



# Transportation Advisory Board

**Preview of January Action Items on the Regional Solicitation**  
[metrocouncil.org](http://metrocouncil.org)



December 17, 2025

# Purpose of Today's Meeting

- Review Community Considerations approach
- Provide final feedback before action items



# Action Items

## Previous Actions

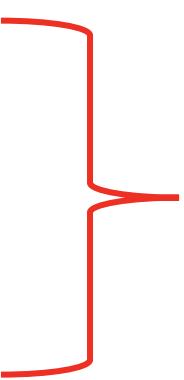
1. Approve application categories
2. Approve minimum/maximum awards
3. Approve category funding targets
4. Approve qualifying requirements



November TAB

## Upcoming Actions

1. Approve application criteria, measures, and scoring guidance
2. Approve score weighting
3. Approve overall solicitation package and release for public comments



January TAB

# Recent Meetings

- **TAC 12/3**
  - Preview of upcoming action items.
  - Discussion about year-round maintenance requirements and Regional Bike Facilities scoring.
  - Proposal by county technical staff to reduce Community Considerations from 20% to 10% of all scores.
- **Transportation Committee 12/8**
- **TAC Planning 12/11**
- **Technical Steering Committee 12/12**

# Community Considerations Criterion



# 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.*

# 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.*

# 3 Proposed Measures



## 1. Community Data and Context

- *Strong applications show a clear, nuanced understanding of the community.*

## 2. Community Need and Future Engagement

- *Strong applications show how community needs were identified and future engagement is planned.*

## 3. Community Benefits

- *Strong applications deliver meaningful benefits to nearby communities and reduce harms.*

### Scoring Details

- 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
- Annual training required for scorers and available to all agency staff

# 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.*

# Feedback this Fall

Sept-Oct Comments	11/19 Policy Working Group	11/25 Technical Steering Committee	12/3 Technical Advisory Committee
Overall support for approach; tweak it but keep the fundamentals	--	--	Concern that applicants will be lumped in the middle
Concerns about community engagement wording and timing	Staff brought major revisions that the group supported	--	--
How should this criterion be weighted across categories (i.e., 20%)?	Mixed feedback; requests input from TSC	Mixed feedback; seek guidance today and from Policymaker Work Group	County technical staff recommended 10% weighting
Will funding priority benefit too many projects?	Mixed feedback; requests input from TSC	Recommendation for additional limits	--

# Topic #1: Scoring Recommendations



## Current Scoring Recommendation

- 20% of points for Community Considerations measures across all application categories

## Considerations

- Four of the Imagine 2050 goal areas have application categories devoted to their implementation. Community Considerations does not have a devoted application category, so its implementation comes in a consistent set of scoring measures used in all application categories.
- Designed so that community driven projects will score higher.
- Goes beyond projects to encourage organizational and systems change.
- Additional Met Council supports for scoring fairness and consistency:
  - Pilot testing and iteration
  - Training for applicants and scorers
  - Scoring committee facilitation and support

# Goal-Based 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: 12/17 Policy Work Group Recs in Red

Criteria and Measures	Proactive	Reactive
Connection to Existing Planning Efforts	30%	20%
Expected Reduction/System Risk Reduction in Fatal or Serious Injury Crashes (5-year)	15%	35%
Fatal and Serious Injury Crash History (10-year)	15%	5%
Improvements for People Outside of Vehicles	25% 20%	25% 20%
Community Considerations	15% 20%	15% 20%
Total	100%	100%

# Topic #2: Community Considerations

## Funding Priority



**Funding Priority** = provide funding to those projects scoring High-High on the Community Considerations measures, and that are not otherwise funded under a proposed funding option

- Substitutes for not having a separate application category for this regional 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 very high community alignment and focus but that might otherwise be small in nature, unable to achieve high scoring under technical 80% of scoring
- No more than one priority project total for the entire solicitation
- No priority project from the Safety categories

