

INTRODUCTION: REGIONAL SOLICITATION FOR TRANSPORTATION PROJECTS

The Regional Solicitation, including Active Transportation Solicitation, is a project selection process to award federal and regional transportation funding to projects that meet regional transportation needs. The Regional Solicitation process is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The Regional Solicitation for federal funding program and related rules and requirements are established by the U.S. Department of Transportation (USDOT) and administered locally through collaboration with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Minnesota Department of Transportation (MnDOT). The Active Transportation Solicitation for regional sales tax funding program and related rules and requirements are established by the Minnesota Legislature and Transportation Advisory Board (TAB).

The online application can be accessed at: <https://metro council.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Applying-for-Regional-Solicitation-funds.aspx>

Federal Program Overview

As authorized by the most recent federal surface transportation funding act, the Infrastructure Investment and Jobs Act (IIJA), projects will be selected for funding as part of four federal programs: Surface Transportation Block Grant Program (STBGP), the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, and the Carbon Reduction Program (CRP). It is assumed that federal funding will continue to be available in 2030 and 2031, but these funding years are outside of the expiration of IIJA. Funding levels, programs, and eligibility may change with a new federal surface transportation program, and the Regional Solicitation will need to adjust accordingly.

Active Transportation Regional Sales Tax Overview

In 2023, the Minnesota Legislature approved a [new regional sales tax](#) for the seven-county region to support various transportation improvements. A portion of this new sales tax was established to provide a dedicated funding source to be distributed by TAB for active transportation investments in the region. This new source of funding is expected to provide \$20 million to \$24 million annually for active transportation initiatives. A [working group](#) of TAB and technical members was established to provide policy recommendations for the 2026 Solicitation. The legislation includes the following criteria and prioritization of projects that are required to be considered and included in the solicitation:

1. The project's inclusion in a municipal or regional nonmotorized transportation system plan.
2. The extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design and construction.
3. The extent to which the project supports connections between communities and to key destinations within a community.
4. Identified barriers or deficiencies in the nonmotorized transportation system.
5. Identified safety or health benefits.
6. Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning.
7. The ability of a grantee to maintain the active transportation infrastructure following project completion.

Changes for the 2026 Funding Cycle

The Regional Solicitation process was redesigned following the 2024 funding cycle as part of a two-year effort called the [Regional Solicitation Evaluation](#). The evaluation examined every aspect of the Solicitation process to closely align funding decisions to the policy direction in [Imagine 2050](#) and the [2050 Transportation Policy Plan \(TPP\)](#). The evaluation included 25 listening sessions across the region, public outreach and surveys, policy and technical work groups, including over 100 technical stakeholders as part of seven special issue working groups. For the 2026 cycle, this process resulted in new investment areas, as well as in the integration of application categories to award regional active transportation sales tax funding to eligible projects.

Regional Solicitation Structure

The Regional Solicitation investment areas are structured around Imagine 2050 goals. Application categories and other project selection processes are connected to regional policy in the 2050 Transportation Policy Plan. This structure creates a basis for establishing funding availability by investment areas and application categories, funding targets, and minimum and maximum project awards by category.

