

Technical Steering Committee

Regional Solicitation Evaluation

metro council.org



September 4, 2025

Purpose of Today's Meeting

- Provide technical review and feedback to policymakers on draft funding range options
- Learn about the Community Consideration criteria and provide feedback
- Discuss and offer feedback on some of the new/changing qualifying requirements
- Consider high-level feedback on draft point distribution





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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 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

Funding Range 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.
- There was an assumption each application category within a mode would receive funding.

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 being proposed as a scoring measure called Community Considerations.

Technical Questions

Does the TSC want to recommend one of these options?

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, not reflected in subsequent slides (can be overprogramming)
- Total regional active transportation funding assumed to be \$50 million - \$70 million, awaiting recommendation from AT Working Group
 - Active transportation funds are not included with the ranges
- **New application categories that would require a new consideration of ranges:**
 - Proactive Safety: \$7 million max
 - Reactive Safety: \$7 million max
 - New Interchanges: \$20 million max
 - EV Charging Infrastructure: \$2 million max

Setting 2026 Baseline Assumptions

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

Bicycle and Pedestrian

\$40 million

16%

Transit and TDM

\$68 million

27%

Roadways

\$136 million

54%

Other

\$6 million 3%

Total

\$250 million

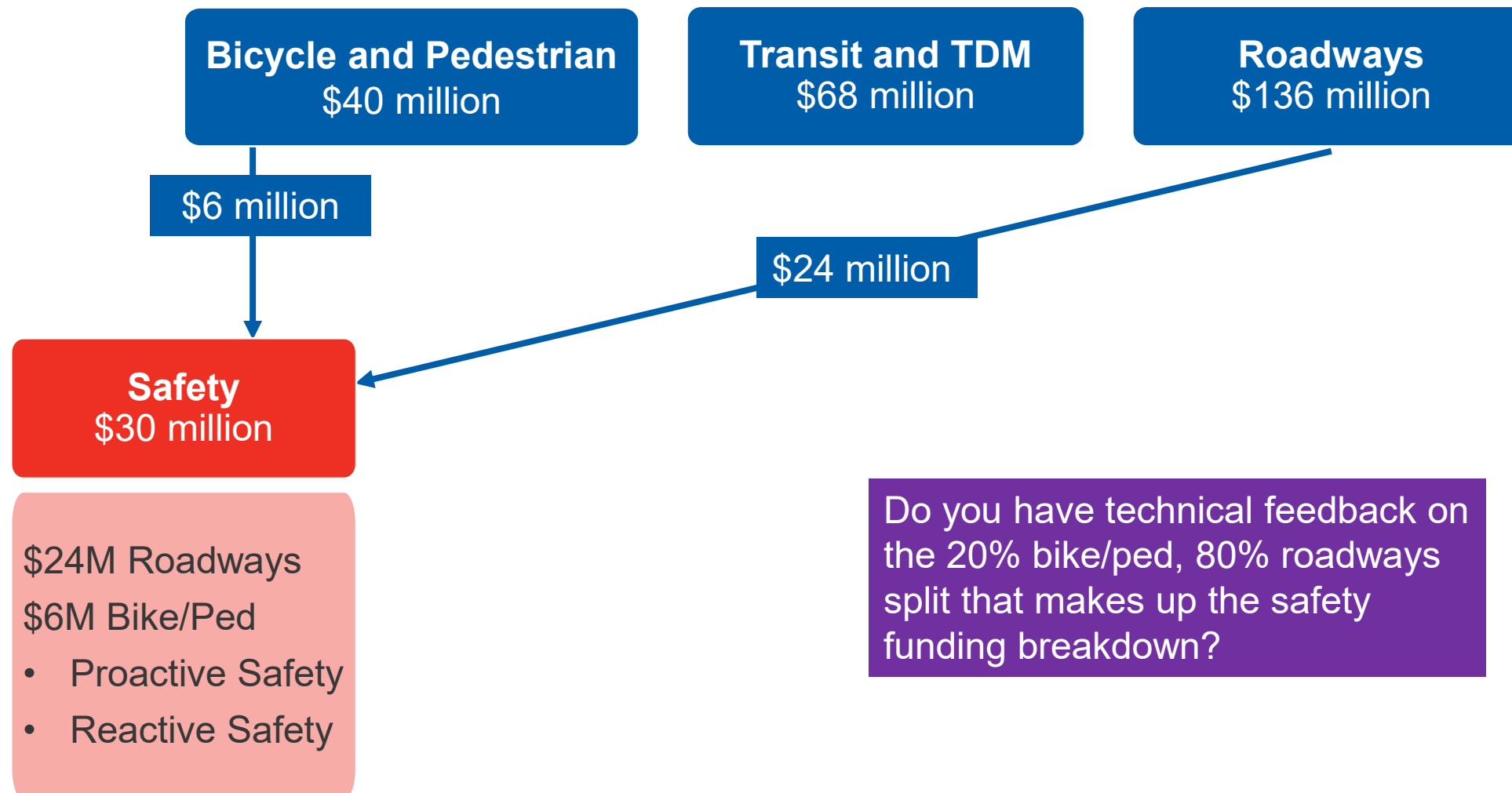
100%

Plus Overprogramming

Setting 2026 Baseline Assumptions

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

*2026 Historic
Funding
Midpoints*



Setting 2026 Baseline Assumptions

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

Bicycle and Pedestrian
\$40 million

Transit and TDM
\$68 million

Roadways
\$136 million

*2026 Historic
Funding
Midpoints*

Safety
\$30 million

\$24M Roadways
\$6M Bike/Ped
• Proactive Safety
• Reactive Safety

\$60 million

Transit
\$60 million

- ABRT
- Transit Expansion
- Transit Customer Service

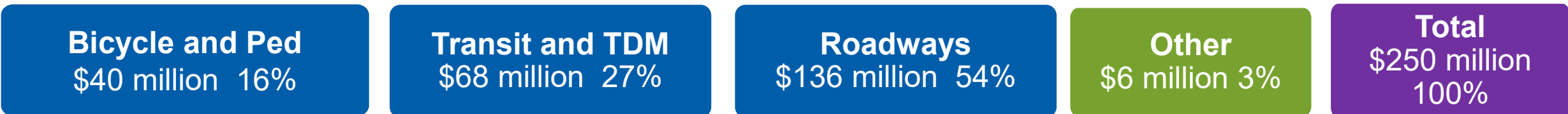
\$8 million

Environment
\$15 million

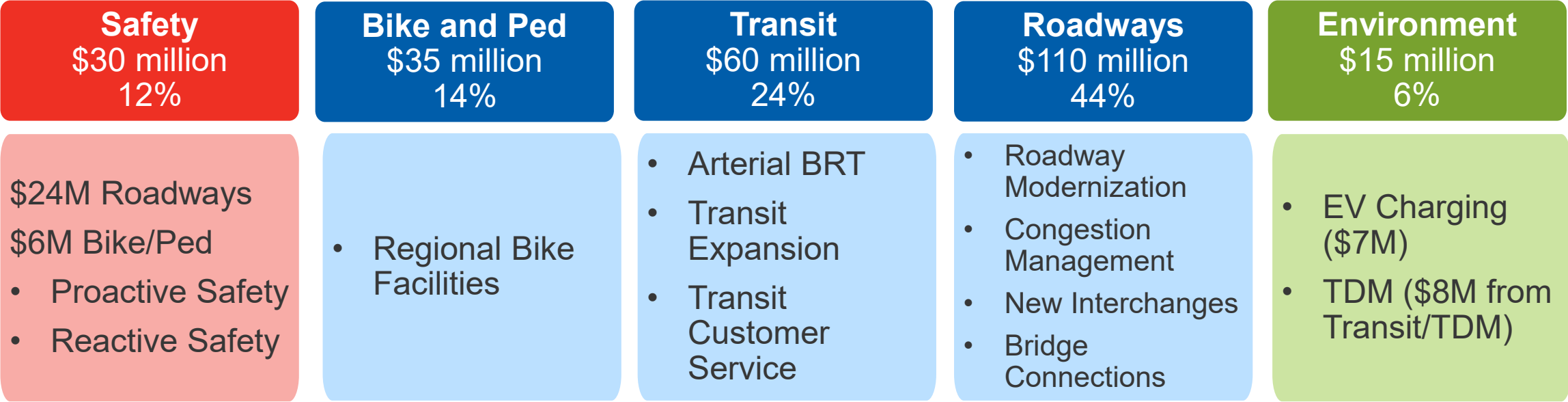
- EV Charging (\$7M)
- TDM (\$8M Transit/TDM)

Do Assumptions Seem Reasonable?

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



*2026 Historic
Funding
Midpoints*



Draft 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 | | | |
| 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 |
| 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 | N/A | N/A | \$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 |

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 being proposed as a scoring measure called Community Considerations.

