



Transportation Accessibility Advisory Committee

Regional Solicitation Evaluation
metro council.org



November 5, 2025

Regional Solicitation

What is the Regional Solicitation?

- The Regional Solicitation is the **process** to award federal transportation funding to projects that **meet regional transportation needs**.
- Part of the Metropolitan Council's **federally required continuing, comprehensive, and cooperative transportation planning process** for the Twin Cities Metropolitan Area.
- In 2024, applications were grouped into **three primary modal categories, plus Unique Projects**:

1. Roadways Including Multimodal Elements

2. Transit and Travel Demand Management (TDM) Projects

3. Bicycle and Pedestrian Facilities

- Since 1993 and approximately **every two years** thereafter, the Transportation Advisory Board (TAB), with the assistance of the Technical Advisory Committee (TAC), solicits, evaluates, ranks, and recommends projects.
- The Regional Solicitation does not fund Metro Mobility.

Project Overview

Regional Solicitation Evaluation

- Comprehensive evaluation of the Regional Solicitation process, completed every 10 years
- Overall goal is to align the allocation of the region's federal transportation funds (approximately \$250 million every two years) through the Regional Solicitation project selection process to help achieve **the goals, objectives, and policies** of the 2050 Transportation Policy Plan (TPP) and Imagine 2050.