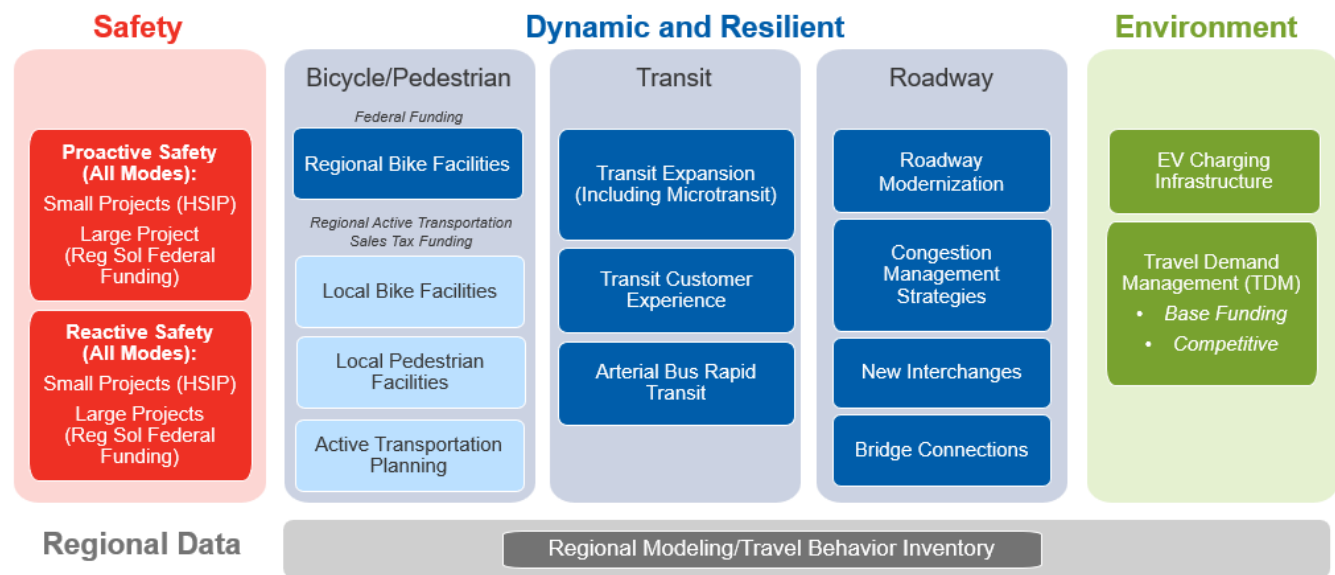
Investment Areas

As depicted in Figure 1, the investment areas are grouped into three of the five regional goals outlined in Imagine 2050:

1. Our communities are healthy and safe
2. Our region is dynamic and resilient
3. We lead on addressing climate change

Each of these investment areas include separate application categories as shown in Figure 1. Applicants for the Regional Solicitation will select the appropriate application category for their proposed projects based on the guidance for each application category. For instance, a roadway reconstruction project that includes a new sidewalk would apply under the Roadway Modernization application category because that category is intended to fund roadway projects that include multimodal elements. While sidewalks are eligible under the Local Pedestrian Facilities category, that category is not intended to fund general improvements to the roadway. If the project sponsor wants to only submit the sidewalk portion of the project, then Local Pedestrian Facilities would be the appropriate application category. The same project elements can only be submitted and scored in one application category. If an applicant submits a project in the incorrect application category, the application may be disqualified. It is advised that applicants contact RegionalSolicitationSupport@metc.state.mn.us prior to submission if there are any questions about which application category is the most appropriate for their project.

Figure 1: Investment Areas and Application Categories



The goal area, Our Region is Equitable and Inclusive, is a scoring criterion called Community Considerations.

Connection to the Regional Policy

One of the main updates to the 2026 Regional Solicitation process is the development of new application categories and evaluation criteria to align with the 2050 Transportation Policy Plan (TPP). The TPP is the region's long-range transportation plan, which was developed to meet federal requirements, reflect regional goals, and implement the transportation objectives and policies established in Imagine 2050, the regional development guide. It is useful to understand the intent behind both Imagine 2050 and the 2050 TPP to ensure that all projects funded through the Regional Solicitation meet these regional goals. These funds are intended to implement the region's transportation plan.

Table 1 illustrates the primary goals, objectives, and policies that link each Regional Solicitation application category to regional policy. Each category may address additional goals, objectives, and policies through the inclusion of additional evaluation criteria. There were two goal areas out of the five in Imagine 2050 that area not reflected as investment areas in Table 1. The goal of "Our region is equitable and inclusive" is not reflected as an investment area or application category but instead is incorporated as a scoring criterion for every application category. The goal "We protect and restore natural systems" is also reflected as a scoring criterion (only in the Roadway Modernization, Congestion Management Strategies, New Interchanges, and Bridge Connections applications) and is not an investment area or application category. These approaches may be revisited in the 2028 funding cycle pending any federal eligibility and program changes with a new federal surface transportation bill.

Projects funded through the Regional Solicitation do not need to be specifically named in the TPP because they must prove consistency with regional goals and policies when they pass the qualifying review step of the Regional Solicitation process. In addition, the scoring measures directly connect to the 2050 TPP so projects are more likely to be funded if they advance the 2050 TPP. Regionally significant projects (e.g., arterial bus rapid transit or new interchanges) may be amended into the TPP after selection if they are not already listed in the document.

Table 1: Regional Solicitation Connection to Regional Policy

Investment Areas	Imagine 2050 Primary Goal	Primary TPP Objectives or Policies
Proactive Safety Reactive Safety	Our communities are healthy and safe	• Work to eliminate fatalities and serious injuries from traffic crashes and incidents on the transportation system by 2050 using the Safe System Approach. • Emphasize and prioritize the safety of people outside of vehicles in the transportation right-of-way.
Regional Bicycle Facilities Local Bicycle Facilities, Local Pedestrian Facilities Active Transportation Planning	Our region is dynamic and resilient Our communities are healthy and safe	• People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability. • People do not die or face life-changing injuries when using any form of transportation. • People can increase physical activity with more opportunities to walk, roll, or bike.
Transit Expansion Transit Customer Experience	Our region is dynamic and resilient	• People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability. • People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays.
Roadway Modernization	Our region is dynamic and resilient Our communities are healthy and safe	• People do not die or face life-changing injuries when using any form of transportation. • People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability. • People and businesses can rely on predictable and cost-effective movement of freight and goods. • The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).

