



Policymaker Working Group

Regional Solicitation Evaluation

metro council.org



January 21, 2026

Purpose of Today's Meeting

Provide updates on what's happened since the December Policy Work Group meeting.

- Discuss 2 Community Considerations weighting options from TAC
- Provide context for Active Transportation local match recommendation
- Update group on non-motorized year-round maintenance qualifying requirements



Community Considerations Criterion



History of Criteria and Score Weighting for Community Considerations



- Special Issue Working Group recommended that Community Considerations be at 20% of the points, with each of the 3 measures at 6.7/6.6 points.
- 12/3 County technical staff proposed to reduce the Community Considerations total weighting to 10% for all categories.
- 12/8 Met Council Transportation Committee was supportive of maintaining the 20% total weighting.
- 12/12 Technical Steering Committee had mixed feedback to maintaining Community Considerations total at 20% or reducing it, especially for the Safety categories.
- 12/17 Policy Work Group came to a compromise recommendation to maintain Community Considerations at 20% for all categories except for the two safety categories where it would go to 15%. The remaining 5% would go to Improvements for People Outside of Vehicles.
- 12/18 TAC F&P recommended to reduce Community Considerations total to 15% in all categories, except for safety with 10%, but did not recommend any reallocation of the points to other measures.
- 1/7 TAC recommended to forward two options for the TAB (the TAC F&P recommendation and the Policy Work Group recommendation)

Weighting Options

Two options recommended by TAC

Recommended by TAC Funding and Programming

Criteria	Safety categories	All other applications
Community Considerations	10%	15%
<i>a. Community data and context</i>	3.33%	5%
<i>b. Community needs and future engagement</i>	3.33%	5%
<i>c. Community benefits</i>	3.34%	5%

Note: This option would require the special interest working groups to reconvene to recommend where to put an extra points in each application.

Recommended by the Policy Work Group

Criteria	Safety categories	All other applications
Community Considerations	15%	20%
<i>a. Community data and context</i>	5%	6.66%
<i>b. Community needs and future engagement</i>	5%	6.66%
<i>c. Community benefits</i>	5%	6.67%

2026-07: Scoring Criteria and Measure Weighting

TAC Recommended Motion

Recommend approval of the weighting of the criteria and scoring measures for the 2026 Regional Solicitation for the purpose of release for public comment with one of two options for weighing the Community Considerations criterion as shown in Attachments 5 and 6:

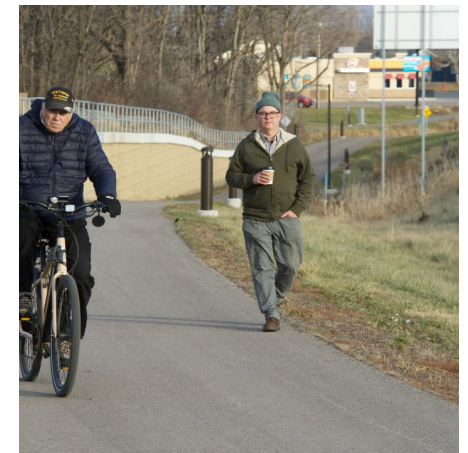
- Attachment 5 (Funding & Programming Committee Recommendation):
 - Adjustment of the Community Considerations criterion downward from a total of 20% to 10% in the Safety application categories; setting each Community Considerations measure at one-third of the criterion; and
 - Adjustment of the Community Considerations criterion downward from a total of 20% to 15% in all other application categories; setting each Community Considerations measure at one-third of the criterion; and
 - Adjustment of another criterion and measure(s) in each application category upward by 10% in the Safety application categories and 5% in all other application categories.
- Attachment 6 (Policy Working Group Recommendation):
 - Adjustment of the Community Considerations criterion downward from a total of 20% to 15% in the Safety application categories; setting each Community Considerations measure at one-third of the criterion;
 - Adjustment of the People Outside of Vehicles criterion (and the Project-Based Pedestrian Safety Enhancement and Risk Element measure) upward from 20% to 25% in the Safety application categories;
- Direct the applicable special issue working groups to make a recommendation during the public comment period on how to reallocate any unallocated points.

2026-08: Active Transportation Scoring Criteria and Measure Weighting

TAC Recommended Motion

Recommended approval of the weighting of the scoring criteria and measures for the 2026 Active Transportation Solicitation for the purpose of release for public comment with one of two options for weighing the Community Considerations criterion as shown in Attachments 7 and 8:

- Attachment 7 (Funding & Programming Committee Recommendation):
 - Adjustment of the Community Considerations criterion downward from a total of 20% to 15% in the Active Transportation application categories; setting each Community Considerations measure at one-third of the criterion; and
 - Adjustment of another criterion and measure(s) in Active Transportation application categories upward by 5%.
- Attachment 8 (Policy Working Group Recommendation):
 - No changes. Maintains the 20% weighting for Community Considerations for all three Active Transportation categories.
- Direct the applicable special issue working groups to make a recommendation during the public comment period on how to reallocate any unallocated points.



Active Transportation Local Match



2026-04: Active Transportation Match Requirement

TAC Motion

Recommend approval of a local match requirement of 5% out of all eligible costs as applied for in the application for the local bicycle facilities and local pedestrian facilities categories and no local match requirement for the planning category in the 2026 Active Transportation Solicitation.

Note: Based on input from the Active Transportation Working Group, the technical committees were asked to consider two options:

1. No match for all Active Transportation Solicitation categories.
2. Small match of 5% for Local Bicycle and Local Pedestrian Facilities categories (no match for Planning).



Year-round Maintenance Requirement



Federal Funds

Note: The Policy Working Group requested clarification on what would be acceptable for an applicant to submit for the qualifying requirement below and this was discussed and recommended by the technical committees (shown with the bullet points).

Year-round Maintenance: The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per [*FHWA direction established 8/27/2008 and updated 4/15/2019*](#). Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

Active Transportation Funds

Note: The Policy Working Group requested clarification on what would be acceptable for an applicant to submit for the qualifying requirement below and this was discussed and recommended by the technical committees (shown with the bullet points).

Year-round Maintenance: The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per state statute [473.4465 Subd. 3\(7\)](#). All bicycle and pedestrian applications must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

Ongoing Community Engagement



Community Engagement

- Ongoing targeted outreach to reach specific groups supplements official public comment period
- [Budget tool survey](#) being used for intercept surveys
 - Goal to have surveys from all 7 counties by February 17

Events scheduled:

- Food shelf pop-up 1/6 in St. Paul Park
- Food shelf pop-up 1/16 in Saint Paul
- Seniors Group event 1/21 in Anoka



Photo from 1/6 event

Approval Process and Schedule



Key question for TAB today: Is the application package ready to go out for public comment?

1. Public comment period on the application package
– Jan 23-Feb 17
2. Post-Public Comment Actions
 - TAC Funding & Programming – February 26
 - TAC – March 4
 - TAB – March 18
 - Transportation Committee – March 23
 - Council– March 25 or April 8
3. Call for projects – Spring 2026
4. Project selection – End of 2026
5. Evaluation of the criteria, measures, process, and results – 2027