

Transportation Advisory Board

Regional Solicitation Evaluation
metro council.org



October 15, 2025

Purpose of Today's Meeting

- Discuss proposed funding targets
- Discuss proposed minimum and maximum award amounts
- Discuss proposed Community Consideration measures



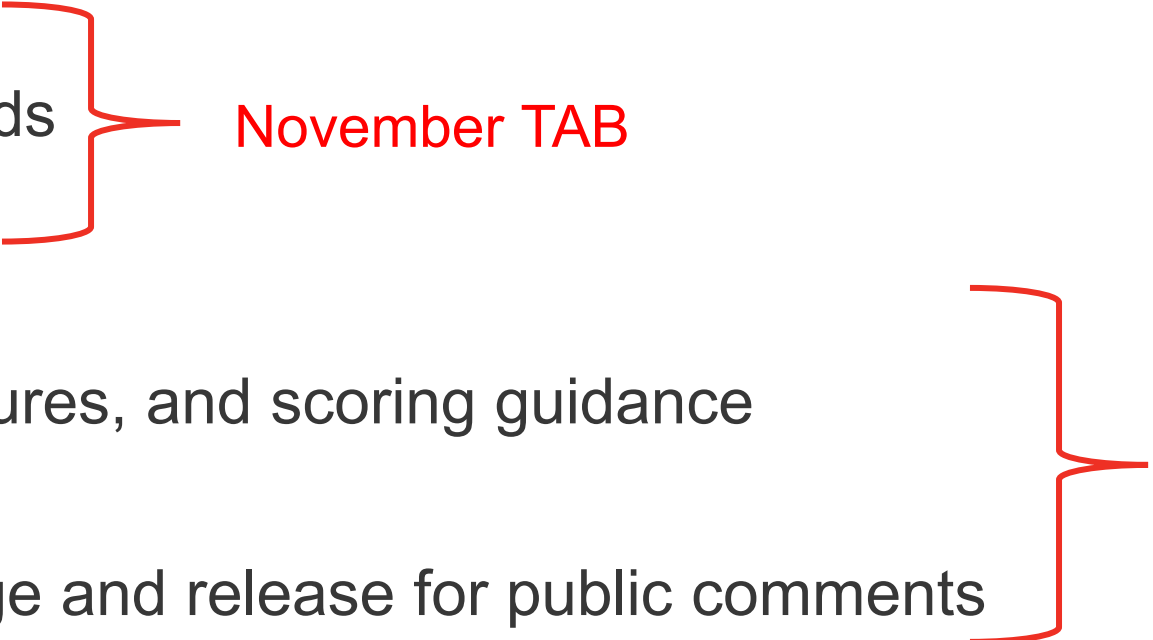
Project Updates

Progress since April

- Conducted two Special Issue Working Group workshops (April and May) with 100+ participants to discuss application categories, measures, eligibility requirements and funding minimum and maximum awards
- Developed draft applications, which have been reviewed by the Technical Steering Committee and the 7 Special Issue Working Groups
- Incorporated direction from Active Transportation Working Group
- Developed draft funding targets, minimums and maximums awards with technical and policymaker feedback
- Updated qualifying requirements based on technical and policymaker feedback

Future 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
- November TAB
- December TAB
- 

Application Categories



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

The goal area, Our Region is Equitable and Inclusive, is a scoring measure called Community Considerations.

Category Funding Targets



Funding Ranges

Recommendation from Technical Steering Committee Policy Working Group

Funding options to be shown in the application?

1. **Do not set ranges or minimums in the application.** Wait to see how many applications are submitted in each category and scoring outcomes before determining funding allocation.
2. **Set minimum funding levels only.** Leave flexibility to adjust based on applications. Minimums would add up to less than \$250 million, with TAB deciding how to allocate remaining funding during project selection.
3. **Set targets.** Tells applicants TAB's priorities but leave flexibility to adjust based on applications.
4. **Set ranges similar to previous cycles.** Could be based on historic values or adjusted for desired outcome.

2026 Solicitation Funding Process

Assumptions

- Total federal funding assumed to be \$250 million
- Total regional active transportation funding target assumed to be around \$50 million (with a \$2.5M reserve).
 - Active transportation funds are not included with the targets.

Funding Ranges Background

- Historically, TAB has set funding ranges for the modal categories prior to the release of the application packet to give applicants an indication of potential funding levels.
- Ranges were set by “modes,” not outcomes.
- TAB also identified funding for categories that were at a “set” level, i.e., TDM, TBI, unique projects, Arterial BRT.
- TAB has then used the modal funding range mid-point as the starting point for considering funding allocation across modes and project selection within application categories and the ranges were treated as upper and lower limits.