Investment Areas	Imagine 2050 Primary Goal	Primary TPP Objectives or Policies
Congestion Management Strategies New Interchanges	Our region is dynamic and resilient Our communities are healthy and safe	• People do not die or face life-changing injuries when using any form of transportation. • People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays. • People and businesses can rely on predictable and cost-effective movement of freight and goods. • The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).
Bridge Connections	Our region is dynamic and resilient Our communities are healthy and safe	• People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions. • People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability. • People do not die or face life-changing injuries when using any form of transportation. • People and businesses can rely on predictable and cost-effective movement of freight and goods. • The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).
EV Charging Infrastructure (2028)	We lead on addressing climate change	• The region's transportation system minimizes its greenhouse gas emissions. • People have more reliable access to zero emissions vehicle infrastructure.
Travel Demand Management (TDM)	We lead on addressing climate change	• The region's transportation system minimizes its greenhouse gas emissions. • By 2050, the region reduces vehicle miles traveled by 20 percent per capita below 2019 levels. • Use travel demand management (TDM) to plan, fund, and promote multimodal travel options and alternatives to driving alone.

Other Project Selection Processes

There are several project types that are selected with these funds in processes different than using an application to score and rank projects. Information may still be collected on these categories to contribute to evaluation results and there may still be rules applied to these categories, such as minimum and maximum awards.

- **Arterial bus rapid transit** projects are selected for funding by the Transportation Advisory Board (TAB) based on regional planning processes that evaluate and prioritize similar projects from a single applicant, Metro Transit. Metro Transit regularly updates their evaluation of [arterial bus rapid transit priorities](#) (approximately every 5 years) and presents the priorities to TAB for review and comment. These priorities are also formalized in the TPP through an amendment. The evaluation process includes robust community engagement and stakeholder input and coordination. Metro Transit will provide a recommended arterial bus rapid transit line to TAB for consideration and final selection that will also include requested performance metrics such as anticipated new transit ridership.
- **Travel demand management (TDM) base funding** is a funding amount established to sustain a base-level of funding for ongoing TDM activities delivered by a set of regional TDM partners that include Commuter Programs and transportation management organizations (TMOs). These partners have a long history of providing valuable TDM services in key regional markets and sustaining the program is an important foundational component of being able to expand to new markets through the TDM application category. The TDM base funding will be evaluated by Council staff and TDM stakeholders with every Regional Solicitation. Commuter Programs and the TMOs will submit a workplan for each two-year funding cycle that will be vetted by the Regional TDM Program Manager through the regional TDM advisory process. A recommendation will then be provided to TAB for their consideration and final selection.
- **Regional Model and Travel Behavior Inventory (TBI)** is funded to support the data needs of project implementation for local and regional projects. This funding ties directly to the TPP's overarching policy to "maintain a robust and current set of data, maps, plans, processes, and applications to support regional transportation planning." The program is evaluated every 10 years to establish a funding program recommendation from TAB in partnership with commitments from MnDOT and Met Council to provide transportation planning funds. The Council will submit a workplan and funding request for each two-year funding cycle that will be vetted by the Regional Travel Forecasting Committee. A recommendation will then be provided to TAB prior for their consideration and final selection.
- **Community Considerations Funding Priority:** Projects receiving a High score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each cycle that was not otherwise selected for funding will be recommended for full funding in either the Dynamic and Resilient or Environment investment areas and their application categories.

These project selection processes can be reviewed and changed to accommodate new approaches every two years with adoption of the Regional Solicitation, at the discretion of TAB and the Met Council.

Funding Availability and Targets and Minimum and Maximum Project Awards

A total of approximately \$240 million in federal funds is anticipated to be available in this solicitation for program years 2030 and 2031. As shown in Table 2, funding targets have been approved by TAB to give applicants an understanding of the general funding levels based on historic funding levels. TAB reserves the right to adjust these funding levels depending on the amount and quality of projects submitted, especially as this is the first Regional Solicitation under a new structure. It is expected that funding options will be discussed by TAB that are both above and below the target funding levels.

