



Technical Advisory Committee

Regional Solicitation Evaluation

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December 3, 2025

Purpose of Today's Meeting

- Discuss recent changes, including to Community Considerations, based on committee input
- Provide final feedback before application details are compiled into action items for TAC F&P in December



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
- December F&P/January TAC and TAB

Recent Updates (1)

- **Funding & Programming 11/20**
 - Preview of upcoming December action items.
 - Discussion about year-round maintenance requirements and Regional Bike Facilities scoring.
 - Discussion about bridge application comments.
- **Safety Special Issue Working Group 11/21**
 - Mixed reaction to reducing the 20% Community Considerations criteria percentage for the two Safety applications.
 - Some discomfort with priority funding, ie potential for funding projects that did not score well on the 80% technical safety measures.
 - Consensus from the group to adjust the score weighting for the Proactive application to provide more weight to the “Fatal and Serious Injury Crash History”.

Recent Updates (2)

- **Technical Steering Committee 11/25**
 - Mixed input on reducing the 20% Community Considerations criteria percentage for the applications.
 - Consensus to just have the year-round maintenance requirements apply to the federal Regional Bike Facilities application and not the Active Transportation Local Bike Facilities application.
 - Updates to Regional Bike Facilities and Bridge Connections applications.
 - Consensus to only have Community Considerations funding priority for 1 project per cycle and no funding priority in the two Safety categories.

Community Considerations Criteria



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.

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.*

Feedback this Fall

Sept-Oct Comments	11/19 Policy Working Group	11/25 Technical Steering Committee
Overall support for approach; tweak it but keep the fundamentals	--	--
Concerns about community engagement wording and timing	No additional changes suggested to major revision	--
How should this criterion be weighted across categories?	Mixed feedback; requests input from TSC	Mixed feedback; upcoming Met Council and Policymaker Work Group discussion
Will funding priority benefit too many projects?	Mixed feedback; requests input from TSC	Recommendation on next slide

Proposed Decision-making Process for Community Considerations Priority Funding



1. Community Considerations scorers are trained, meet to level set expectations and score applications (2 scorers per category)
2. Scoring committee identifies and agrees upon those applications, if any, that score high on all three Community Considerations measures
3. Staff develops funding options based on TAB/TAC input:
 - a. identifies those Community Considerations high-high-high rated applications that are funded under each funding option
 - b. identifies those high-high-high rated applications that fall below the funding line for each funding option.
4. For each option, Community Considerations scoring committee recommends applications to consider for a funding priority with guidance:
 - a. **No more than one priority project total for the entire solicitation**
 - b. **No priority project from the Safety categories**
5. TAB considers and approves a funding option, based on technical input

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 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

Application Review

TAC, Special Issue Working Group Review Oct - Nov

- **Community Considerations:** Measure B was updated to focus on Community Needs and *Future* Engagement.
- **Bridge Connections:** New Measure B: Detour Impact added to System Resiliency criteria. Measure will evaluate impacts of a potential detour without the bridge connection. Safety criteria simplified.
- **Safety:** Score weighting adjustments made in the Proactive Safety application.
- **Regional Bike:** Context Sensitive Design criteria was retitled to All Ages & Abilities Design and scoring updated to better align with TPP.

Bridge Connections

Criteria and Measures	%
1. System Resilience Measure A – Detour length Measure B – Detour impact Measure C – Bridge posting for load restrictions	45%
2. Multimodal/Complete Streets Connections Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)	15%
3. Safety Measure A – Safety improvements for people outside of vehicles	10%
4. Freight Measure A – Connection to Regional Truck Corridor Study tiers	5%
5. Natural Systems Protection and Restoration Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc.	5%
6. Community Considerations Measure A – Community Data and Context Measure B – Community Needs and Future Engagement Measure C – Community Benefits	20%
Total	100%

Bridge Application – New Measure

Measure B. Detour Impact

Describe the anticipated likely impacts to the regional transportation system if the bridge were to close or be restricted in some way (600 words or less). Consider the following when developing your response and provide data or evidence where possible. Note that not all considerations may be applicable to all projects, but please respond to those that are applicable.

- **Number of people directly impacted due to increased travel times.**
- Other impacts to people in vehicles or to users who walk or bike across the bridge.
- Impacts to freight movements.
- Impacts to emergency vehicle response times.
- Connections to local businesses, schools, healthcare, and other key community destinations.

