

Technical Steering Committee

Regional Solicitation Evaluation

metro council.org



October 28, 2025

Purpose of Today's Meeting

- Review and discuss changes to applications, criteria and scoring percentages
- Review timeline for next round of application review
- Provide final feedback before application details are approved by TAC and TAB in November and December





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Recent Updates

- **TAC 10/1:**
 - Discussion about why there was no maximum for ABRT category.
 - Questions about why some category maximums were not increased (e.g., bridges).
 - Question about whether projects can apply to more than one category.
- **TAC Planning 10/9:**
 - Minimal discussion and questions.
- **Policymaker Working Group 10/15:**
 - Recommended no maximum for ABRT.
 - Recommended no local match for the Active Transportation-funded projects.
 - Requested more time to discuss the Community Considerations' approach.

Recent Updates (2)

- **TAB 10/15:**
 - Limited discussion.
- **TAC Funding & Programming 10/16:**
 - Recommendations made on the 6 action items. Some clarifications requested on the nuances of the funding/application categories like documenting the Regional Model/TBI funding.
- **Active Transportation Working Group**
 - Recommend to maintain current geographic balance process
 - Seeking technical feedback on the timing of Active Transportation solicitations

Active Transportation Solicitation Schedule - Discussion

Active Transportation Solicitation Beyond 2026

Should the Active Transportation Solicitation occur:

- Annually, or
- Biennially
 - In-line with the federal Regional Solicitation
 - On an off-year cycle

Should the Active Transportation Solicitation be released on a cycle

- Concurrent with release of the Regional Solicitation (same time), or
- Staggered from the federal regional solicitation (its own time of the year)
- What needs to be considered for regional technical partners on this question?
 - On the applicant side?
 - On the scoring side?

Future Action Items

Proposed Actions

1. Approve application categories
 2. Approve minimum/maximum awards
 3. Approve category funding targets
 4. Approve qualifying requirements
 5. Approve application criteria, measures, and scoring guidance
 6. Approve score weighting
 7. Approve overall solicitation package and release for public comments
- October F&P/November TAC and TAB
- November F&P/December TAC and TAB
-
- ```
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/November TAC and TAB]; 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/December TAC and TAB];
```

# Application Changes and Updates



# Application Review Process

## Criteria, Measures and Scoring Development

- **April-May:** Workshops to develop initial proposed application details
- **July-Aug:** Initial draft applications developed
- **Aug-Sep:** Technical review (Technical Steering Committee and Special Issue Working Groups) of applications and qualifying requirements
- **Sep-Oct:** Revisions based on technical review
- **October:** Application package released for TAC and TAB review
  - **Comments due November 10**
- **November 20:** Action items at TAC Funding and Program
- **December 3:** Action items at TAC
- **December 17:** Action items at TAB and release for public comment

# Technical Review Feedback (1)

## Generalized Feedback and Key Changes

- **Safety:** Requested to include type B and C crashes. Determined to include type B crashes for bike/ped only.
- **Safety and Bike/Ped:** Updated scoring criteria/measures following technical feedback.
- **Bike/Ped and Transit:** Comments received to increase the distance buffer to higher than ½ mile for the Connections to Destination measure. No change was made as this distance directly connects to the TPP language and GHG analysis requirements.
- **Active Transportation Planning:** Simplified application following feedback initial proposal was too complicated.

# Technical Review Feedback (2)

## Generalized Feedback and Key Changes

- **Roadway and Bike/Ped:** Simplified *Safety for People Outside of Vehicles* criteria to respond to feedback.
- **Transit Expansion:** Adjusted criteria and scoring to better address facility-only projects. Facility projects are only eligible in Transit Expansion category if an expansion of transit service will also take place. If not, then the applicant should apply in Transit Customer Experience category.
- **All applications:** Received technical comments to reduce the *Community Considerations* percentage (currently 20% for all applications) or to have it vary by funding category. No change was made yet to the applications based on this feedback as more discussion is needed. The Policy Working Group also requested additional time to discuss the three *Community Considerations* measures, overall weighting, and funding priority approach.

# Technical Review Feedback (3)

## Qualifying Requirements and Rules

- Generally reviewed and simplified language.
- Updated Active Transportation Sales Tax-funded projects to allow costs for planning, design and engineering (not right-of-way).
- Clarified that projects may not apply for both Regional (federally funded) and Local (sales tax funded) categories.

