

# Regional Solicitation Evaluation

Information Item for TAC Funding and Programming



October 16, 2025



# Purpose of this Information Item

- Preview future action items on the Regional Solicitation



# Regional Solicitation 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 F&P
- 
- ```
graph LR; A1[1. Approve application categories] --- B1{ }; A2[2. Approve minimum/maximum awards] --- B1; A3[3. Approve category funding targets] --- B1; B1 --- C1[October F&P]; A4[4. Approve qualifying requirements] --- B2{ }; A5[5. Approve application criteria, measures, and scoring guidance] --- B2; A6[6. Approve score weighting] --- B2; A7[7. Approve overall solicitation package and release for public comments] --- B2; B2 --- C2[November F&P];
```



# Qualifying Requirements

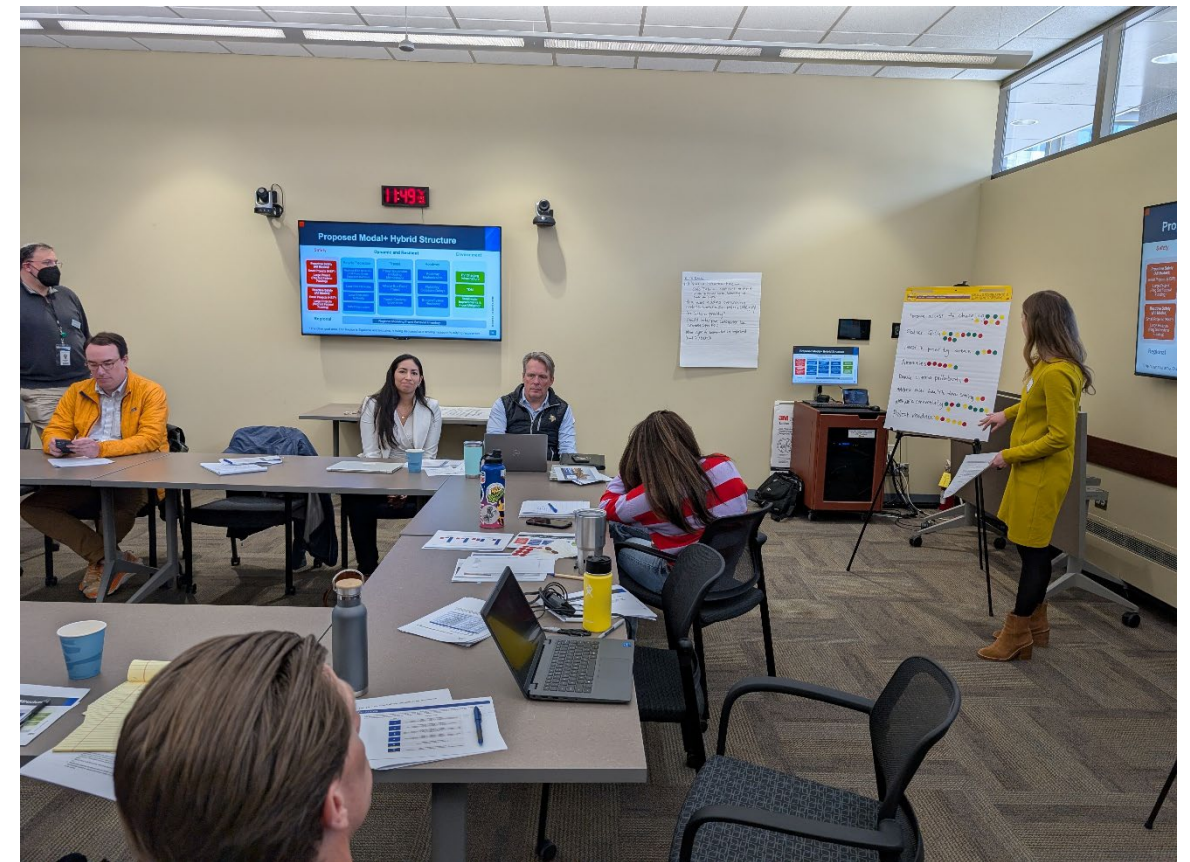




# New Qualifying Requirement

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.