2024 Funding Ranges and Historical Funding

	Bicycle and Pedestrian Facilities	Transit and TDM	Roadways
Modal Funding Ranges and 2014-2024 Spending	Range of 9%-20% Range of \$23M-\$50M Midpoint \$36M (14.5%) Spending \$48M (19.3%)	Range of 25%-35% Range of \$63M-\$88M Midpoint \$75M (30%) Spending \$65M (26.1%)	Range of 46%-65% Range of \$115-\$163M Midpoint \$139M (55.5%) Spending \$137M (54.6%)

Historical Midpoint 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 a scoring measure called Community Considerations.

Category Minimums and Maximums



Federal Minimums and Maximums

2026 Proposed Category	2024 Max	2026 Min	2026 Max
Safety			
Proactive/Reactive Safety	N/A	\$2,000,000	\$7,000,000
Bike/Ped (Federal only)			
Regional Bike Facilities	\$5,500,000	\$1,000,000	\$5,500,000
Transit			
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
Roadway			
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
Environment			
EV Charging Infrastructure	N/A	\$500,000	\$2,000,000
TDM	\$500,000	\$100,000	\$750,000

Draft Regional Active Transportation Sales Tax Minimums and Maximums

2026 Proposed Category	2024 Max	2026 Min	2026 Max
Bike/Ped (Regional Sales Tax only)			
Local Bike Facilities	\$5,500,000	\$150,000	\$3,500,000
Local Pedestrian Facilities	\$2,000,000	\$150,000	\$2,500,000
Active Transportation Planning	N/A	No minimum	\$200,000

Minimums and maximums shown above were recommended by the AT Work Group for TAB consideration.

Community Considerations



Background: Regional Direction



Imagine 2050 + TPP Goal of Equity & Inclusion

- One of five regional goals: Equitable and inclusive region
- Regional Equity Framework:
 - People-centered, data-driven decisions
 - Prioritized engagement with overburdened communities
 - Benefits beyond harm mitigation

Equity is at the core of our regional vision—every decision should improve outcomes for historically excluded communities.

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
- Older adults

2050 TPP Policies & Objectives



Ensuring Equitable and Inclusive Transportation Investments

- Engage & share decision-making with underrepresented communities
- Evaluate equity in benefits/burdens of investments
- Repair past harms from highway projects
- Prevent gentrification & displacement from transportation investments

Our policies direct us to engage underrepresented voices, repair past harms, and prevent displacement.

Key Definitions



Framing the Community Considerations Criterion

- Equity = improved outcomes for historically excluded communities
- Community = people and groups of people adjacent to and/or impacted by proposed projects
 - Includes people who live, work, go to school, access destinations in the project area
 - Includes transit riders and people outside of vehicles whose trips begin or end in the project area
 - Does not include commuters passing through a project area
- Specific communities = communities to highly consider and prioritize including people of color, low-income, Indigenous, disabled, youth and older adult populations

Community Considerations ensure the needs of specific populations are considered and prioritized in transportation decisions.

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.*

Measure 1: Community Data & Context



Understanding Who Lives Near & Is Impacted by the Project

- Demonstrate detailed knowledge of adjacent/impacted communities
- Use data to show demographics & needs
- Focus on specific communities (people of color, Indigenous, low-income, disabled, youth, older adults)
- Go beyond census data – identify smaller concentrations of specific communities, locations of affordable housing, important regional and local destinations, locations and areas of cultural importance
- Demonstrate that knowledge and community context was gained through engagement

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

Measure 2: Community Engagement



Engage and Involve Communities in Identifying Needs

- Demonstrate project need was identified through planning & engagement efforts that included specific communities
 - Examples: comprehensive and system plans, corridor studies, safety plans, general community outreach
- Show community input shaped project scope
- Early-phase projects may reference broader planning
- Identify agency structures to support future engagement
 - Examples: engagement staff, budgets, policies

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

Measure 3: Community Benefits



Delivering Benefits That Address Community Needs

- Prioritize benefits to specific communities
- Demonstrate project benefits address needs identified through engagement
- Identify access to important community destinations benefits
- Provide benefits beyond harm mitigation
- Repair existing harms from the transportation system

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.

Next steps



Next steps:

1. First Package of Action Items – Oct-Nov
 - Oct TAC Planning (info), Oct F&P, Nov TAC, Nov TAB
 - Public outreach on funding targets begins
 2. Policymaker Working Group – October 15
 3. Technical Steering Committee Meeting – October 28
 4. Policymaker Working Group – November 19
 5. Second Package of Action Items to Release for Public Comment– Nov/Dec
 - Nov TAC Planning (info), Nov F&P, Dec TAC, Dec TAB
 - Public outreach on the entire application package begins
- Call for projects – Spring 2026
 - Project selection – End of 2026