Table 2: Federal Funding Targets

Investment Areas/ Application Categories	Funding Target	Percent of Total
Safety (two application categories)	\$29 million	12%
Bicycle/Pedestrian (one application category)	\$34 million	14%
Transit (two application categories)	\$58 million	24%
Roadway (four application categories)	\$106 million	44%
Environment (two application categories)	\$14 million	6%
Total Federal Funding	\$240 million	100%

Amounts shown assume that some level of over programming will occur beyond \$240M, but TAB will determine the exact amount as part of project selection. Included in this overprogramming will be the approximately \$1.5 million for regional modeling and the travel behavior inventory. In addition, project selection for the EV Charging application category (under Environment) will not occur until the 2028 funding cycle, closer to project implementation.

In addition, TAB approved a target of \$50 million in regional active transportation sales tax funding to be awarded to projects in the Local Bicycle Facilities, Local Pedestrian Facilities, and Active Transportation categories. TAB maintains its discretion on project selection to ensure regional balance is attained for selected Active Transportation Solicitation projects. Two million of this \$50 million is targeted for Active Transportation Planning.

Table 3: Active Transportation Funding Targets

Investment Areas/ Application Categories	Funding Target	Percent of Total
Local Bicycle and Pedestrian Projects (two application categories)	\$48 million	96%
Active Transportation Planning (one application category)	\$2 million	4%
Total Active Transportation Funding	\$50 million	100%

Table 4 shows the minimum and maximum awards by application category.

Table 4: Regional Solicitation Application Category Minimums and Maximums

Investment Areas/ Application Categories	Minimum Funding Award	Maximum Funding Award
Safety		
Proactive Safety	\$2,000,000	\$7,000,000
Reactive Safety	\$2,000,000	\$7,000,000
Roadway		
Congestion Management Strategies	\$1,000,000	\$10,000,000
New Interchanges	\$1,000,000	\$20,000,000
Roadway Modernization	\$1,000,000	\$10,000,000
Bridge Connections	\$1,000,000	\$7,000,000
Transit		
Transit Expansion	\$500,000	\$10,000,000
Transit Customer Experience	\$500,000	\$10,000,000
Bicycle/Pedestrian		
Regional Bike Facilities	\$1,000,000	\$5,500,000
Local Bike Facilities (Regional Funding)	\$150,000	\$3,500,000

Local Pedestrian Facilities (Regional Funding)	\$150,000	\$2,500,000
Active Transportation Planning (Regional Funding)	N/A	\$200,000
Environment		
Electric Vehicle Charging Infrastructure (Selection in 2028)	\$500,000	\$2,000,000
Travel Demand Management (Competitive)	\$100,000	\$750,000

Table 5 shows the additional funding allocated to arterial bus rapid transit, travel demand management and the Travel Behavior Inventory as described in the Other Project Selection Processes section above.

Table 5: Additional Funding Amounts

Project Funding	Expected Funding Amount
Arterial Bus Rapid Transit	\$30,000,000 minimum
Travel Demand Management Base Funding	\$5,800,000
Regional Travel Behavior Inventory	\$1,500,000

Definitions, examples, and scoring overviews of each of the application categories are included at the end of this document.

General Process and Rules

Application Process

1. Projects may apply for Highway Safety Improvement Program (HSIP) funding in addition to the Regional Solicitation and Active Transportation Solicitation. However, applicants may not submit the same project for multiple categories within the Regional Solicitation and Active Transportation Solicitation. Instead, applicants should select the application category that best aligns with the primary objectives of the project. Each project submitted should be unique and not have overlapping project elements with another project submitted by the same agency. Projects can only be awarded funds from one of the three programs (i.e., HSIP, Regional Solicitation, and Active Transportation) for the same or overlapping project elements.
2. The applicant must complete the qualifying requirements forms to show that the project meets all the qualifying requirements of the appropriate application category to be eligible to be scored and ranked against other projects.
3. The applicant must respond directly to each scoring measure for its application to be scored and receive points. Projects are scored based on how well the response meets the requirements of the measures and, in some cases, how well the responses compare to those of other qualified applications in the same project application category.
4. Project applicants may “bundle” two or more projects together, but they must either be:
 - Projects located along the same corridor or travelshed (e.g., filling multiple trail gaps along a trail corridor or projects at stops/stations along a transit route)
 - Similar improvements within a defined neighborhood or downtown area (e.g., adding benches along the sidewalks in a downtown area, improving curb ramps across a corridor/small area)

The bundling of independent projects that are not related to one another as described above is not allowed. For eligible bundled projects, when scoring in multiple locations, an average will be used for geographically based measures. Applicants are encouraged to contact Joe Barbeau at Joseph.barbeau@metc.state.mn.us if they have questions regarding project bundling.