# Other New Qualifying Requirements

## Roadway Projects

- **Interchange projects in the New Interchanges application category only:** The project is identified as a high priority in the Metropolitan Council and MnDOT's jointly led Intersection Mobility and Safety Study and have completed a planning document/corridor study that suggests a grade-separation is a potential solution.
  - For the 2026 solicitation, there are only four potential locations that meet these requirements (and they are identified in the 2050 TPP). In the future, there may be additional locations that are eligible.

## Regional Bicycle Facilities

- The proposed project must be identified on the Regional Bicycle Transportation Network (RBTN), Regional Bike Barrier Study (RBBS), or council-approved regional trail plan

# Other New Qualifying Requirements 2

## Local Bike and Pedestrian Facilities

- Projects must exclude right-of-way costs. Projects within these categories are eligible to include costs for studies, preliminary engineering, design, or construction engineering.

## Active Transportation Planning

- **Active Transportation Planning:** In order to apply in this planning application category, the applicant must not have an existing equivalent plan, or the existing plan must be more than 10 years old.
- **Active Transportation Planning:** The proposed plan must address active transportation at a system level. The plan must not be used to advance design for a single corridor or facility. At a minimum, the funded plan must identify recommended projects which may be eligible for future infrastructure funding, and must address strategies to maintain and operate active transportation facilities on a year-round basis.



# Criteria, Measures, and Scoring Guidance





# Criteria, Measures and Scoring Guidance

## Key Changes and Updates

- Criteria, measures and scoring guidance drafted with assistance from Special Issue Working Groups, Technical Steering Committee, and MTS staff (100+ people involved)
- Applications currently undergoing second review by technical groups
- Major goal was to simplify – both reducing number of measures and simplifying the information requested
- Criteria developed based on tying back to TPP goals
- Community considerations criteria is common across all applications

# 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 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.*



# Score Weighting





# 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

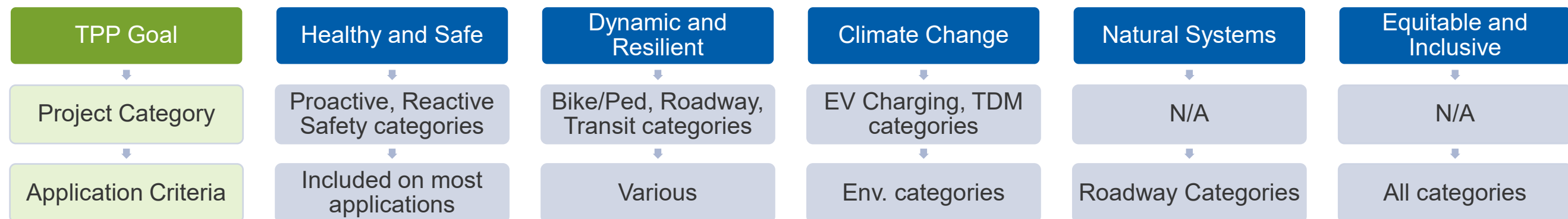
Regional Modeling/Travel Behavior Inventory

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

# Addressing our 2050 Goals

## TPP Goal Alignment

- Regional Solicitation addresses all major TPP Goals in varying ways
- Project categories include a majority of points from the primary TPP goal, but other goals may be evaluated too
- Community Considerations provides Equitable and Inclusive evaluation for all application categories





# TPP Goal Alignment

## Safety Categories

| TPP Goal                             | Proactive Safety | Reactive Safety |
|--------------------------------------|------------------|-----------------|
| Healthy and Safe                     | 80%              | 80%             |
| Dynamic and Resilient                |                  |                 |
| Climate Change (performance measure) |                  |                 |
| Natural Systems                      |                  |                 |
| Equitable and Inclusive              | 20%              | 20%             |
| <b>Total</b>                         | <b>100%</b>      | <b>100%</b>     |

