

Polycymaker Working Group

Regional Solicitation Evaluation

metro council.org



September 22, 2025

Purpose of Today's Meeting

- Recommend proposed funding targets
- Recommend minimum and maximum award amounts
- Learn about the Community Consideration criteria and provide feedback
- Discuss and offer feedback on new qualifying requirements





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Policymaker Working Group Updates

Recap

- **July 16:**
 - Group discussed increasing Arterial BRT Max from \$25 million to \$30-35 million, but has not made a recommendation yet
 - Group supported addition of a \$20 million “new interchanges” category, dedicated to implementing the 2050 TPP and the Intersection Mobility and Safety Study
 - Generally endorsed recommended minimums and maximums
- **August 20**
 - Group discussed different funding emphasis options for midpoints, ranges, and minimums to be set before solicitation
 - Different ideas discussed and no consensus; would like to hear Technical Steering Committee input

Technical Steering Committee Updates

September 4 Recap and Discussion

Funding Options

- Group generally in favor of setting funding targets
- Two funding target options brought forward for Policymakers discussion and a recommendation today

Other

- Discussion about community considerations criteria, presently no changes recommended
- Some specific recommendations on updates to qualifying requirements
- Discussion on draft applications but no specific feedback noted, more will be discussed at October 7 meeting

Overall Project Update

Project Status

Current:

- Draft applications currently being revised based on technical groups' feedback
 - Special Issue Working Groups
 - Technical Steering Committee

Upcoming:

- Public engagement survey being developed, to gather feedback on funding targets
- Draft application package will be available to TAB in November; released in January for public comment
- Final application approval slated for April

Future TAB 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– make group recommendations at today's meeting
- December F&P/January TAC and TAB

Funding Target Options



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

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.

TAB/TAC Action/Info Item Schedule

Action Items

- TAC F&P – October 16
- TAC – November 5
- TAB – November 19

Selecting a target provides TAB and potential applicants with a starting point for how funding will be distributed. Funding levels may be adjusted up or down based on number and quality of applications received, as well as policy outcomes that the TAB wants to achieve related to the 2050 TPP.

Funding Ranges – Technical Input

Recommendation from 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

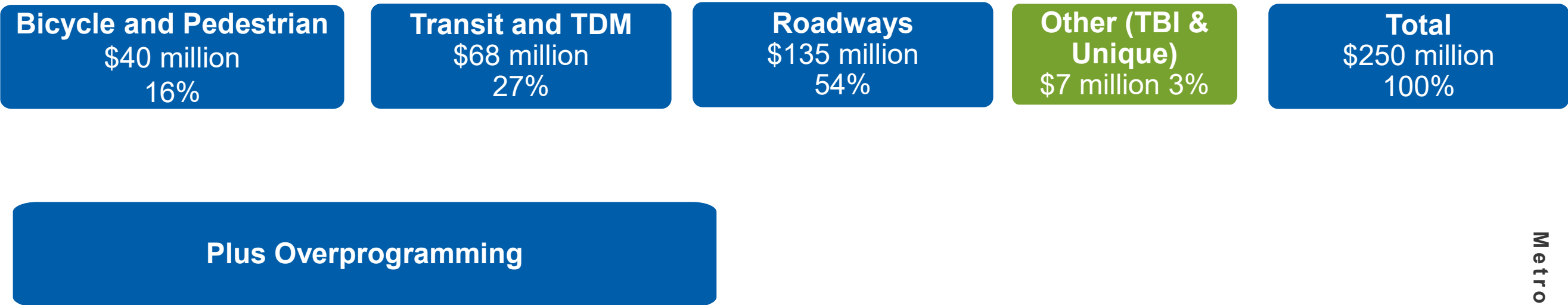
Assumptions

- 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.

