

Policymaker Working Group

Regional Solicitation Evaluation

metro council.org



November 19, 2025

Purpose of Today's Meeting

- Review recent project and committee meetings
 - Discuss Arterial BRT award recommendation coming to TAB today
- Discuss Community Considerations approach and measures
- Discuss score weighting by Application.
- Provide update on Active Transportation



Policymaker Working Group Recap

Recap

- **October 15:**
 - Recommended keeping Arterial BRT category flexibility (no recommended maximum)
 - Recommended completing project selection by end of 2026, due to election cycle
 - Recommended no local match requirement for active transportation sales tax-funded projects
 - Discussion about performance measures and community considerations criterion, with request for additional information on community considerations at the November meeting

Committee Feedback

Recent Meetings

- **TAB/TAC Funding & Programming 10/16**
 - Recommended the 6 action items. Committee requested clarification on the funding categories to document the Regional Model/TBI and TMO base funding.
- **TAB AT Work Group 10/27**
 - Recommended to maintain current geographic balance review during project selection process
 - Requested technical feedback on the timing of future Active Transportation solicitations
- **Technical Steering Committee 10/28**
 - Recommendation to conduct Active Transportation sales-tax solicitation biennially off-cycle (2026, then 2027, 2029, etc.)
 - Discussion of Community Considerations criterion, but no recommendations

Committee Feedback Cont.

Recent Meetings

- **TAC 11/5**
 - Recommended the 6 action items.
 - Expressed concerns about there being no maximum award amount for Arterial BRT and the potential loss of funds to transit, roadway or bike/pedestrian funding categories.
 - Recommend the minimum/maximum action item (2025-33) with some edits compared to the recommendation originally forwarded by the Policymaker Working Group.

TAC Action on 2025-33: Minimum and Maximum Federal Awards

	Funding Category	2026 Award
Transit	Arterial Bus Rapid Transit	\$30,000,000*

**TAB can award additional funding to Arterial BRT only within the transit funding target and if all transit applications are funded and funding targets are met or close to met in other funding categories.*

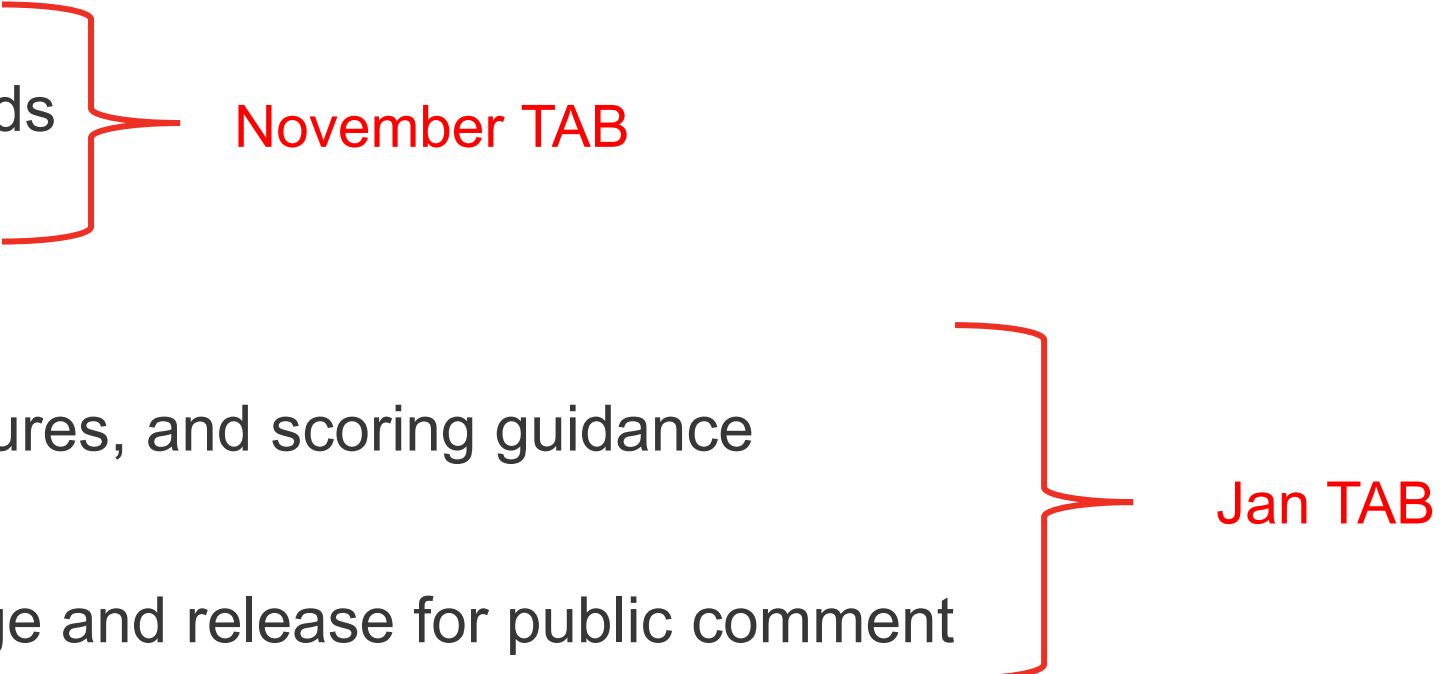
TAC recommended removing the \$30 million from the min/max award table and inserted an award amount with the underlined text shown above.