# TPP Goal Alignment 2

## Bicycle/Pedestrian Category

| TPP Goal                             | Regional Bike Facilities |
|--------------------------------------|--------------------------|
| Healthy and Safe                     | 20%                      |
| Dynamic and Resilient                | 60%                      |
| Climate Change (performance measure) |                          |
| Natural Systems                      |                          |
| Equitable and Inclusive              | 20%                      |
| <b>Total</b>                         | <b>100%</b>              |



# Legislation Alignment for Active Transportation

## Bicycle/Pedestrian Categories

| Legislation Requirements                     | Local Bike Facilities | Local Pedestrian Facilities | Active Transportation Planning |
|----------------------------------------------|-----------------------|-----------------------------|--------------------------------|
| Inclusion in plan                            | Qualifying            | Qualifying                  | 40%*                           |
| Complete streets                             | 5%                    | 5%                          | 10%                            |
| Community connections                        | 30%                   | 30%                         | 40%*                           |
| Address barriers and deficiencies            | 25%                   | 25%                         | 40%*                           |
| Safety or health benefits                    | 20%                   | 20%                         | 20%                            |
| Geographic equity (community considerations) | 20%                   | 20%                         | 20%                            |
| Ability to maintain infrastructure           | Qualifying            | Qualifying                  | Qualifying                     |
| <b>Total</b>                                 | <b>100%</b>           | <b>100%</b>                 | <b>100%</b>                    |

\*One question worth 40% asks for information related to three legislative requirements

# TPP Goal Alignment 3

## Transit Categories

| TPP Goal                             | Transit Expansion | Transit Customer Service |
|--------------------------------------|-------------------|--------------------------|
| Healthy and Safe                     |                   |                          |
| Dynamic and Resilient                | 80%               | 80%                      |
| Climate Change (performance measure) |                   |                          |
| Natural Systems                      |                   |                          |
| Equitable and Inclusive              | 20%               | 20%                      |
| <b>Total</b>                         | <b>100%</b>       | <b>100%</b>              |



# TPP Goal Alignment 4

## Roadways Categories

| TPP Goal                             | Roadway Modernization | Congestion Management | New Interchanges | Bridge Connections |
|--------------------------------------|-----------------------|-----------------------|------------------|--------------------|
| Healthy and Safe                     | 30%                   | 25%                   | 30%              | 20%                |
| Dynamic and Resilient                | 40%                   | 50%                   | 45%              | 55%                |
| Climate Change (performance measure) |                       |                       |                  |                    |
| Natural Systems                      | 10%                   | 5%                    | 5%               | 5%                 |
| Equitable and Inclusive              | 20%                   | 20%                   | 20%              | 20%                |
| <b>Total</b>                         | <b>100%</b>           | <b>100%</b>           | <b>100%</b>      | <b>100%</b>        |

# TPP Goal Alignment 5

## Environment Categories

| TPP Goal                                 | EV Charging | TDM         |
|------------------------------------------|-------------|-------------|
| Healthy and Safe                         | 10%         |             |
| Dynamic and Resilient                    |             | 30%         |
| Climate Change (and performance measure) | 70%         | 50%         |
| Natural Systems                          |             |             |
| Equitable and Inclusive                  | 20%         | 20%         |
| <b>Total</b>                             | <b>100%</b> | <b>100%</b> |