2026 Baseline Assumptions*

**Reviewed and agreed upon by Technical Steering Committee*

*Approx: Modal
Midpoints/2014
-2024 Historic
Funding*

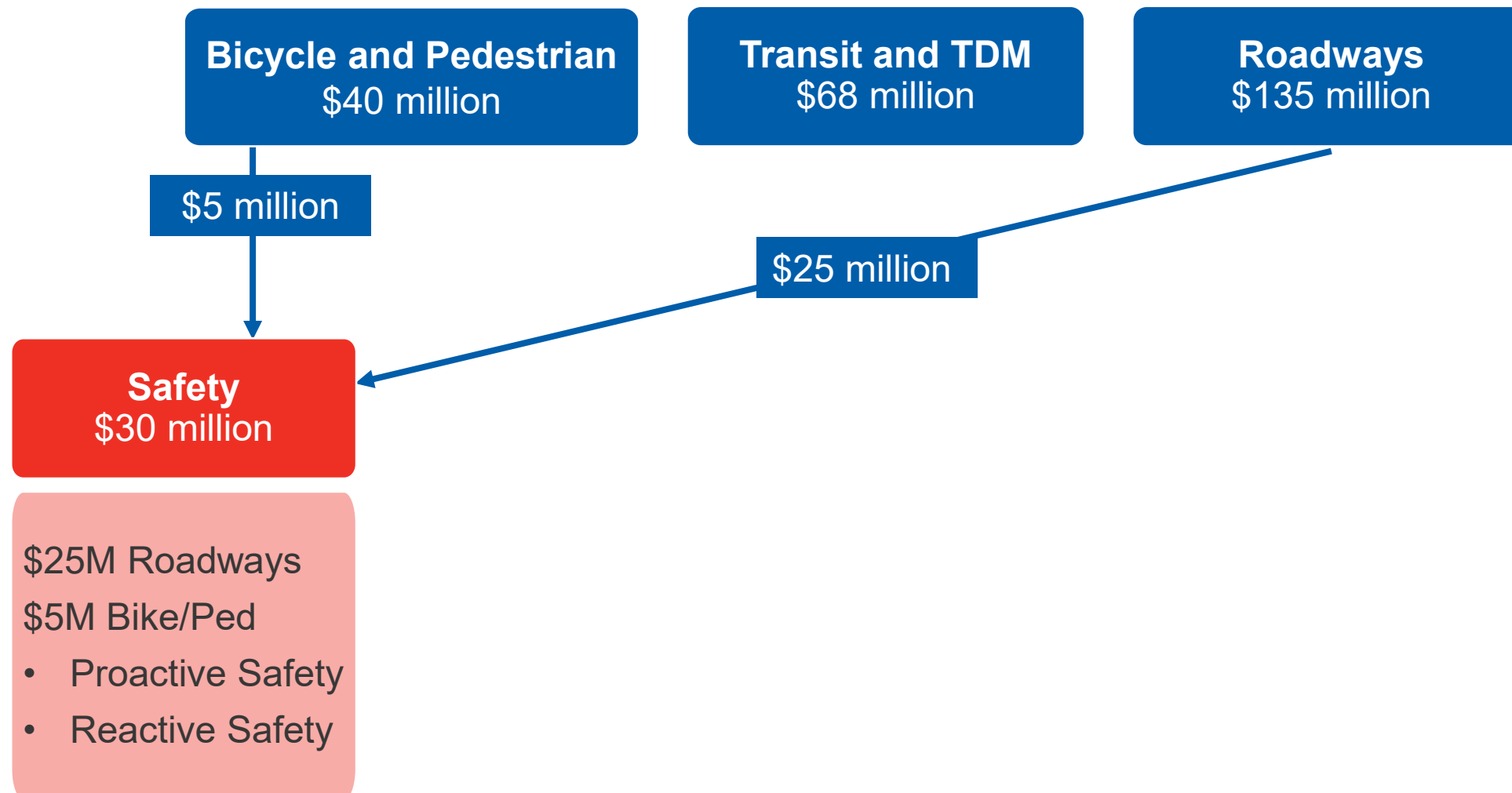


2026 Baseline Assumptions

**Reviewed and agreed upon by Technical Steering Committee*

*Approx: Modal
Midpoints/ 2014-
2024 Historic
Funding*

*2026 Historic
Funding
Midpoints*

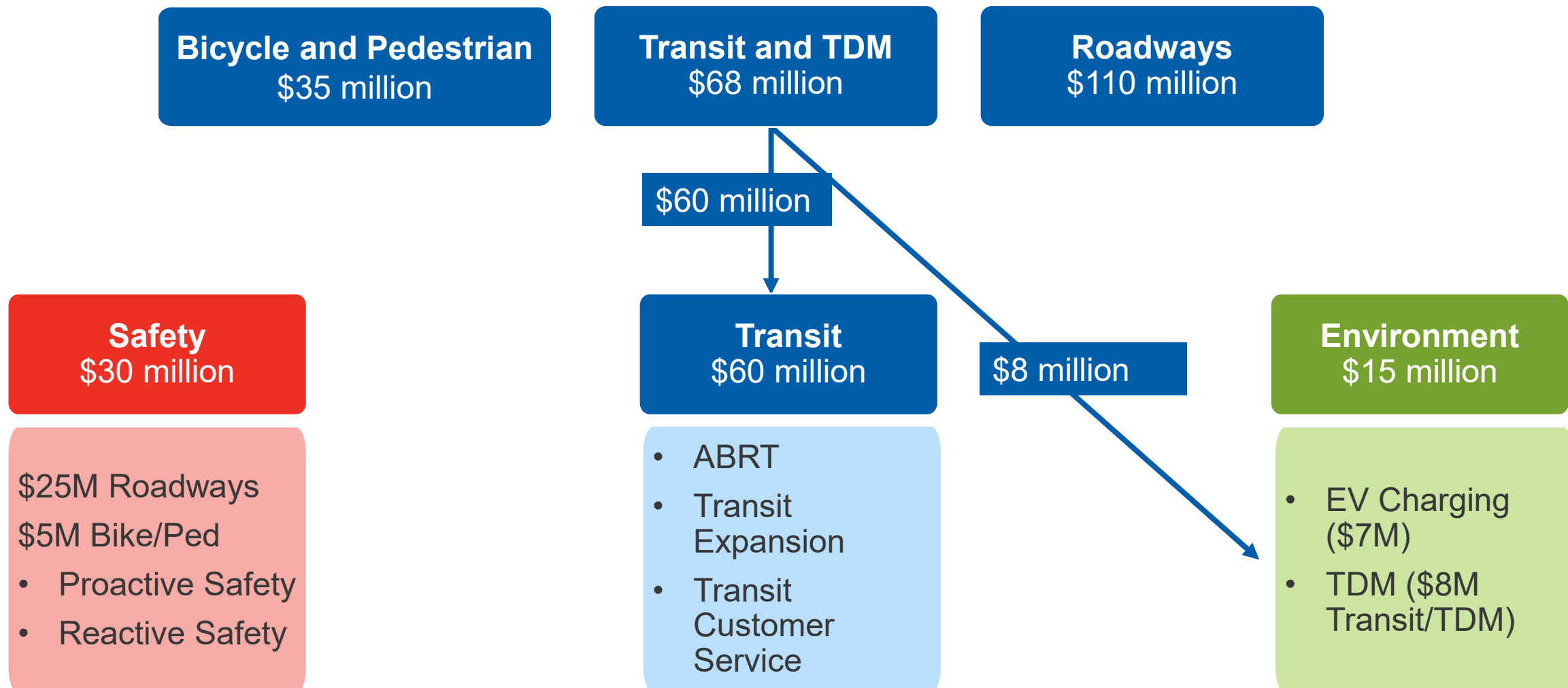


2026 Baseline Assumptions

**Reviewed and agreed upon by Technical Steering Committee*

*Approx: Modal
Midpoints/
2014-2024
Historic
Funding*

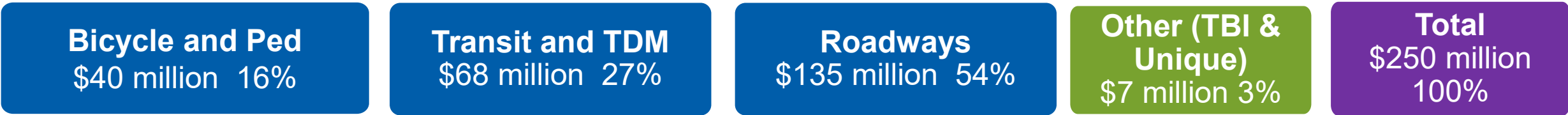
*2026 Historic
Funding
Midpoints*



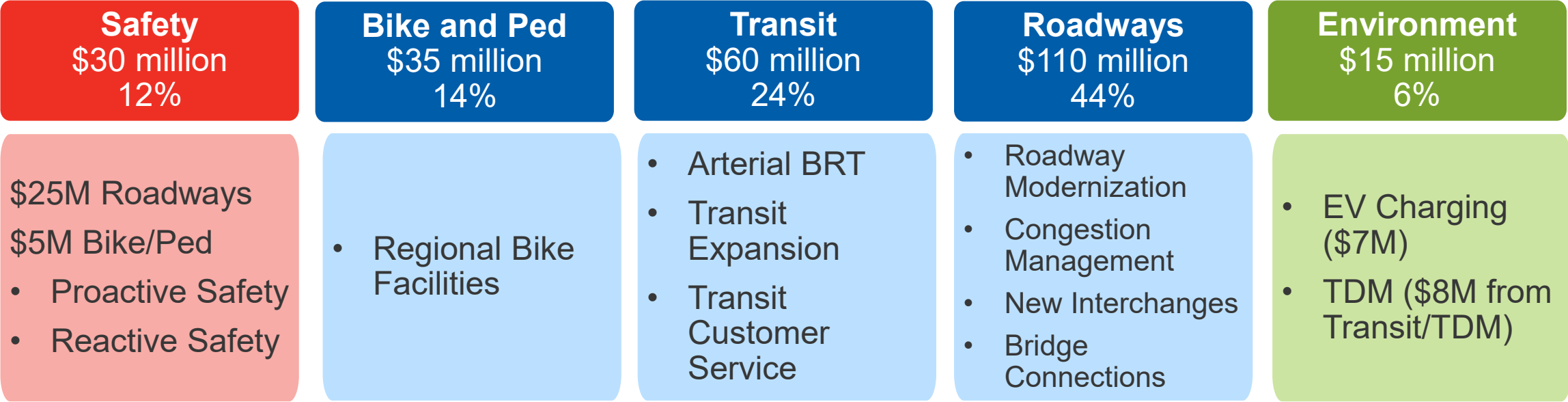
2026 Baseline Assumptions

**Reviewed and agreed upon by Technical Steering Committee*

*Approx: Modal
Midpoints/
2014-2024
Historic
Funding*



*2026 Historic
Funding
Midpoints*