TAB options include:

1. Keeping the text as recommended by TAC.
2. Removing the underlined text so that it is similar to the Policy Working Group's original recommendation and showing \$30 million as the minimum award.
3. Removing the footnote.

TAB Action Items

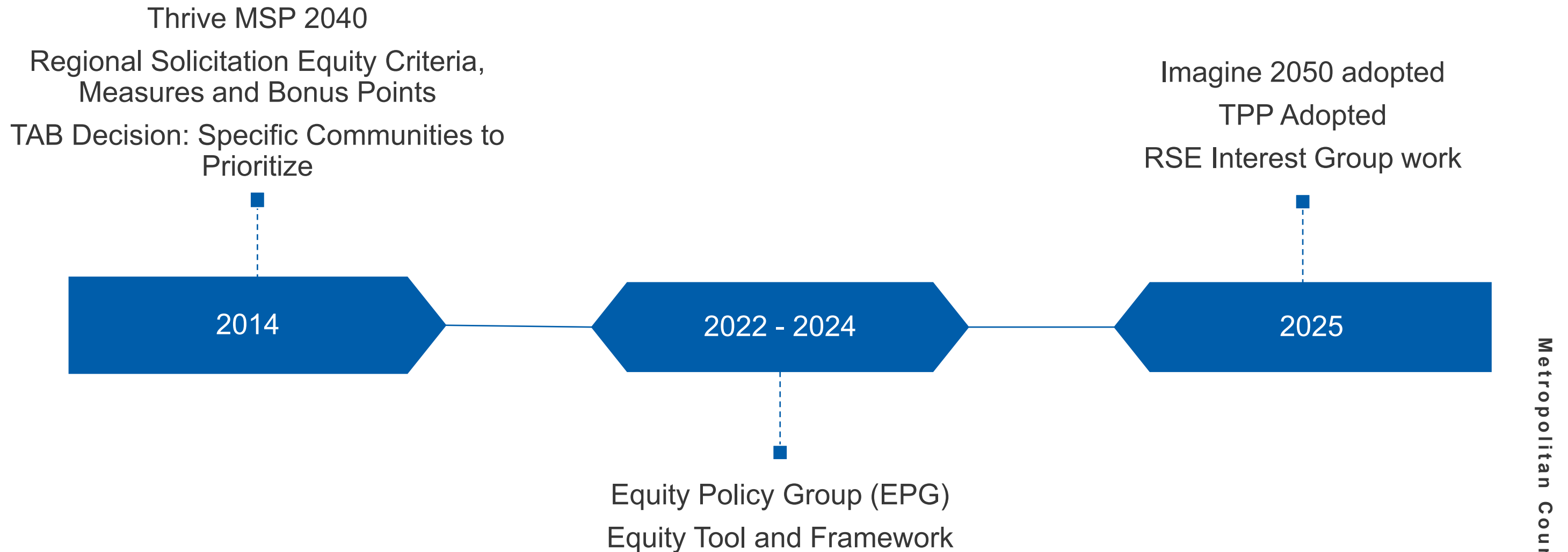
Proposed Actions

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 comment
- November TAB
- Jan TAB
- 