# Proposed Modal+ Hybrid Structure

## Safety

### Proactive Safety (All Modes):

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

### Reactive Safety (All Modes):

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

## Dynamic and Resilient

### Bicycle/Pedestrian

*Federal Reg Sol Funding*

Regional Bike Facilities

*Reg Active Transportation Funding*

Local Bike Facilities

Local Pedestrian  
Facilities

Active Transportation  
Planning

### Transit

Transit Expansion  
(Including  
Microtransit)

Transit Customer  
Experience

Arterial Bus Rapid  
Transit

### Roadway

Roadway  
Modernization

Congestion  
Management  
Strategies

New Interchanges

Bridge Connections

## Environment

EV Charging  
Infrastructure

Travel Demand  
Management  
(TDM)

## Regional Data

Regional Modeling/Travel Behavior Inventory

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

# Draft Applications



## Discussion

- Any specific applications or items for discussion?
- Any feedback on AT solicitation funding?
  - Annually or Biannually (on- or off-cycle)

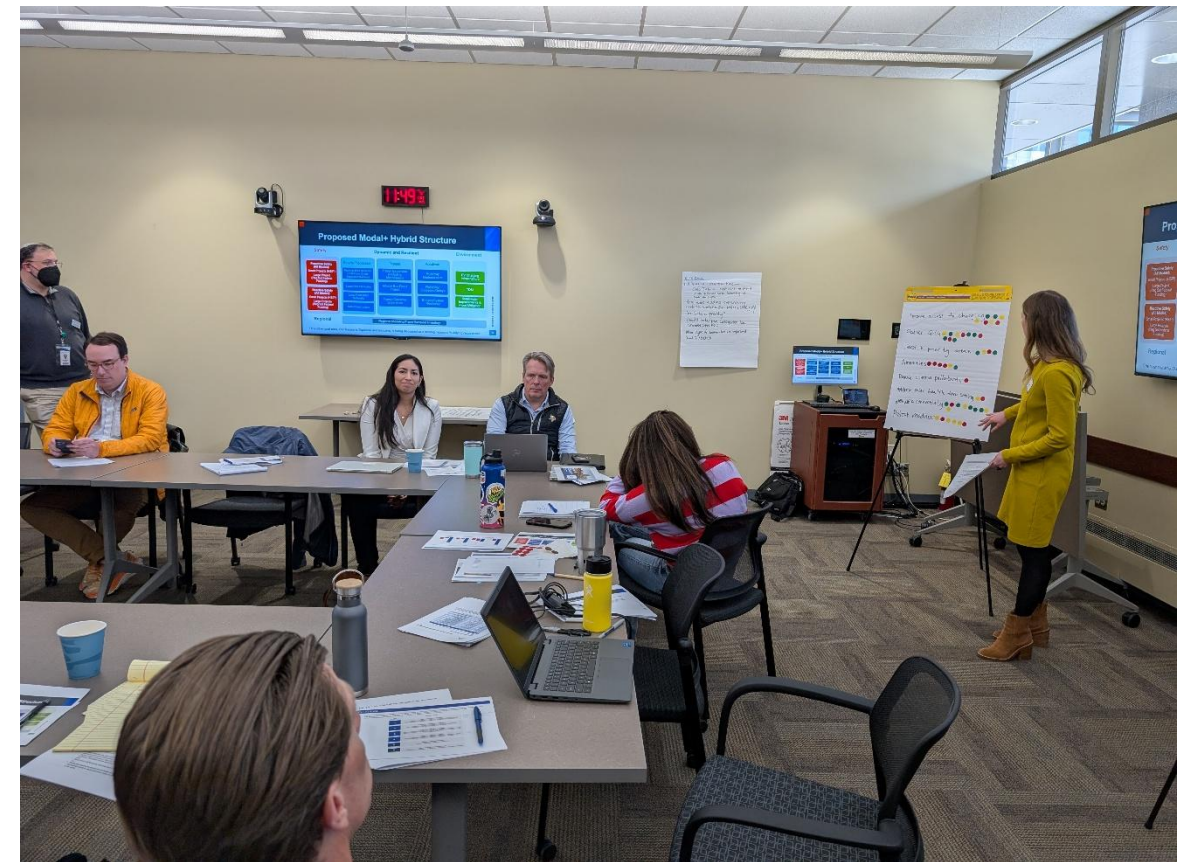
# New GHG Offset Qualifying Requirement

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.

Two main options:

1. TAB “owns” full offset of all funded projects
2. TAB gets a proportionate share of the offsets based on the percentage of the project funded by the region.