Historical Midpoint Starting Point

(Draft 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-\$70M

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.

Potential Federal Funding Targets from the Technical Steering Committee

| | | 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%) |

**Option 2 adds \$10M more for safety and lowers roadway spending by \$10M. In both options, safety is also used as a scoring measure in the bike/ped and roadway applications worth between 20% and 30% of the total points.*

Potential Reg. Sales Tax Active Transportation Funding Targets

| | 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.

Draft 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 (max needs further discussion) | \$25,000,000 | N/A | \$30,000,000 or \$35,000,000 |
| Transit Expansion | \$7,000,000 | \$500,000 | \$10,000,000 |
| Transit Customer Experience | \$7,000,000 | \$500,000 | \$10,000,000 |
| Roadway | | | |
| CMP 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 | \$5,00,000 | \$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 | \$500,000 | \$3,500,000 |
| Local Pedestrian Facilities | \$2,000,000 | \$500,000 | \$2,500,000 |
| Active Transportation Planning | N/A | \$50,000 | \$200,000 |

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

Future TAB Action Items

Proposed Actions

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 4. Approve qualifying requirements
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 6. Approve score weighting
 7. Approve overall solicitation package and release for public comments
- October F&P/November TAC and TAB— make group recommendations at today's meeting
- December F&P/January TAC and TAB