Community Considerations



A Decade-Plus of Work



Regional Direction

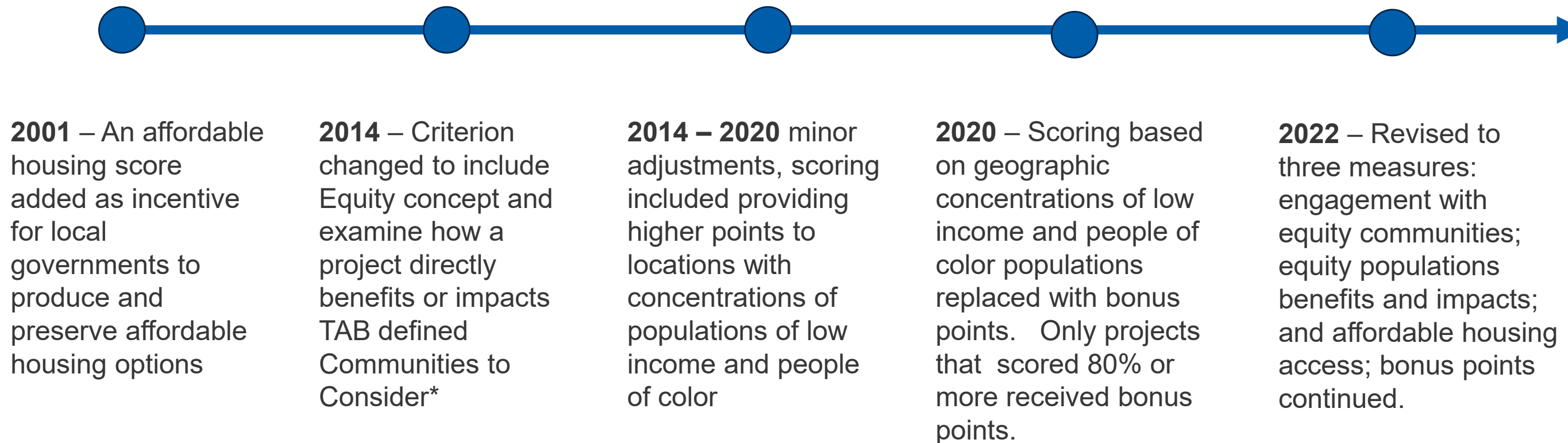


Imagine 2050 + TPP Goal of Equity & Inclusion

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

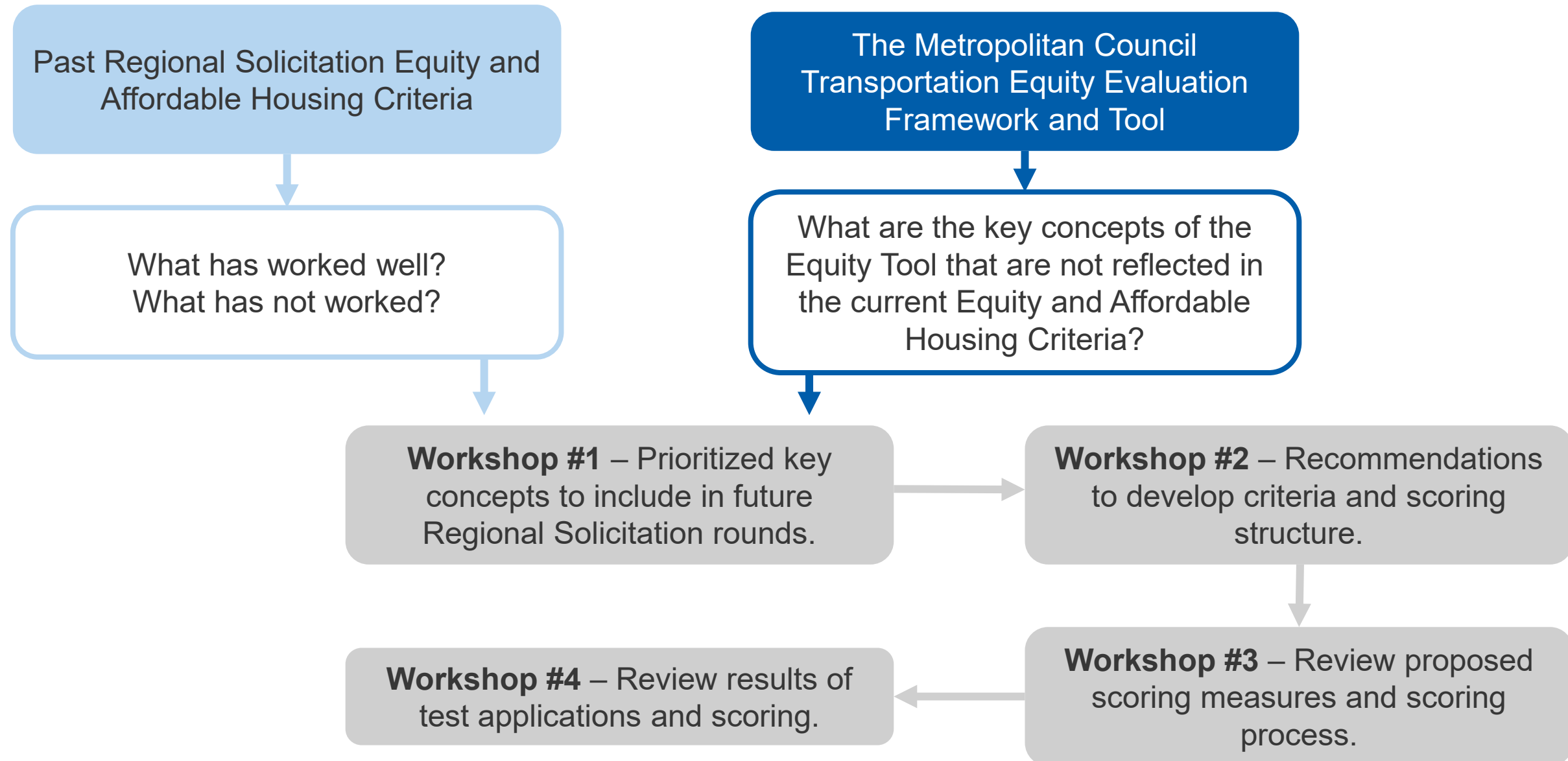
Equity is at the core of our regional vision—every decision should improve outcomes for historically excluded communities.