# Proactive Safety

| Criteria and Measures                                                                                                                                                                                                        | %           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| <b>1. Connection to Existing Planning Efforts</b><br>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 | <b>35%</b>  |
| <b>2. Expected System Risk Reduction in Fatal or Serious Injury Crashes</b><br>Measure A – Crash Reduction Factor(s) (CRFs) for proposed project                                                                             | <b>15%</b>  |
| <b>3. Correctable Fatal and Serious Injury Crash History</b><br>Measure A – 10-years crash history of fatal and serious injury crashes                                                                                       | <b>5%</b>   |
| <b>4. Improvements for People Outside of Vehicles</b><br>Measure A – Project-Based Pedestrian Safety Enhancements and Risk Elements                                                                                          | <b>25%</b>  |
| <b>5. Community Considerations</b><br>Measure A – Community Data and Context<br>Measure B – Community Engagement<br>Measure C – Community Benefits                                                                           | <b>20%</b>  |
| <b>Total</b>                                                                                                                                                                                                                 | <b>100%</b> |

# Reactive Safety

| Criteria and Measures                                                                                                                                                                                                        | %           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| <b>1. Expected Reduction in Fatal and Serious Injury Crashes</b><br>Measure A – Crashes reduced (Benefit/Cost ratio)                                                                                                         | 35%         |
| <b>2. Connection to Existing Planning Efforts</b><br>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%         |
| <b>3. Correctable Fatal and Serious Injury Crash History</b><br>Measure A – 10-year crash history of fatal and serious injury crashes                                                                                        | 5%          |
| <b>4. Improvements for People Outside of Vehicles</b><br>Measure A – Project-Based Pedestrian Safety Enhancements and Risk Elements                                                                                          | 20%         |
| <b>5. Community Considerations</b><br>Measure A – Community Data and Context<br>Measure B – Community Engagement<br>Measure C – Community Benefits                                                                           | 20%         |
| <b>Total</b>                                                                                                                                                                                                                 | <b>100%</b> |

# Regional Bike Facilities

## (Federally Funded)

| Criteria and Measures                                                                                                                              | %           |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| <b>1. Regional Bicycle Priorities</b><br>Measure A – Identified network priorities                                                                 | 30%         |
| <b>2. Connection to Key Destinations</b><br>Measure A – Connection to key destinations                                                             | 10%         |
| <b>3. Context Sensitive Design</b><br>Measure A – Appropriate facility type<br>Measure B – Design features and roadway crossings                   | 20%         |
| <b>4. Safety</b><br>Measure A – Connection to existing safety planning efforts<br>Measure B – Safety improvements for people outside of vehicles   | 20%         |
| <b>5. Community Considerations</b><br>Measure A – Community Data and Context<br>Measure B – Community Engagement<br>Measure C – Community Benefits | 20%         |
| <b>Total</b>                                                                                                                                       | <b>100%</b> |



# Local Bike Facilities

## (Active Transportation Regional Sales Tax Funded)

| Criteria and Measures                                                                                                                                                          | %    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| <b>1. Complete Streets*</b><br>Measure A – Complete streets planning, design, and construction                                                                                 | 5%   |
| <b>2. Connection to Key Destinations*</b><br>Measure A – Connections to key destinations<br>Measure B – Connection to K-12 schools<br>Measure C – Active transportation demand | 30%  |
| <b>3. Identified Gaps, Barriers, or Deficiencies*</b><br>Measure A – Gaps, barriers or deficiencies addressed                                                                  | 25%  |
| <b>4. Safety*</b><br>Measure A – Connection to existing safety planning efforts<br>Measure B – Safety improvements for people outside of vehicles                              | 20%  |
| <b>5. Community Considerations</b><br>Measure A – Community Data and Context<br>Measure B – Community Engagement<br>Measure C – Community Benefits                             | 20%  |
| <b>Total</b> <i>* Direct connection to legislative requirements</i>                                                                                                            | 100% |