TAB/TAC Action/Info Item Schedule

October/November Action/Info Items

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

Schedule

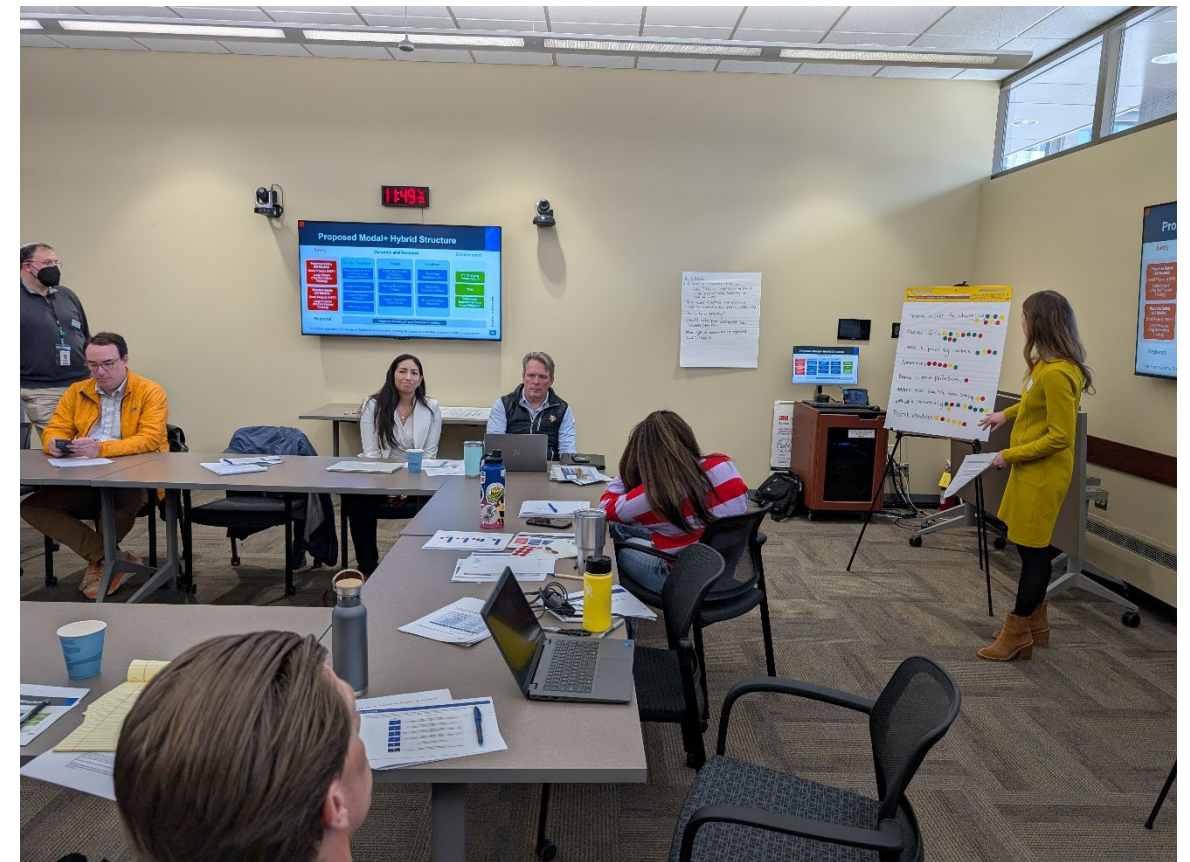
- TAC Planning – October 9 – info item
- TAB – October 15 – info item
- TAC F&P – October 16 – action item
- TAC – November 5 – action item
- TAB – November 19 – action item

Qualifying Requirements



New/Amended Qualifying Criteria

1. The Metropolitan Council and the Transportation Advisory Board 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. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.
 - *Technical Steering Committee Recommendation: Coordinate with MnDOT and propose what makes sense*



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
- Seniors

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
 - 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 senior populations

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

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.*

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, seniors)
- 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
- Show how communities will be engaged and included throughout the project
 - Advisory groups
 - Paid community advocates
 - Project budget for engagement

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 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.

Topics for Next Policymaker Working Group

Agenda

- Performance Metrics
- Draft applications and review schedule



Next steps



Next steps:

1. Active Transportation Work Group – September 29
2. First Package of Action Items – Oct-Nov
 - Oct TAC Planning (info), Oct F&P, Nov TAC, Nov TAB
3. Policymaker Working Group – October 15
4. Technical Steering Committee Meeting – October 7 and 28
5. Info Items – Nov-Dec
 - TAC Planning, F&P, TAC, TAB
6. Second Package of Action Items to Release for Public Comment– Dec-Jan
 - Dec TAC Planning (info), Dec F&P, Jan TAC, Jan TAB
7. Policymaker Working Group – November 19
8. Draft released for public comment – January 21 TAB
9. TAB Action Item – March 18 or April 15

Appendix

Scoring Measures and 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.

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% |