# Application Changes and Updates



# Application Review Process

## Criteria, Measures and Score Weighting Development

- **Sep-Oct:** Revisions based on first round of technical review
- **Oct-Nov:** Revisions based on second round of technical review (included TAC and TAB)
- **November 20:** Info items at TAC Funding and Programming
- **December 3:** Info items at TAC
- **December 17:** Info items at TAB
- **December 11:** Full applications released as part of TAC F&P Packet
- **December 18:** Action items at TAC Funding and Programming
- **January 7:** Action items at TAC
- **January 21:** Action items at TAB and release for public comment

# Carsharing and Bikesharing Eligibility

## Safety

### Proactive Safety (All Modes):

Small Projects (HSIP)  
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# Carsharing and Bikesharing Eligibility

Project Cost	Source Funding Eligibility	Application Category Eligibility	Notes
Carsharing expansion infrastructure and related program administration*	Federally eligible, expansion only, operations limited to 3 years of funding	TDM, shown as "local carsharing"	Max award of \$750k, total available \$1.2M (2026), \$2.2M (2028)
Carsharing and bikesharing outreach and marketing	Federally eligible	TDM	Max award of \$750k, total available \$1.2M (2026), \$2.2M (2028)
Bikeshare system planning	Federal and AT Funding eligible	AT Planning	Max award of \$200k, total available \$2M
Bikesharing infrastructure	Federal and AT Funding eligible	TDM and Local Bike application	

\*Carsharing was also funded in the past under the Unique Projects category with a \$4.5M max award, but this is no longer shown as a funding application category.

Question: Does this application and funding eligibility set up adequately cover carsharing and bikesharing? There is not adequate time to develop a new funding application category. However, funding could be set aside this cycle to allow time for a different category to be developed.

# Next steps



## Next steps:

1. Second Round of Info Items
  - TAC – December 3
  - TAC Planning – December 11
  - TAB – December 17
2. Second Package of Action Items to Release for Public Comment – Dec/Jan
  - TAC F&P – December 18
  - TAC - January 7
  - TAB – January 21
3. Public outreach on the entire application package begins – Jan/Feb
4. Committee and Council approval post-public comment – Feb/March/April
5. Call for projects – Spring 2026
6. Project selection – End of 2026

# Criteria Weighting



# Criterion Weighting

## Policymaker Working Group Seeking Feedback

- **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
- **November:** Policymaker Work Group seeks Technical Steering Committee input on Community Considerations weighting
- **December:** Met Council Transportation Committee input on Community Consideration weighting

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Community Considerations	15% 20%	15% 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%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

\* Direct connection to legislative requirements

# Transit Categories

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

# Roadway Categories

Criteria and Measures	Modernization	Congestion Management	New Interchanges	Bridge Connections
Multimodal/Complete Streets Connections	40%	5%	5%	15%
Safety	30%	20%	30%	10%
Freight	5%	5%	5%	5%
Natural Systems Protection and Restoration	5%	10%	10%	5%
Anticipated Delay Reduction		15%	10%	
Regional Priorities		25%	20%	
System Resilience				45%
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%

# Proactive Safety

Criteria and Measures	%
<b>1. Connection to Existing Safety Planning Efforts</b> Measure A – Connection to existing safety planning efforts	30%
<b>2. Expected System Risk Reduction in Fatal or Serious Injury Crashes</b> Measure A – Crash Modification Factor(s) (CMFs) for proposed project	15%
<b>3. Fatal and Serious Injury Crash History</b> Measure A – 10-year crash history of fatal and serious injury crashes	15%
<b>4. Improvements for People Outside of Vehicles</b> Measure A – Project-Based Pedestrian Safety Enhancements and Risk Elements	20%
<b>5. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Needs and Future Engagement Measure C – Community Benefits	20%
<b>Total</b>	100%