Evolution of Equity and Affordable Housing Scoring



**In 2024 as part of the equity scoring criterion, TAB identified communities to prioritize or highly consider in project development including low-income communities, communities of color, Indigenous communities, disabled, youth and senior populations.*

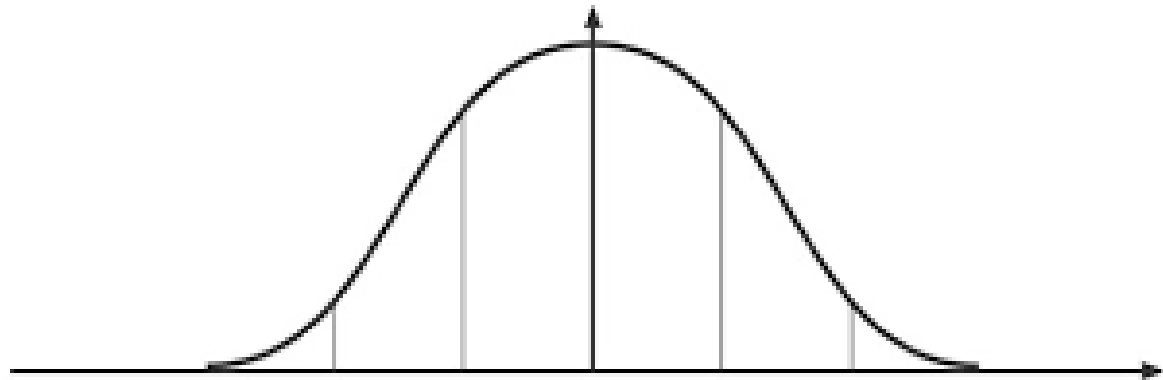
The Special Interest Working Group had an in-depth process.