2050 TPP Goals

Equitable
and Inclusive

Healthy and
Safe

Dynamic and
Resilient

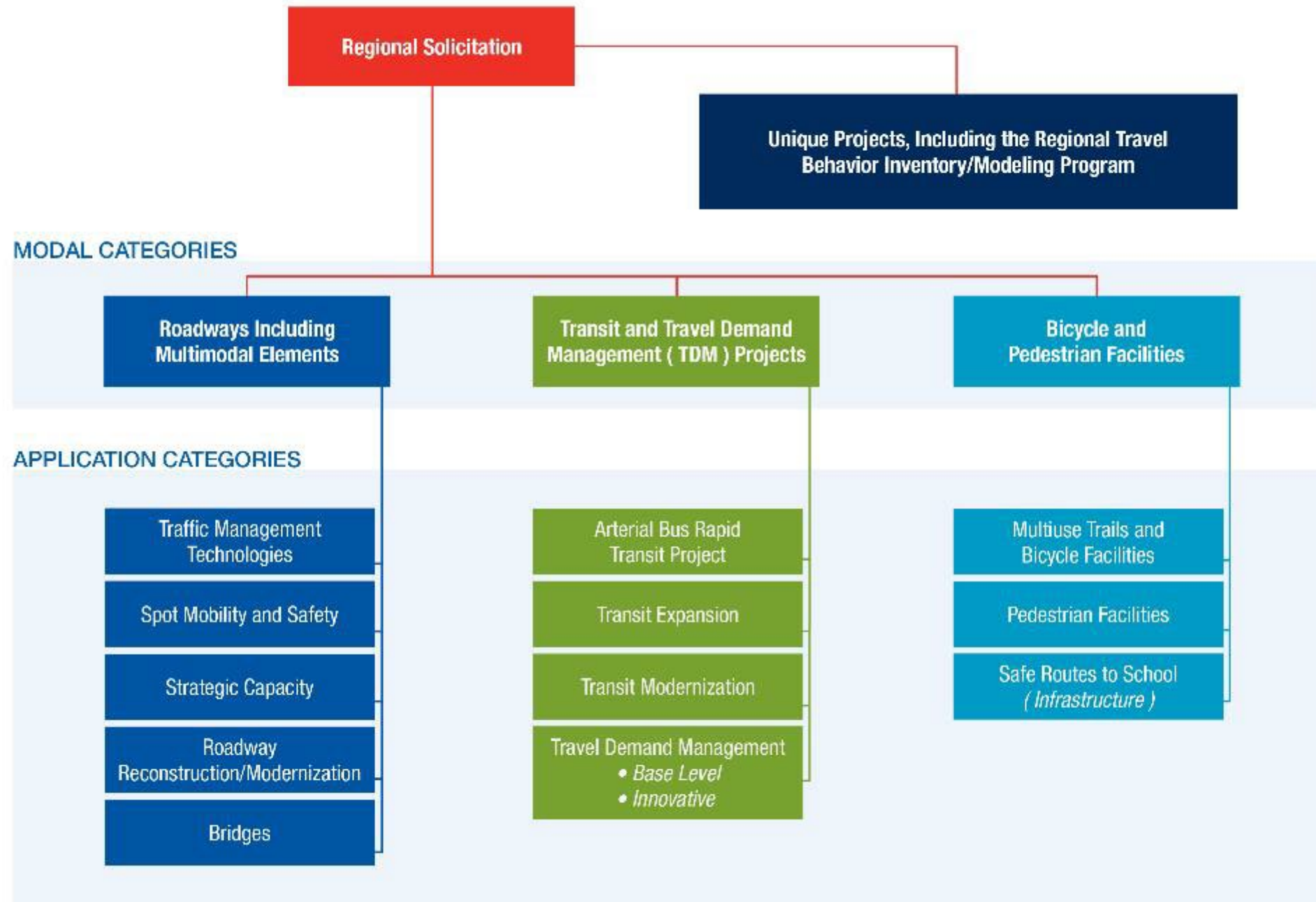
Climate
Change

Natural
Systems

Regional Solicitation 2026 Proposed Structure



2024 Regional Solicitation Application Structure



Listening session feedback on the Regional Solicitation

Things we heard that some stakeholders think should stay the same:

- Like the open and transparent process.
- Appreciate space for deliberation as part of the decision-making process.
- Past projects selected provided benefit to the region.
- Like having a data-driven process.
- General support for some level of modal balance.

Things we heard that some stakeholders think should change:

- **Projects should better align with regional policy goals**
- **Current structure makes it difficult to focus funding on desired outcomes such as safety, and to quantify overall outcomes**
- Make the application easier to complete
- Projects in more suburban and rural areas do not compete well in bike/ped categories
- Make it easier/create more opportunities for local governments to participate