# Reactive Safety

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

# Regional Bike Facilities (Federally Funded)

Criteria and Measures	%
<b>1. Regional Bicycle Priorities</b> Measure A – Identified network priorities	30%
<b>2. Connection to Key Destinations</b> Measure A – Connection to key destinations	10%
<b>3. All Ages &amp; Abilities Design</b> Measure A – Facility type Measure B – Design features and roadway crossings	20%
<b>4. Safety</b> Measure A – Connection to existing safety planning efforts Measure B – Safety improvements for people outside of vehicles	20%
<b>5. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Needs and Future Engagement Measure C – Community Benefits	20%
<b>Total</b>	100%

# Local Bike Facilities

## (Active Transportation Regional Sales Tax Funded)

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

# Active Transportation Planning

## (Active Transportation Regional Sales Tax Funded)

Criteria and Measures	%
<b>1. Proposed Project*</b> Measure A – Project identification Measure B – Complete streets planning, design, and construction	50%
<b>2. Safety*</b> Measure A – Safety improvements for people outside of vehicles	30%
<b>3. Community Considerations*</b> Measure A – Community Considerations	20%
<b>Total</b>	100%

\* Direct connection to legislative requirements

# Transit Expansion

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

# Transit Customer Experience

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

# Roadway Modernization

Criteria and Measures	%
<b>1. Multimodal/Complete Streets Connections</b> Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)	40%
<b>2. Safety</b> Measure A – Connection to existing safety planning efforts Measure B – Safety improvements for people outside of vehicles Measure C – Safe System approach	30%
<b>3. Freight</b> Measure A – Connection to Regional Truck Corridor Study tiers	5%
<b>4. Natural Systems Protection and Restoration</b> Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc.	5%
<b>5. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Needs and Future Engagement Measure C – Community Benefits	20%
<b>Total</b>	100%

# Congestion Management Strategies

Criteria and Measures	%
<b>1. Anticipated Delay Reduction</b> Measure A – Cost effectiveness of delay reduced	15%
<b>2. Regional Priorities for Reliability &amp; Excessive Delay</b> Measure A – 2050 TPP map for Reliability Measure B – 2050 TPP map for Excessive Delay Measure C – Intersection Mobility and Safety Study priorities	25%
<b>3. Safety</b> Measure A – Connection to existing safety planning efforts Measure B – Safety improvements for people outside of vehicles Measure C – Safe System approach	20%
<b>4. Multimodal/Complete Streets Connections</b> Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)	10%
<b>5. Freight</b> Measure A - Connection to Regional Truck Corridor Study tiers	5%
<b>6. Natural Systems Protection and Restoration</b> Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc.	5%
<b>7. Community Considerations (3 Measures – see previous applications)</b>	20%
<b>Total</b>	100%

# New Interchanges

Criteria and Measures	%
<b>1. Anticipated Delay Reduction</b> Measure A – Cost effectiveness of delay reduced	10%
<b>2. Regional Priorities for Reliability &amp; Excessive Delay</b> Measure A – 2050 TPP map for Reliability Measure B – 2050 TPP map for Excessive Delay	20%
<b>3. Safety</b> Measure A – Connection to existing safety planning efforts Measure B – Safety improvements for people outside of vehicles Measure C – Safe System approach	30%
<b>4. Multimodal/Complete Streets Connections</b> Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)	10%
<b>5. Freight</b> Measure A - Connection to Regional Truck Corridor Study tiers	5%
<b>6. Natural Systems Protection and Restoration</b> 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> Measure A – Detour length Measure B – Detour impact Measure C – Bridge posting for load restrictions	45%
<b>2. Multimodal/Complete Streets Connections</b> Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)	15%
<b>3. Safety</b> Measure A – Safety improvements for people outside of vehicles	10%
<b>4. Freight</b> Measure A – Connection to Regional Truck Corridor Study tiers	5%
<b>5. Natural Systems Protection and Restoration</b> Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc.	5%
<b>6. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Needs and Future Engagement Measure C – Community Benefits	20%
<b>Total</b>	100%

# Travel Demand Management (TDM)

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