduce total impervious surface coverage or minimize right-of-way needs.

Support placemaking that supports community well-being

OBJECTIVE

People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.

POLICY/ACTION

Incorporate culturally appropriate placekeeping and placemaking into transportation projects, infrastructure, and right-of-way.

GOAL

CATEGORY

OBJECTIVE

POLICY/ACTION

30

Natural Systems

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

POLICY/ACTION

The region's transportation system produces, restores, and enhances natural systems (for example, air, water, soil, vegetation and habitat quality).

POLICY/ACTION

Use existing transportation rights-of-way and transportation project development to protect and restore natural systems.



REGIONAL SOLICITATION EVALUATION

2050 TRANSPORTATION POLICY PLAN GOALS, OBJECTIVES, AND POLICIES

Policies that guide all work

Policies that guide all work are foundational elements of the region's 2050 Transportation Policy Plan. These policies and actions cut across all functional areas of the plan and can apply to all goals and objectives. These policies include the maintenance and updating of databases, applications, studies, and built infrastructure. They are intended to support a robust planning process and deliver a transportation system that meets the region's goals.

1. Maintain a robust and current set of data, maps, plans, processes, and applications to support regional transportation planning.
2. Ensure the region has funding to achieve our goals.
3. Asset management activities and investments should advance regional goals and objectives.

Objectives and policies by goal area

Goal: Our region is equitable and inclusive.

Objectives

- Historically disadvantaged communities are better connected to jobs, education, and other opportunities.
- We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.
- We better meet the transportation needs of people who have disabilities or limited mobility.

Many of the policies and actions to advance transportation equity and inclusion have a basis in federal law and executive orders, like the Americans with Disabilities Act (ADA), Executive Order 12898 on Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and Executive Order 14008 Tackling the Climate Crisis at Home and Abroad. Executive Order 14008 includes the Justice40 directive to ensure 40 percent of the benefits of certain federal investments flow to disadvantaged communities. Other policies and actions reflect ongoing studies and Met Council wide work in equity and anti-displacement.

Policies

1. Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
2. Ensure communities and investments meet federal Americans with Disabilities Act (ADA) standards and encourage partner government agencies to go above minimum



REGIONAL SOLICITATION EVALUATION

standards to fully meet the needs of people who have a disability in infrastructure, services, communication, and engagement.

3. Implement strategies against gentrification and displacement caused by transportation investments.
4. Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
5. Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.

Goal: Our communities are healthy and safe.

Objectives

- People do not die or face life-changing injuries when using any form of transportation.
- People feel safer, more comfortable, and more welcome when using any form of transportation.
- We mitigate and avoid harm to people caused by nearby transportation infrastructure and use (e.g., air quality, noise, light).
- People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Transportation is a key social determinant of health. These social determinants of health are the factors in the environment where people live that impact their health and quality of life. Safe and affordable access to housing, food, education, job opportunities, and community and cultural resources can contribute and support a region where our residents live healthy and rewarding lives with a sense of dignity and wellbeing.

Policies

1. Plan for and invest in transportation facilities that complement existing and planned land use, and are dignified, and comfortable for all users.
2. Work to eliminate fatalities and serious injuries from traffic crashes on the transportation system by 2050 using the Safe System approach.
3. Emphasize and prioritize the safety of people outside of vehicles in the transportation right-of-way.
4. Provide safe, secure, and welcoming transit facilities for all users.
5. Use transportation investments and priorities to reduce negative health impacts influenced by the transportation system.
6. Incorporate culturally appropriate placekeeping and placemaking into transportation projects, infrastructure, and right-of-way.



REGIONAL SOLICITATION EVALUATION

Goal: Our region is dynamic and resilient.

Objectives

- People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.
- People can better meet their daily needs with timely, reliable, direct, and affordable options beyond driving alone.
- People experience more predictable travel times without experiencing excessive delays when traveling on highways.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.

People, businesses, and institutions in our region depend on transportation to meet their daily needs. A transportation system that is resilient and reliable provides affordable access to destinations by any mode of travel people may choose. This plan will support a reliable transportation system with predictable travel times; transportation choices that provide access to jobs, services, and community destinations; a resilient transportation system that withstands natural and human-caused disruptions.

Policies

1. Plan and implement a complete bicycle system including local networks that connect to the Regional Bicycle Transportation Network (RBTN) alignments to provide connections between regional destinations and local bicycle networks.
2. Identify, prioritize, and improve locations where network gaps or physical barriers (like rivers, freeways, and rail corridors) may impede non-motorized travel.
3. Plan for pedestrians at the local level and provide regional funding and tools to support local pedestrian plan implementation.
4. Use a variety of transit service types to match transit service delivery to meet residents' daily needs based on transit markets.
5. Plan for, invest in, and implement a network of transitways to expand access to reliable, frequent, high-capacity transit services.
6. Coordinate transit service delivery and operations to create a high-quality rider experience.
7. Use travel demand management (TDM) to plan, fund, and promote multimodal travel options and alternatives to driving alone.
8. Provide high-quality connections within and between modes of transportation.
9. Implement a Complete Streets approach in policy, planning, operations, and maintenance of roads.
10. Plan for and invest in first/last-mile freight connections between major freight generators and the regional highway system.
11. Provide transportation options and transit advantages on roadway corridors with delay and travel time reliability issues.



REGIONAL SOLICITATION EVALUATION

12. Focus highway mobility investments on corridors with high levels of existing delay and travel time reliability issues.
13. Identify and implement activities and investments that will mitigate current or anticipated climate or weather-related impacts.
14. Pursue opportunities to minimize disruption and non-recurring delay from weather, security, and traffic incidents.

Goal: We lead on addressing climate change.

Objectives

- The region's transportation system minimizes its greenhouse gas emissions.
- People have more reliable access to zero emissions vehicle infrastructure.
- By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.

At 25%, the transportation sector generates the largest share of greenhouse gas emissions in Minnesota. Most emissions in the transportation sector come from gas- and diesel-powered vehicles. The region's goal to lead on climate change envisions a region where we have mitigated greenhouse gas emissions (GHGs) and support the state's goal of a net-zero economy by 2050. Meeting this goal requires a comprehensive approach that includes supporting the transition to electric vehicles, reducing vehicle miles traveled, and other greenhouse gas mitigation efforts.

Policies

1. Ensure the availability, visibility, and accessibility of electric vehicle charging infrastructure.
2. Evaluate and mitigate the greenhouse gas impacts of transportation plans and projects.
3. Prioritize projects that reduce vehicle miles traveled (VMT) through sustainable transportation options.



REGIONAL SOLICITATION EVALUATION

Goal: We protect and restore natural systems.

Objectives

- The region's transportation system protects, restores, and enhances natural systems (e.g., air, water, vegetation, and habitat quality).

Natural systems include land, air, and water and their ecosystems. Transportation uses interact with these natural systems in a variety of ways: fragmenting natural habitats; noise, water, and air pollution; impacts from paved surfaces; and more. Typically, environmental analysis processes that are required by the state and federal governments address the impacts to natural systems caused by transportation projects. The policies that support the region's goal to protect and restore natural systems will promote and encourage protection, mitigation, and restoration efforts.

Policies

1. Prioritize projects which reduce total impervious surface coverage or minimize right-of-way needs.
2. Use existing transportation rights-of-way and transportation project development to protect and restore natural systems.