Community Considerations is unique

What makes it different?

- Regional goal embedded for scoring in each application category
- Designed so that community-driven projects will score higher
- Goes beyond projects to encourage organizational and systems change
- Qualitative criterion
- Additional Met Council supports for scoring fairness and consistency
 - Pilot testing and iteration
 - Training for applicants and scorers
 - Scoring committee facilitation and support



Feedback since September

Theme / Question	Actions
Overwhelming support for general approach	Refine it but keep fundamentals of community consideration proposal
Concerns about community engagement wording and timing	Language revisions to clarify intent on community involvement in identifying project need, followed by future engagement
How should this criterion be weighted across categories?	Special Issue Working Group recommends consistency across all categories and significant points; discussion later in today's meeting
Will funding priority benefit too many projects?	Intent is to set a very high bar for scoring high cross all measures. Slide 21 provides potential options for change for today's discussion.

Pilot Testing



Confirming Criterion is Practical, Intuitive, and Ready for Broader Use

- Goal: Test, learn and refine criterion
- Tested 2024 Regional Solicitation applications:
 - Brooklyn Center High School Pedestrian Improvements
 - Anoka County CSAH 14 & 23
 - Northside Greenway
 - Saint Paul Robert St.

Pilot Testing Lessons Learned



Confirming What Works and Where to Refine

- Scorers and applicants found criteria and measures clear and easy to use
- All projects scored in the Medium range, confirming the intended default distribution of majority of projects in the medium range
- Three projects scored Medium-High overall, indicating that projects processes designed before these measures were known can score well
- Scorers weren't always on the same page
 - Consider assigning multiple scorers to each measure and use their agreed upon score
 - Required scorer training will help standardize approach
 - Scoring committee must agree on any high-high-high awards

Key Definitions



Framing the Community Considerations Criterion

- 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 users and others outside vehicles whose trips begin or end in project area
 - Does not include commuters passing through a project area
- Specific communities = TAB defined communities to highly consider and prioritize, includes people of color, low-income, Indigenous, disabled, youth and older adults

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

Measure 1: Community Data & Context



Understanding Who Lives Near & Is Impacted by the Project

- Demonstrate detailed knowledge of 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, connections to important regional and local destinations, locations and areas of cultural importance, community history
- Demonstrate nuanced knowledge of communities gained from past work

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

Measure 2: Community Needs & Future Engagement

This measure evaluates two aspects: community involvement in identifying the project need and planned future engagement with communities

What **community need** does the project address and how was this need identified?

- Long-range or strategic planning work
- Community surveys
- Meetings and conversations with residents or community groups
- Other interactions and past work in the community
- Community support for the project

What organizational policies, procedures and commitments support **future engagement**, e.g.

- Adopted engagement policies, procedures, staff
- Budget for engagement
- Formal, approved engagement plan
- Reparative project goals
- Community advisory committee structures or shared decision-making



Measure 3: Community Benefits



Delivering Benefits That Address Community Needs

- Prioritize benefits to specific communities
- Demonstrate project benefits address community needs
- Improved access to important community destinations benefits
- Repair past and present harms from the transportation system
- Provide benefits to specific communities beyond mitigating project harms

Projects must deliver meaningful benefits to nearby, impacted communities and reduce harms.

Scoring Recommendations

Scoring

- 20% of points for Community Considerations measures across all application categories
- 5 ratings: Low, Medium-Low, Medium, Medium-High, High ratings, on 3 measures
- High ratings are a high bar - only those applications documenting full use of best practices

Support for Scoring

- Annual training required for scorers and available to all agency staff
- Assign 2 scorers to each application category
- Scoring committee meets to set scoring expectations
- Scoring committee reviews and must agree upon projects scoring high across all three measures and proposed for a funding priority

Training equips scorers and staff with understanding of best practices and expectations.