Potential Ranges

- Ranges can accommodate future funding scenarios (outcomes emphasis concepts), approximately +/- 2 projects in each column
- Environment assumes a static set-aside for 2028 project selection

| | Safety | Bike/Ped | Transit | Roadway |
|-----------------------------|---|-----------------------------|--|---|
| Midpoint | \$30 million (12%) | \$35 million (14%) | \$60 million (24%) | \$110 million (44%) |
| Range (+/- 2 projects) | \$20-40 million (8-16%) | \$25-45 million (10-18%) | \$50-70 million (20-28%) | \$90-130 million (36%-52%) |
| # of projects | 4-8 | 7-10 | 3-7 | 8-12 |
| # of application categories | 2 | 1 | 2 + ABRT | 3+ Interchange |
| Comments | Funds top 2-4 projects in each category | Funds top 7-10 projects | Funds 1 ABRT and top 1-3 projects in each category | Funds 1 interchange and top 3-4 projects in each category |

Outcomes Emphasis Concepts

- **Midpoint Starting Point:** Adds a starting point for new application areas including safety, EV; then seeks to hold investment levels relatively steady compared to 2014-2024 project selections
 - Re-allocates some bike/ped and roadway funding to new safety category
 - Assumes all remaining fed bike/ped funding goes to new Regional Bikeways category

Note: Emphasis Concepts could be used now to form ranges or later to bring forward specific funding scenarios

- **Safety Emphasis:** Increases midpoint in categories that emphasize safety in scoring criteria
- **Reliable Travel Emphasis:** Increases midpoint in categories that emphasize reliability in scoring criteria
- **Travel Options Emphasis:** Increases midpoint in categories that improve multimodal travel options in scoring criteria
- **Prioritizing Safety for People Outside of Vehicles:** Increases midpoint in safety categories that emphasize safety for bicycle and pedestrian in scoring criteria

Changes by Outcome Emphasis

| 2026 Proposed Category | Target Mid-point (roughly historical) | Safety Emphasis | Reliable Travel Emphasis | Travel Options Emphasis | Prioritizing Safety for People Outside Vehicles |
|--|--|-----------------|-----------------------------|----------------------------|---|
| Safety (same funding level as Metro HSIP) | \$30 million | | | | |
| Proactive/Reactive Safety | | Increase | Decrease | Steady | Increase |
| Bike/Ped | \$35 million | | | | |
| Regional Bike Facilities | | Steady | Increase | Increase | Increase |
| Transit | \$60 million | | | | |
| Arterial BRT | | Steady | Steady | Increase | Steady |
| Transit Expansion | | Decrease | Decrease | Increase | Steady |
| Transit Customer Experience | | Decrease | Increase | Increase | Steady |
| Roadway | \$110 million | | | | |
| Congestion Management Strategies | | Decrease | Increase | Decrease | Decrease |
| Interchange Projects | | Steady | Steady | Steady | Steady |
| Roadway Modernization | | Increase | Steady | Decrease | Increase |
| Bridge Connections | | Decrease | Steady | Decrease | Decrease |
| Environment | \$15 million | | | | |
| EV Charging Infrastructure | | Steady | Steady | Steady | Steady |
| TDM | | Steady | Steady | Steady | Steady |

Regional Modeling/Travel Behavior Inventory

- Supports estimation and updates of regional travel models
- Directly informs transportation planning
- Key elements
 - Household travel survey (every 2 years_
 - Transit on-board survey)every 5 years)
 - Special generator surveys / data purchases (as needed)
 - Travel model updates
- Funding split since 2018-
 - 1/3 Regional Solicitation, 1/3 MnDOT, 1/3 Council local sources
- Funding request from Council, each cycle, reviewed by Regional Travel Forecasting Committee

Funding History (from Regional Solicitation)

- 2016 (startup): \$2,700,000
- 2018: \$585,000
- 2020: Skipped request to sync unique project timeline
- 2022: \$733,000
- 2024: \$1,250,000
- 2026: \$1,500,000 (expected; not included in \$250M)

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.

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.