# Local Pedestrian Facilities

## (Active Transportation Regional Sales Tax Funded)

| Criteria and Measures                                                                                                                                                          | %    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| <b>1. Complete Streets*</b><br>Measure A – Complete streets planning, design, and construction                                                                                 | 5%   |
| <b>2. Connection to Key Destinations*</b><br>Measure A – Connections to key destinations<br>Measure B – Connection to K-12 schools<br>Measure C – Active transportation demand | 30%  |
| <b>3. Identified Gaps, Barriers, or Deficiencies*</b><br>Measure A – Gaps, barriers or deficiencies addressed                                                                  | 25%  |
| <b>4. Safety*</b><br>Measure A – Connection to existing safety planning efforts<br>Measure B – Safety improvements for people outside of vehicles                              | 20%  |
| <b>5. Community Considerations</b><br>Measure A – Community Data and Context<br>Measure B – Community Engagement<br>Measure C – Community Benefits                             | 20%  |
| <b>Total</b> <i>* Direct connection to legislative requirements</i>                                                                                                            | 100% |

# Active Transportation Planning

## (Active Transportation Regional Sales Tax Funded)

| Criteria and Measures                                           | %           |
|-----------------------------------------------------------------|-------------|
| <b>1. Proposed Project*</b>                                     |             |
| Measure A – Project identification                              | 50%         |
| Measure B – Complete streets planning, design, and construction |             |
| <b>2. Active Transportation Demand*</b>                         | 10%         |
| Measure A – Community SPACE score                               |             |
| <b>3. Safety*</b>                                               | 20%         |
| Measure A – Safety improvements for people outside of vehicles  |             |
| <b>4. Community Considerations</b>                              | 20%         |
| Measure A – Community Considerations                            |             |
| <b>Total</b>                                                    | <b>100%</b> |

\* Direct connection to legislative requirements



# Transit Expansion

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

# Transit Customer Experience

| Criteria and Measures                                                                                                                              | %           |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| <b>1. Ridership Affected</b><br>Measure A – Total existing annual riders                                                                           | 20%         |
| <b>2. Transit Service</b><br>Measure A – Travel times and/or reliability of existing transit service                                               | 15%         |
| <b>3. Access to Transit Facilities</b><br>Measure A – Multimodal connections to and ADA accessibility                                              | 15%         |
| <b>4. Safety and Security</b><br>Measure A – Safety and security for transit riders and people accessing transit facilities                        | 15%         |
| <b>5. Customer Comfort and Ease of Use</b><br>Measure A – Comfort for transit riders and overall ease of use of the transit system                 | 15%         |
| <b>6. Community Considerations</b><br>Measure A – Community Data and Context<br>Measure B – Community Engagement<br>Measure C – Community Benefits | 20%         |
| <b>Total</b>                                                                                                                                       | <b>100%</b> |

# Roadway Modernization

| Criteria and Measures                                                                           | %           |
|-------------------------------------------------------------------------------------------------|-------------|
| <b>1. Multimodal/Complete Streets Connections</b>                                               | <b>30%</b>  |
| Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements) |             |
| <b>2. Safety</b>                                                                                | <b>30%</b>  |
| Measure A – Connection to existing safety planning efforts                                      |             |
| Measure B – Safety improvements for people outside of vehicles and Safe System approach         |             |
| <b>3. Freight</b>                                                                               | <b>10%</b>  |
| Measure A – Connection to Regional Truck Corridor Study tiers                                   |             |
| <b>4. Natural Systems Protection and Restoration</b>                                            | <b>10%</b>  |
| Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc.          |             |
| <b>5. Community Considerations</b>                                                              | <b>20%</b>  |
| Measure A – Community Data and Context                                                          |             |
| Measure B – Community Engagement                                                                |             |
| Measure C – Community Benefits                                                                  |             |
| <b>Total</b>                                                                                    | <b>100%</b> |



# Congestion Management Strategies

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

# New Interchanges

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

# Bridge Connections

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



# EV Charging Infrastructure

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

# Travel Demand Management (TDM)

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



# Highway Safety Improvement Program (HSIP)





# HSIP



## Proposed Application Changes

- Will be offering two HSIP training sessions for potential applications.
- Added more scoring guidance for improvements for People Outside of Vehicles to clarify how points would be awarded.
- Added scoring guidance for Connection to Existing Plan to clarify how points would be awarded.
- Updated recommended service life to include most recent guidance from FHWA.



# Next steps



## Next steps:

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