Regional Solicitation Policymaker Workshop Overview

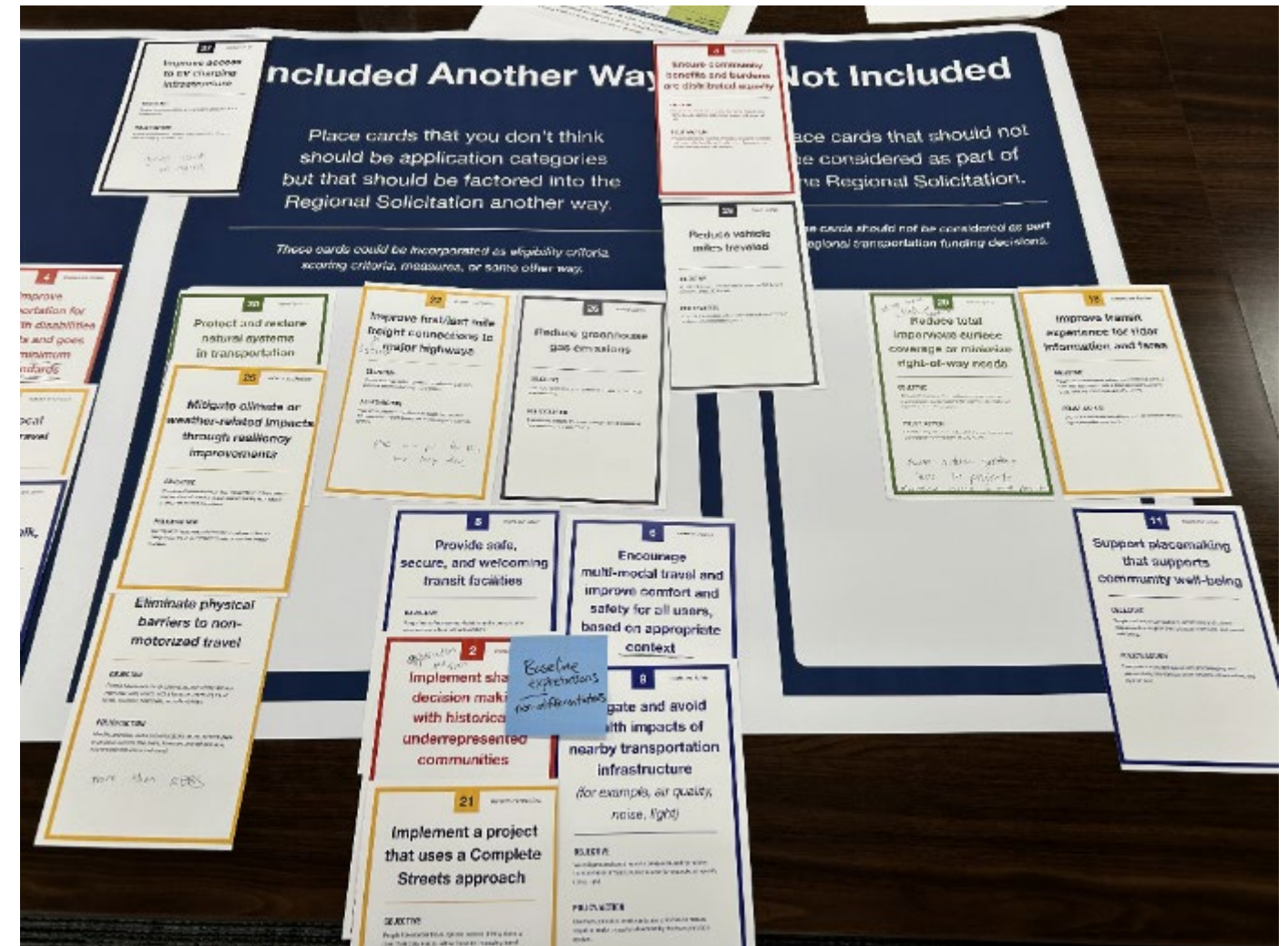
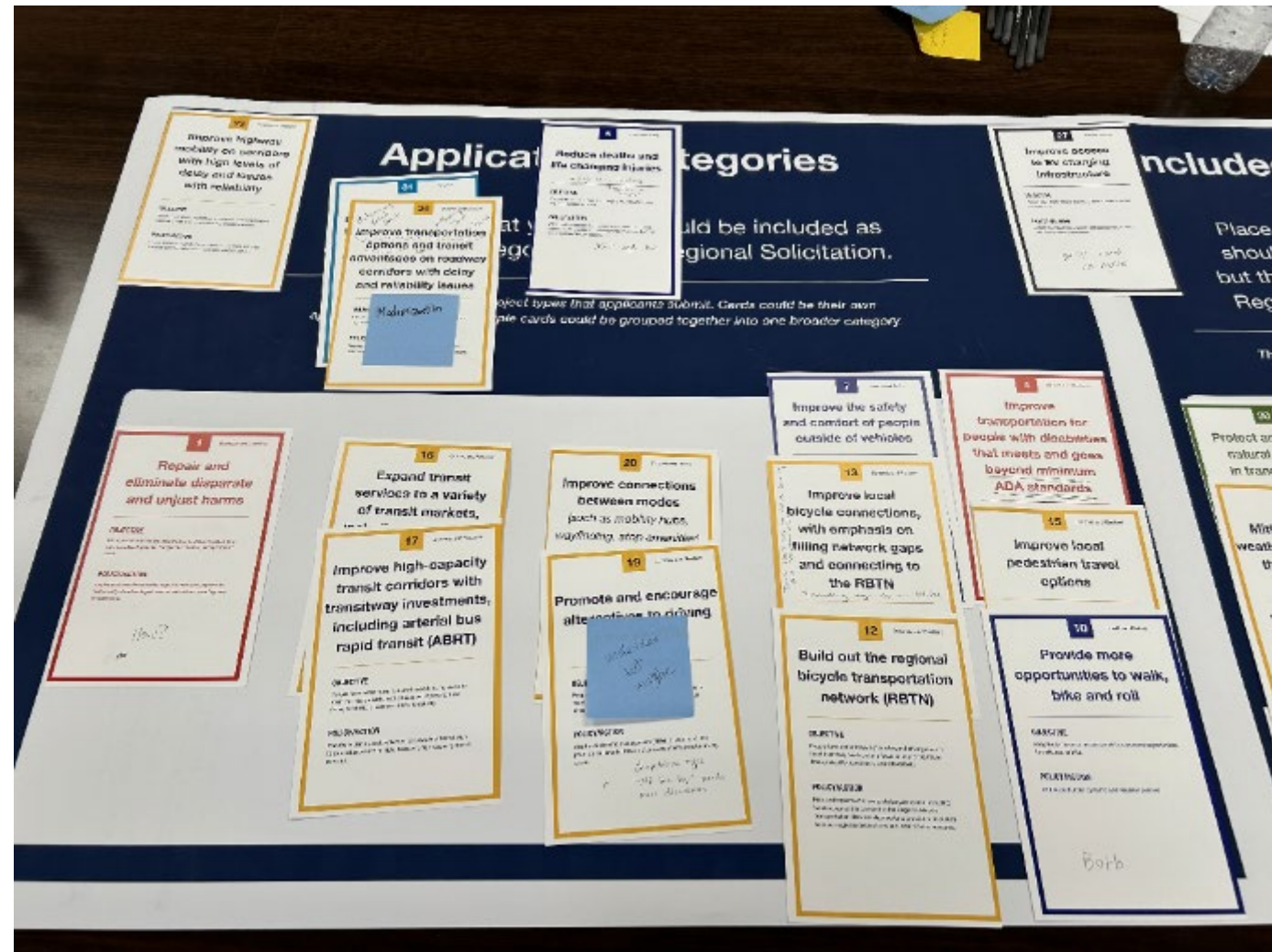
44 policymakers and 9 TAC members in attendance.