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

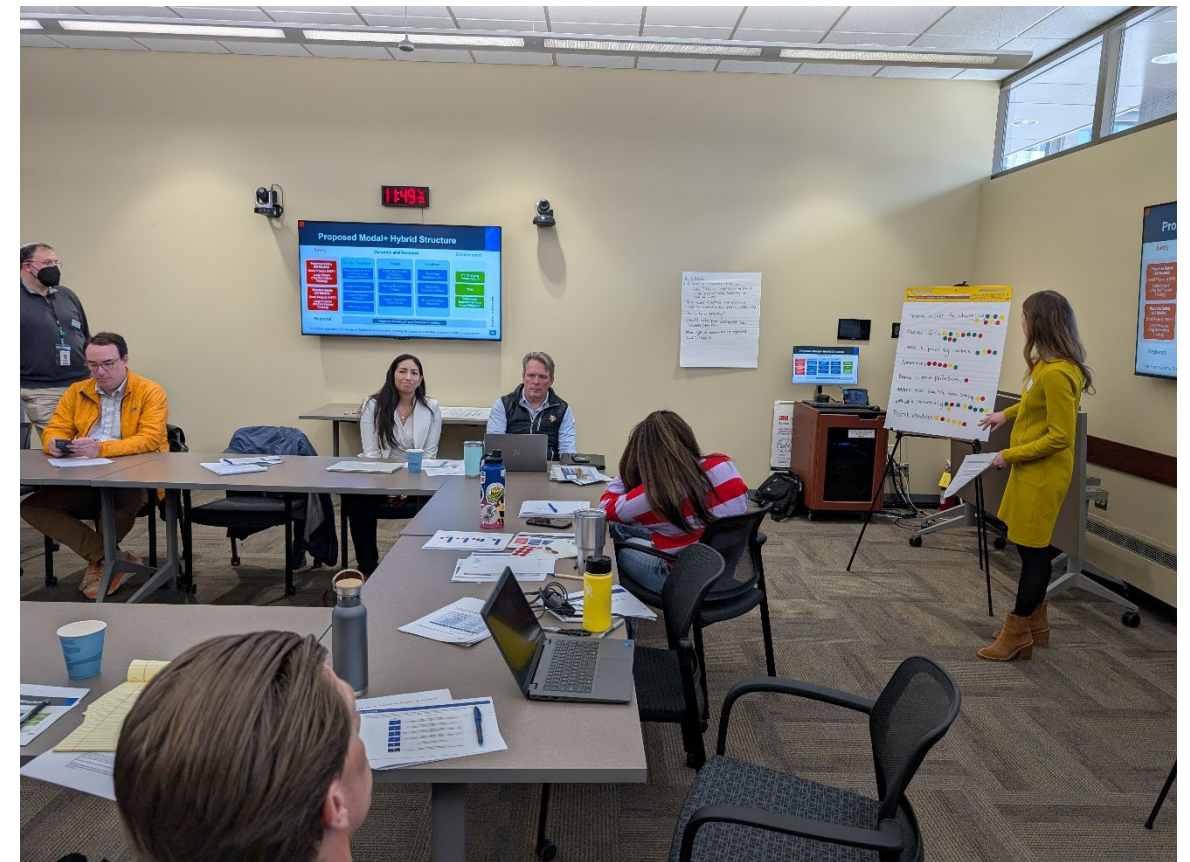
Scoring rewards high community alignment, and training equips staff with understanding of best practices and expectations.

Qualifying Criteria



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.
2. All roadway projects must be identified as a minor arterial or principal arterial (non-freeway facilities only) roadway on the latest TAB-approved roadway functional classification map. Proactive Safety and Reactive Safety projects have broader roadway eligibility and can be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.



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

New/Amended Qualifying Criteria Con't

1. Regional Bike 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. For projects that implement or improve RBTN facilities, at least 50% of the total project length must follow an existing or planned alignment or extend along and within an RBTN corridor. Projects including less than 50% of total project length to improving the RBTN (excluding regional trails that are not on the RBTN) should apply through the Local Bicycle Facilities application.
2. All applications must include information on how they will meet the requirement to maintain facilities for year-round use. This may include certifying that the agency will handle snow clearance, or information on the agency's snow removal policy if property owners are responsible for snow and ice clearance. This is also a state requirement for the regional Active Transportation sales tax funds (i.e., the ability of the grantee to maintain the active transportation infrastructure following project completion).
3. All projects must relate to surface transportation. Surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Pending Policymaker Direction

1. Initial Active Transportation Workgroup direction. Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project that is otherwise eligible. Planning and engineering costs are eligible for active transportation sales tax-funded projects.
2. The project applicant must send written notification regarding the proposed project to all affected units of government prior to submitting the application.

Question: Should all projects require letters of support from the city where the project is located, if not the applicant?

As currently drafted, letters of support must be provided for:

- interchange projects
- if the applicant is not the owner or operator of the project/facility
- or if another entity is contributing financially to a project

Scoring Measures and Point Distribution



Feedback on Applications

Comments and Discussion

- Comments or discussion from this group?
- On the scoring distribution tables on the following slides, Community Considerations is worth 20% of the points in all of the application categories.