Regional Bike Scoring Discussion

TAC, Special Issue Working Group Review Oct - Nov

- **Regional Bike:** Comments on Identified Network Priorities measure raised concerns about score tiering. Current proposal reflects RBTN's status as the region's priority for bicycle investments.
- Current proposal:
 - 30 Points: RBTN Tier 1 Alignments
 - 25 Points: RBTN Tier 1 Corridor or RBTN Tier 2 Alignment **or Regional Trail**
 - 20 Points: RBTN Tier 2 Corridor
- Regional Trails were originally proposed at 15 points, then moved up to 20 points based on feedback. Some members of the TSC proposed to move it up to 25 points.
- Large overlap between the RBTN and regional trails.
- RBTN Rural Connectors Study in 2026 will analyze the regional trails in the rural parts of the region for inclusion on the RBTN.

Year-Round Maintenance Qualifying Requirement

TAC, Special Issue Working Group Review Oct - Nov

- **Year-round Maintenance:** The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per [*FHWA direction established 8/27/2008 and updated 4/15/2019*](#). More specifically, all bicycle and pedestrian applications must include information on how the requirement to maintain facilities for year-round use will be met. This information may include **either** certifying that the agency will handle snow clearance **or** providing information on the agency's current snow removal policy or practices, such as if property owners or a separate agency are responsible for snow and ice clearance.
- State Requirements: "Ability of a grantee to maintain the active transportation infrastructure following project completion." Interpretation previously discussed at the AT Working Group.
- Some members of the Technical Steering Committee wanted the "Year-round Maintenance" requirement to only apply to the federal funds and not to the Active Transportation funds. Requirement could be phased in next cycle as an option.

Year-Round Maintenance Qualifying Requirement Cont.

2050 TPP Guidance

2050 TPP Action 22F: Establish plans or processes to provide year-round maintenance on all transportation infrastructure. Provide technical assistance to support local maintenance efforts.

USDOT Guidance on ADA: Maintenance

What obligation does a public agency have regarding snow removal in its walkways?

A public agency must maintain its walkways in an accessible condition, with only isolated or temporary interruptions in accessibility. 28 CFR §35.133. Part of this maintenance obligation includes reasonable snow removal efforts. (9-12-06)

What day-to-day maintenance is a public agency responsible for under the ADA?

As part of maintenance operations, public agencies' standards and practices must ensure that the day-to-day operations keep the path of travel on pedestrian facilities open and usable for persons with disabilities, throughout the year. This includes snow removal, as noted above, as well as debris removal, maintenance of accessible pedestrian walkways in work zones, and correction of other disruptions. ADAAG 4.1.1(4). (9-12-06)

Carsharing and Bikesharing Eligibility

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.

Carsharing and Bikessharing 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 bikessharing 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
Bikessharing infrastructure	Federal and AT Funding eligible	TDM + Local Bike application (as part of a larger project)	

*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 bikessharing? 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

Scoring Measures and Weighting Details



Proposed Modal+ Hybrid Structure

Safety

Proactive Safety (All Modes):

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

Reactive Safety (All Modes):

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

Dynamic and Resilient

Bicycle/Pedestrian

Federal Reg Sol Funding

Regional Bike Facilities

Reg Active Transportation Funding

Local Bike Facilities

Local Pedestrian
Facilities

Active Transportation
Planning

Transit

Transit Expansion
(Including
Microtransit)

Transit Customer
Experience

Arterial Bus Rapid
Transit

Roadway

Roadway
Modernization

Congestion
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Environment

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Management
(TDM)

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Proactive Safety

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

Reactive Safety

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

Regional Bike Facilities

(Federally Funded)

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

Local Bike Facilities

(Active Transportation Regional Sales Tax Funded)

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

Local Pedestrian Facilities

(Active Transportation Regional Sales Tax Funded)

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

Active Transportation Planning

(Active Transportation Regional Sales Tax Funded)

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

* Direct connection to legislative requirements

Transit Expansion

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

Transit Customer Experience

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

Roadway Modernization

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

Congestion Management Strategies

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

New Interchanges

Criteria and Measures	%
1. Anticipated Delay Reduction Measure A – Cost effectiveness of delay reduced	15%
2. Regional Priorities for Reliability & Excessive Delay Measure A – 2050 TPP map for Reliability Measure B – 2050 TPP map for Excessive Delay	20%
3. Safety Measure A – Connection to existing safety planning efforts Measure B – Safety improvements for people outside of vehicles Measure C – Safe System approach	30%
4. Multimodal/Complete Streets Connections Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)	5%
5. Freight Measure A - Connection to Regional Truck Corridor Study tiers	5%
6. Natural Systems Protection and Restoration Measure A - Flood mitigation, stormwater treatment, other environmental benefits, etc.	5%
7. Community Considerations (3 Measures – see previously applications)	20%
Total	100%

Travel Demand Management (TDM)

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