



Technical Advisory Committee

Regional Solicitation Evaluation

metro council.org



October 1, 2025

Purpose of Today's Meeting

- Discuss proposed funding targets
- Discuss proposed minimum and maximum award amounts
- Discuss and offer feedback on new qualifying requirements/rules





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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
- October F&P/November TAC and TAB
- November F&P/December TAC and 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 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%)

Proposed Modal+ Hybrid Structure

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Large Project
(Reg Sol Federal
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Large Projects
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Dynamic and Resilient

Bicycle/Pedestrian

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Funding Ranges

Recommendation from Policymakers and Technical Steering Committee

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
 - \$1.5 million proposed to be allocated to Regional Modeling/Travel Behavior Inventory; can be overprogramming
- Total regional active transportation funding assumed to be around \$50 million, awaiting recommendation from Active Transportation Working Group on September 29.
 - Active transportation funds are not included with the targets.

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.

Proposed Funding Targets

		Safety	Bike/Ped	Transit	Roadway
# of application categories		2	1	2 + ABRT	4
Option 1	Target	\$30 million (12%)	\$35 million (14%)	\$60 million (24%)	\$110 million (44%)
Option 2 (Safety)	Target	\$40 million (16%)	\$35 million (14%)	\$60 million (24%)	\$100 million (40%)

	Active Transportation
Target	\$50 million with a 5% reserve (\$2.5 million)

AT Work Group is planning to discuss potential funding targets at the September 29 meeting.

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.

TAB/TAC Action/Info Item Schedule

October/November Action Items

- Application categories
- Minimum and maximum awards
- Category funding targets

Schedule

- TAB – October 15 – info item
- TAC F&P – October 16 – action item
- TAC – November 5 – action item
- TAB – November 19 – action item