Proposed Modal+ Hybrid Structure

Safety

Proactive Safety (All Modes):

Small Projects (HSIP)
Large Project
(Reg Sol Federal
Funding)

Reactive Safety (All Modes):

Small Projects (HSIP)
Large Projects
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Funding)

Dynamic and Resilient

Bicycle/Pedestrian

Federal Reg Sol Funding

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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 or other study | 30% |
| 2. Correctable Fatal and Serious Injury Crash History Measure A –10-years crash history of fatal and serious injury crashes. | 15% |
| 3. Expected System Risk Reduction in Fatal or Serious Injury Crashes Measure A –Crash Modification Factor (CMFs) for proposed project. | 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 – How project connects to Regional Safety Action Plan or other study | 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. Advances Regional 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 – Adherence to standard design guidelines based on context Measure B – Design features and roadway crossings | 10% |
| 4. Safety Measure A – Connection to existing plan 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 – Extent to which the applicant encourages or promotes complete streets | 5% |
| 2. Connection to Key Destinations* Measure A – Connections to key destinations Measure B – Connections to schools Measure C – Active transportation demand | 30% |
| 3. Addresses identified gaps, barriers, or deficiencies* Measure A – Gap, barrier or deficiency addressed | 25% |
| 4. Safety* Measure A – Connection to existing plan 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 – Connections to schools Measure C – Active transportation demand | 30% |
| 3. Addresses identified gaps, barriers, or deficiencies* Measure A - Gap, barrier or deficiency addressed | 25% |
| 4. Safety* Measure A – Connection to existing plan Measure A – 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% |
| 4. Addresses identified gaps, barriers, or deficiencies * Measure A - Gaps, barrier or deficiency 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 * <i>Direct connection to legislative requirements</i> | 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 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. Improved Transit Service Measure A – Improvements to travel times and/or reliability of existing transit service | 15% |
| 3. Improved Access to Transit Facilities Measure A – Multimodal connections to and ADA accessibility of transit facilities | 15% |
| 4. Improved Safety and Security Measure A – Safety and security for transit riders and people accessing transit facilities | 15% |
| 5. Improved Customer Comfort and Ease of Use Measure A – Improvements to 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 plan Measure B – Safety improvements for people outside of vehicles Measure C – Safe System Approach | 30% |
| 3. Natural Systems Protection and Restoration Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc. | 10% |
| 4. Freight Measure A – Regional Truck Corridor Study Tiers | 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 | 20% |
| 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 | 25% |
| 3. Safety Measure A – Connection to Regional Safety Action Plan 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 - Regional Truck Corridor Study Tiers | 5% |
| 6. Natural Resource Protection Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc. | 5% |
| 7. Community Considerations (3 Measures) | 20% |
| Total | 100% |

New Interchanges

| Criteria and Measures | % |
|---|------|
| 1. Anticipated delay reduction Measure A – Cost effectiveness of delay reduced | 30% |
| 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 | 25% |
| 4. Multimodal/Complete Streets Connections Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements) | 5% |
| 5. Freight Measure A - Regional Truck Corridor Study Tiers | 5% |
| 6. Natural Resource Protection Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc. | 5% |
| 7. Community Considerations (3 Measures) | 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 | 20% |
| 3. Natural Resource Protection Measure A – Flood mitigation, stormwater treatment, or other environmental benefits, etc. | 5% |
| 4. Safety Measure A – Connection to existing plan Measure B – Safety improvements for people outside of vehicles Measure C – Safe system approach | 20% |
| 5. Freight Measure A – Regional Truck Corridor Study Tiers | 10% |
| 6. Community Considerations (3 Measures) | 20% |
| Total | 100% |

EV Charging Infrastructure

| Criteria and Measures | % |
|--|-------------|
| 1. Improve Access to EV Charging Measure A - Serves EV drivers in areas with many people and little charging infrastructure 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. VMT Reduction Potential: Measure A - Average weekday users & miles shifted to non-SOV 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 | 10% |
| 5. Community Considerations Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits | 20% |
| Total | 100% |

Next steps



Next steps:

1. Policymaker Working Group – September 22
2. First Package of Info Items – Oct-Nov
 - TAC Planning, F&P, TAC, TAB
3. Policymaker Working Group – October 15
4. Technical Steering Committee Meeting – October 28
5. Action Items to Release for Public Comment– Nov-Jan
 - TAC Planning, F&P, TAC, TAB
6. Policymaker Working Group – November 19
7. Draft released for public comment – December 18
8. TAB Action Item – February 18