*Which of these approaches would this group recommend?*



# Community Considerations Criteria



# Proposed Community Considerations 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



- 20% of points across all application categories
- 5 ratings: Low, Medium-Low, Medium, Medium-High, High
- High ratings only on applications that show full use of best practices
- Annual training for scorers and agency staff to build understanding of measures
- Funding Priority for applications rated High on all measures
  - Substitutes for a separate application category for this goal area
- Built-in scoring checks and balances:
  - Committee needs to agree on funding priority
  - 2-3 Community Considerations scorers per application

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

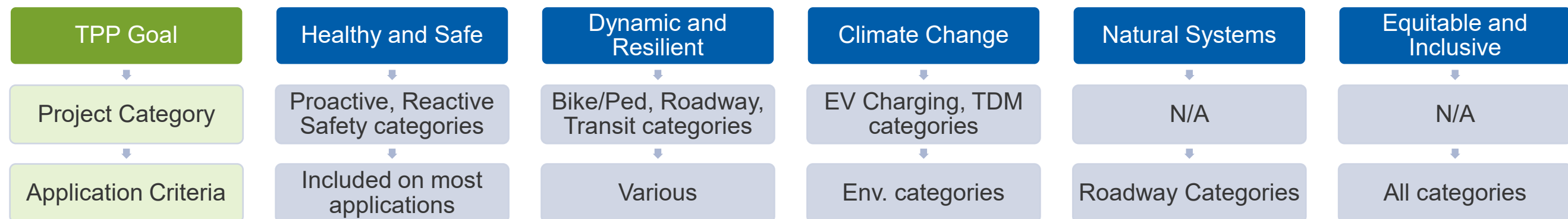
# TPP Goal Alignment



# 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%                         | 30%                            |
| 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> |

# 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

# Proactive Safety

| Criteria and Measures                                                                                                                              | %           |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| <b>1. Connection to Existing Safety Planning Efforts</b><br>Measure A – Connection to existing safety planning efforts                             | 35%         |
| <b>2. Expected System Risk Reduction in Fatal or Serious Injury Crashes</b><br>Measure A – Crash Reduction Factor(s) (CRFs) for proposed project   | 15%         |
| <b>3. 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                | 25%         |
| <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> |

# Reactive Safety

| Criteria and Measures                                                                                                                              | %           |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| <b>1. Expected Reduction in Fatal and Serious Injury Crashes</b><br>Measure A – 5-year crashes reduced (Benefit/Cost ratio)                        | 35%         |
| <b>2. Connection to Existing Safety Planning Efforts</b><br>Measure A – Connection to existing safety planning efforts                             | 20%         |
| <b>3. 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> * Direct connection to legislative requirements                                                                                                                   | 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. Safety*</b>                                               | 30%         |
| Measure A – Safety improvements for people outside of vehicles  |             |
| <b>3. 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><br>Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)                                 | 40%         |
| <b>2. Safety</b><br>Measure A – Connection to existing safety planning efforts<br>Measure B – Safety improvements for people outside of vehicles<br>Measure C – Safe System approach | 30%         |
| <b>3. Freight</b><br>Measure A –Regional Truck Corridor Study tiers                                                                                                                  | 5%          |
| <b>4. Natural Systems Protection and Restoration</b><br>Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc.                                       | 5%          |
| <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> |

# Congestion Management Strategies

| Criteria and Measures                                                                                                                                                                                                            | %    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| <b>1. Anticipated Delay Reduction</b><br>Measure A – Cost effectiveness of delay reduced                                                                                                                                         | 20%  |
| <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 | 25%  |
| <b>3. Safety</b><br>Measure A – Connection to existing safety planning efforts<br>Measure B – Safety improvements for people outside of vehicles<br>Measure C – Safe System approach                                             | 20%  |
| <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 - 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                                                                                             | 15%  |
| <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                      | 20%  |
| <b>3. Safety</b><br>Measure A – Connection to existing safety planning efforts<br>Measure B – Safety improvements for people outside of vehicles<br>Measure C – 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 - 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% |

# 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<br>Measure C – Safe System approach | 20%         |
| <b>4. Freight</b><br>Measure A – 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

## (2028 application)

| 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> |

# Next steps



## Next steps:

1. First Package of Action Items – Oct-Nov
  - Oct TAC Planning (info), Oct F&P, Nov TAC, Nov TAB
  - Public outreach on funding targets begins
2. Policymaker Working Group – November 19
3. Technical Steering Committee (Tentative) – November 25
4. Second Package of Action Items to Release for Public Comment– Nov/Dec
  - Nov TAC Planning (info), Nov F&P, Dec TAC, Dec TAB
  - Public outreach on the entire application package begins
5. Call for projects – Spring 2026
6. Project selection – End of 2026