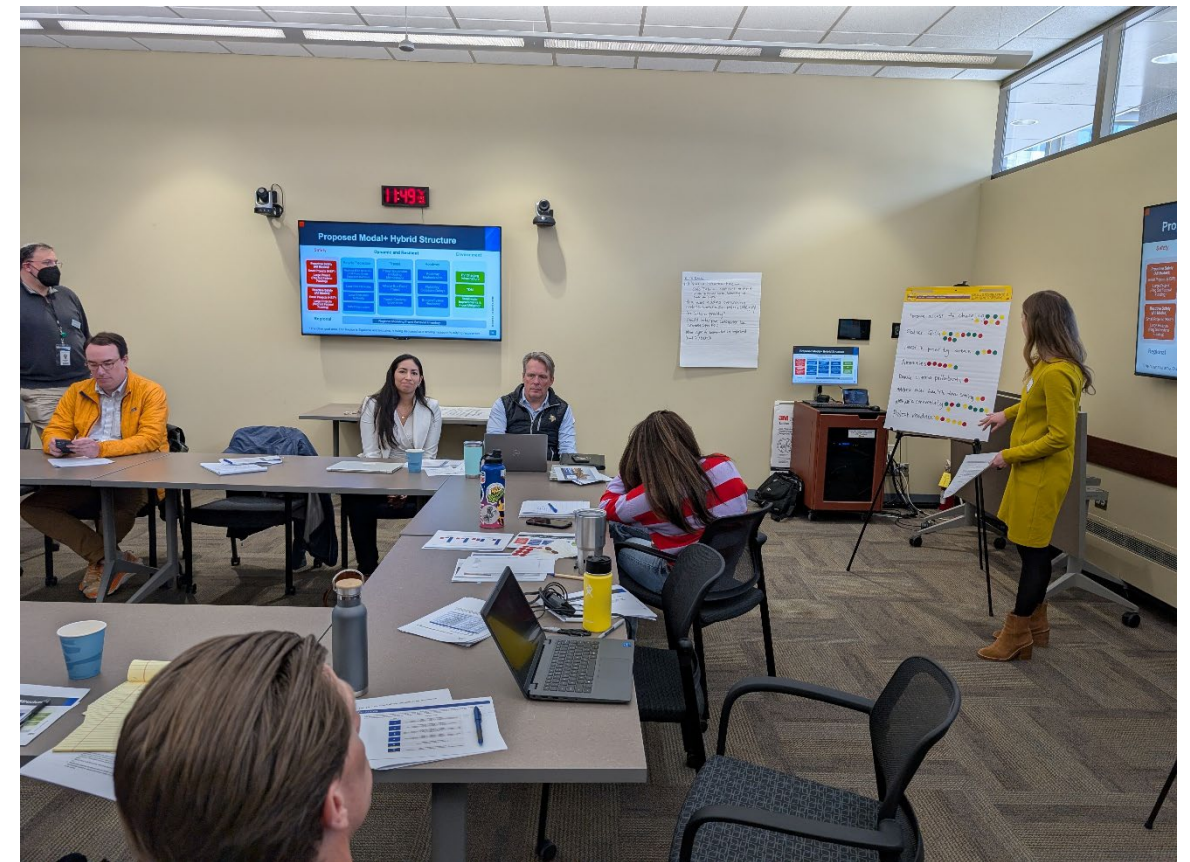
Qualifying Requirements



New Qualifying Requirement

1. The Metropolitan Council and the Transportation Advisory Board (TAB) reserve the right to utilize the greenhouse gas and vehicle miles traveled offsets of any awarded projects to fulfill state requirements for the Greenhouse Gas Impact Assessment (473,145) enacted in 2023. Offsets can only be used one time. By accepting these funds, sponsors are giving up their rights to use the offsets for themselves. If the offsets are not needed by the Metropolitan Council and TAB, then ownership of them, in whole or in part, will revert to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

Another option discussed would give TAB a proportionate share of the offsets based on the percentage of the project funded by the region.



Community Considerations



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.*

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 Guarantee = 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
2. Policymaker Working Group – October 15
3. Technical Steering Committee Meeting – October 7 and 28
4. Second Package of Action Items to Release for Public Comment– Nov/Dec
 - Nov TAC Planning (info), Nov F&P, Dec TAC, Dec TAB
5. Policymaker Working Group – November 19

Appendix

Scoring Measures and Weighting



Proposed Modal+ Hybrid Structure

Safety

Proactive Safety (All Modes):

Small Projects (HSIP)
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Large Projects
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Dynamic and Resilient

Bicycle/Pedestrian

Federal Reg Sol Funding

Regional Bike Facilities

Reg Active Transportation Funding

Local Bike Facilities

Local Pedestrian
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New Interchanges

Bridge Connections

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Regional Data

Regional Modeling/Travel Behavior Inventory

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

Proactive Safety

Criteria and Measures	%
1. Connection to Existing Plan 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	30%
2. Expected System Risk Reduction in Fatal or Serious Injury Crashes Measure A – Crash Modification Factor (CMFs) for proposed project	15%
3. Correctable Fatal and Serious Injury Crash History Measure A – 10-years crash history of fatal and serious injury crashes	15%
4. Improvements for People Outside of Vehicles Measure A – Project-Based Pedestrian Safety Enhancements and Risk Elements	20%
5. Community Considerations Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
Total	100%

Reactive Safety

Criteria and Measures	%
1. Expected Reduction in Fatal and Serious Injury Crashes Measure A – Crash Modification Factor (CMFs) for proposed project	30%
2. Connection to Existing Plan 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%
3. Correctable Fatal and Serious Injury Crash History Measure A – 10-year crash history of fatal and serious injury crashes	10%
4. Improvements for People Outside of Vehicles Measure A – Project-Based Pedestrian Safety Enhancements and Risk Elements	20%
5. Community Considerations Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
Total	100%

Regional Bike Facilities

(Federally Funded)

Criteria and Measures	%
1. Regional Bicycle Priorities Measure A – Identified network priorities	40%
2. Connection to Key Destinations Measure A – Connection to key destinations	10%
3. Context Sensitive Design Measure A – Appropriate facility type Measure B – Design features and roadway crossings	10%
4. Safety Measure A – Connection to existing safety plans Measure B – Safety improvements for people outside of vehicles	20%
5. Community Considerations Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
Total	100%

Local Bike Facilities

(Active Transportation Regional Sales Tax Funded)

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

Local Pedestrian Facilities

(Active Transportation Regional Sales Tax Funded)

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

Active Transportation Planning

(Active Transportation Regional Sales Tax Funded)

Criteria and Measures	%
1. Connection to Existing Plan* Measure A – Project identification	20%
2. Complete Streets* Measure A – Complete streets planning, design, and construction	10%
3. Connection to Key Destinations* Measure A – Connections to key destinations Measure B – Active transportation demand	15%
3. Identified Gaps, Barriers, or Deficiencies* Measure A – Gaps, barriers or deficiencies addressed	15%
5. Safety* Measure A – Safety improvements for people outside of vehicles	20%
6. Community Considerations Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
Total * Direct connection to legislative requirements	100%

Transit Expansion

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

Transit Customer Experience

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

Roadway Modernization

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

Congestion Management Strategies

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

New Interchanges

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

Bridge Connections

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

EV Charging Infrastructure

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

Travel Demand Management (TDM)

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