Community Considerations Funding Priority



Funding Priority = provide funding to those projects scoring High-High-High on the Community Considerations measures

- Substitutes for not having a separate application category for this Goal
- Very difficult to achieve; Community Considerations scoring committee (includes all scorers) will agree and recommend
- Substitutes for bonus points as used in previous Solicitation design
- Meant to reward projects with high community alignment and involvement, but that might otherwise be small in nature, unable to achieve high scoring

Options:

1. Keep Funding Priority as proposed, i.e., no specified limit on the number of projects receiving priority funding
2. Limit total number of projects able to receive the funding priority, ie 0- 3 projects
3. Limit the number of projects able to receive the funding priority within each application category, ie 1 per application category
4. Remove the funding priority and review scoring outcome after 2026 Solicitation for potential change in 2028

Score Weighting



Criterion Weighting

How we got here

- **April/May:** Special Issue Working Groups provided input on relative priority of draft criteria
- **Summer:** Initial criteria weighting recommendations developed with draft applications
- **August/September:** Special Issue Working Groups provided feedback
- **September:** Technical Steering Committee reviewed weighting
- **Late October:** TAC, F&P and Policymaker Work Group Members reviewed applications and provide feedback

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.

Safety Categories

Criteria and Measures	Proactive	Reactive
Connection to Existing Planning Efforts	35%	20%
Expected Reduction/System Risk Reduction in Fatal or Serious Injury Crashes (5-year)	15%	35%
Fatal and Serious Injury Crash History (10-year)	5%	5%
Improvements for People Outside of Vehicles	25%	20%
Community Considerations	20%	20%
Total	100%	100%

Bicycle/Pedestrian Categories

Criteria and Measures	Regional Bike	Local Bike	Local Ped	AT Planning
Regional Bicycle Priorities	30%			
Connection to Key Destinations*	10%	30%	30%	
Context Sensitive Design	20%			
Safety*	20%	20%	20%	30%
Complete Streets*		5%	5%	
Identified Gaps, Barriers, or Deficiencies*		25%	25%	
Proposed Project Description				50%
Community Considerations*	20%	20%	20%	20%
Total	100%	100%	100%	100%

* Direct connection to legislative requirements

Transit Categories

Criteria and Measures	Expansion	Customer Experience
Service/Facility Provided Must be Effective for Transit Market Area	30%	
New Ridership/Ridership Affected	20%	20%
New Coverage	10%	
Connections to Key Destinations	10%	
Transit Needs-based Determination	10%	
Existing Transit Service		15%
Access to Transit Facilities		15%
Safety and Security		15%
Customer Comfort and Ease of Use		15%
Community Considerations	20%	20%
Total	100%	100%

Roadway Categories

Criteria and Measures	Modernization	Congestion Management	New Interchanges	Bridge Connections
Multimodal/Complete Streets Connections	40%	5%	5%	20%
Safety	30%	20%	30%	20%
Freight	5%	5%	5%	5%
Natural Systems Protection and Restoration	5%	5%	5%	5%
Anticipated Delay Reduction		20%	15%	
Regional Priorities		25%	20%	
System Resilience				30%
Community Considerations	20%	20%	20%	20%
Total	100%	100%	100%	100%

Environment Categories

Criteria and Measures	TDM
Vehicle Miles Traveled (VMT) Reduction	30%
Connection to Jobs, Educations, and Opportunity/Destinations	25%
Project Effectiveness Evaluation	20%
Innovation	5%
Community Considerations	20%
Total	100%

Active Transportation Update



Geographic Balance

TAB Active Transportation Working Group Recommendation

Geographic Balance options discussed at 10/27 TAB AT Work Group Meeting

The AT Work Group recommended:

- to continue with current geographic balance process (i.e. **not** establish a specific policy or process, but consider balance during project selection);
- for Council staff to evaluate and report on the results of the 2026 Solicitation to understand if further policy will be required in the future to ensure active transportation funds are balanced throughout the region.