Attendees worked in groups to determine **how** each TPP objective or policy flagged as an investment priority could fit in the application structure. A total of 31 cards were provided to participants.

Should the objective or policy:

- Become an **application category**?
- Be included in **some other way such as a scoring measure or qualifying requirement**?
- **Not be included** in the Regional Solicitation?

Polcymaker Workshop Activity - Placemat



Proposed 2026 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 a scoring measure called Community Considerations.

Special Issue Working Groups

For each application category, working groups recommended:

- Eligible project types
- Scoring criteria and measures
- Potential project funding minimums and maximums



Safety

Bike/Ped

Transit

Roadway

Climate/GHG/EV

TDM

Community Considerations

Funding Targets Starting Point

(Proposed 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: \$35M

Regional Bike Facilities

Reg AT Funding: \$50M

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.

What's Changing for 2026?

- Simplified applications to focus on 1-2 outcomes, rather than a broad range of criteria.
- New Safety category that will complement the MnDOT Highway Safety Improvement Program, but with a higher funding maximum.
- New electric vehicle charging application category (selection in 2028).
- Equity is likely not a project category in the 2026 solicitation cycle, but it could be in the future after the Highway Harms Study is complete. Instead of an application category, equity be included elsewhere in the application such as Community Considerations scoring measures.
- Incorporation of Regional Sales Tax Active Transportation Funding into the Regional Solicitation Structure.

TPP Outcomes Emphasis Concepts



TPP Emphasis Areas will be used to develop funding scenarios after projects are scored in 2026.

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

Advancing Accessibility

Regional Solicitation Accessibility Requirements

- All agencies applying for federal funding must have an ADA self-evaluation or transition plan
- All funded projects must comply with ADA requirements
- Local active transportation funds may be used to fund ADA-upgrades across a corridor or neighborhood
- Bicycle/Pedestrian projects scored based on how they advance “all ages and abilities” facilities
- The overall Regional Solicitation will track ADA ramps installed or improved as a performance measure

Community Considerations



Background: Past TAB Decisions



Who Should Be Considered in Transportation Projects

Since 2014, TAB identified communities and populations that should be considered and prioritized through the Regional Solicitation process:

- People of color
- Indigenous
- Low-income
- Disabled
- Youth
- Seniors

Proposed 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.*

Next steps



Next steps:

1. TAB to approve application categories, minimum/maximum awards, category funding targets – October/November 2025
2. TAB to approve full solicitation package and release for public comment – December 2025
3. Public comment period – December 2025 – January 2026
4. Council approval (with changes due to public comments) – February 2026
5. Call for projects for funding years 2030 and 2031 – March to May 2026
6. Project selection by the end of 2026

Thank You

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