Project Eligibility

Federal vs. Local funds

Proposed Rule:

- In the 2026 solicitation, projects may apply for Highway Safety Improvement Program (HSIP) funding in addition to the Regional Solicitation/Active Transportation Solicitations. However, applicants **may not** submit the same project for multiple categories within the Regional Solicitation/Active Transportation Solicitations. Instead, applicants should **select the application category that best aligns** with the primary objectives of the project. Each project submitted should be unique and **not have overlapping project elements** with another project submitted by the same agency. This rule may be revisited for future solicitation cycles.

The intent of this rule is to prevent agencies from “flooding the system” and also to prevent using sales tax funding as local match for federal projects.

Any comments or feedback on this proposed rule?

Active Transportation Solicitation Schedule

Active Transportation Solicitation Beyond 2026

- TAB Active Transportation Work Group sought technical feedback on timing of future AT project solicitations:
- Options include:
 - Annually, or
 - Biennially
 - In-line with the federal Regional Solicitation
 - On an off-year cycle
- Technical Steering Committee recommends **solicitation occur concurrent with Regional Solicitation in 2026, then biennially on an off-year cycle (2027, 2029, etc.)**
 - Helps lessen workload for applicants, and allows agencies to apply for both programs if necessary

Next steps



Next steps:

1. Technical Steering Committee Meeting November 25
2. Policymaker Working Group Meeting December 17
3. TAB Information Item in Dec
4. Second Package of Action Items to Release for Public Comment
 - Jan TAB
5. Public Comment Period mid January to mid February
6. Final Recommendations based on Public Input
 - March TAB, then to the Metropolitan Council
7. Call for Projects April to June 1
8. Project selection by the end of 2026

Scoring Measures and Weighting Details



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 Safety Planning Efforts Measure A – Connection to existing safety planning efforts	35%
2. Expected System Risk Reduction in Fatal or Serious Injury Crashes Measure A – Crash Reduction Factor(s) (CRFs) for proposed project	15%
3. Fatal and Serious Injury Crash History Measure A – 10-year crash history of fatal and serious injury crashes	5%
4. Improvements for People Outside of Vehicles Measure A – Project-Based Pedestrian Safety Enhancements and Risk Elements	25%
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 – 5-year crashes reduced (Benefit/Cost ratio)	35%
2. Connection to Existing Safety Planning Efforts Measure A – Connection to existing safety planning efforts	20%
3. Fatal and Serious Injury Crash History Measure A – 10-year crash history of fatal and serious injury crashes	5%
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	30%
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	20%
4. Safety Measure A – Connection to existing safety planning efforts 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 – Connection to K-12 schools 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 planning efforts 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 <i>* Direct connection to legislative requirements</i>	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 – Connection to K-12 schools 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 planning efforts 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. Proposed Project*	
Measure A – Project identification	50%
Measure B – Complete streets planning, design, and construction	
2. Safety*	
Measure A – Safety improvements for people outside of vehicles	30%
3. Community Considerations*	
Measure A – Community Considerations	20%
Total	100%

* Direct connection to legislative requirements

Transit Expansion

Criteria and Measures	%
1. Service/Facility Provided Must be Effective for Transit Market Area Measure A – Transit Market Area Alignment 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 key 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%
6. 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)	40%
2. Safety Measure A – Connection to existing safety planning efforts 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	5%
4. Natural Systems Protection and Restoration Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc.	5%
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	20%
2. Regional Priorities for Reliability & Excessive Delay Measure A – 2050 TPP map for Reliability Measure B – 2050 TPP map for Excessive Delay Measure C – Intersection Mobility and Safety Study priorities	25%
3. Safety Measure A – Connection to existing safety planning efforts Measure B – Safety improvements for people outside of vehicles Measure C – Safe System approach	20%
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	15%
2. Regional Priorities for Reliability & Excessive Delay Measure A – 2050 TPP map for Reliability Measure B – 2050 TPP map for Excessive Delay	20%
3. Safety Measure A – Connection to existing safety planning efforts 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 planning efforts 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, 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

(2028 Application Cycle)

Criteria and Measures	%
1. Improve Access to EV Charging Measure A - Serves EV drivers in areas with few public EV chargers per capita 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%