Scoring and Project Selection

1. Scoring committees made up of members of the [TAC Funding and Programming Committee](#) and other technical staff will evaluate the applications and prepare a ranked list of projects for each application category based on a total score of all the measures. The committee will forward the ranked list of projects with funding options to [TAB Technical Advisory Committee](#) (TAC) and the [Transportation Advisory Board](#) (TAB). TAB may develop its own funding options as well. TAB will then approve a list of projects, and the Metropolitan Council will concur with the Regional Solicitation projects. TAB later recommends the Regional Solicitation projects as part of the region's draft [Transportation Improvement Program](#) and the Metropolitan Council approves it.
2. Scoring committees should use a tiebreaker to sort the ranking of two or more projects with the same score (all scores in each measure will be rounded to the nearest whole number). For the 2026 Regional Solicitation, ties will be broken within application categories by favoring the higher-scoring project in the highest-weighted criterion. If that score is tied, the tiebreaker will move down to the next-highest-weighted criterion until there is no tie. In any instance in which a tied score is between two projects with the same sponsor in the same application category, that sponsor can select which project is ranked higher.
3. Scoring committees have the option to recommend a deviation from the approved scoring guidance if a rationale for the deviation is provided to the TAC Funding and Programming Committee for its consideration.
4. Applicants will have an opportunity to appeal scores on their submittals only at a TAC Funding and Programming Committee meeting. Scoring appeals are limited to quantitative errors or mistakes. The scores given on qualitative responses cannot be appealed.
5. TAB will not fund more than one project in the same application category that is immediately adjacent to another submitted project on the same corridor (only applies to two separate applications selected in the same solicitation). For example, an applicant cannot break up the project into two separate applications to increase its funding award in the same solicitation cycle.
6. A map of the selected projects will be distributed to the Minnesota Indian Affairs Council (MIAC) so that project sponsors will have ample time to coordinate on projects that potentially impact culturally sensitive land. Additional coordination between the MPO and Tribal Nations is occurring in other areas of the MPO's work.
7. At least one project will be funded from each of the five eligible [functional classifications](#): Minor arterial augmenters, connectors, expanders, and relievers, as well as other principal arterials (i.e., non-freeway facilities).
8. Within the Transit modal sub-category, there is an Arterial Bus Rapid Transit category, which will be funded for a minimum of \$30 million. TAB may choose to allocate more than the minimum for that category, in which case the additional funding will come from other Transit application categories. There is also a New Market guarantee to ensure that at least one Transit Expansion or Modernization project is funded that serves areas outside of Transit Market Area 1 and 2 from the Transportation Policy Plan for at least one end of the project.

Funding Schedule

1. Most projects selected to receive federal funding through this solicitation will be programmed in the regional [Transportation Improvement Program](#) (TIP) in program years 2030 and 2031. There may be a small amount of federal funding in earlier years that will also become available. The Active Transportation funds do not need to be programmed into the TIP, as these projects do not receive federal funding. Active Transportation projects may be initiated in years 2027, 2028, and 2029.
2. **A project will be removed from the program if it does not meet its program year.** The program year aligns with the state fiscal year. For example, if the project is programmed for 2030 in the TIP, the project program year begins July 1, 2029, and ends June 30, 2030. Most projects selected from this solicitation will be programmed in fiscal year 2030 and 2031. The [Regional Program Year Policy](#) outlines the process to request a one-time program year extension.

Cost and Funding

1. The fundable amount of a project is based on the original submittal. The Transportation Advisory Board (TAB) must approve any significant change in the scope or cost of an approved project as described in TAB's [Scope Change Policy](#).
2. For all projects, sponsors must incur the cost of the project prior to repayment. Costs become eligible for reimbursement only after a project has been approved by MnDOT State-Aid and the appropriate USDOT modal agency. For Active Transportation regional sales tax funded projects, project costs are eligible for reimbursement only after the project has been approved by Met Council grants staff.

Roadway Lane Expansion or New Interchange Requirements

1. Projects on the Minnesota trunk highway system that have a total cost (including design and engineering and right-of-way costs) greater than \$15 million and are either new interchange projects or add 2,500 feet of lane miles or more are required to perform a transportation greenhouse gas emissions impact assessment per [MN Statute 161.178](#). This law requires a greenhouse gas impact assessment of the project and development of an offset plan before inclusion in the TIP. The assessment and offset plan will need to be reviewed by the Metropolitan Council and Transportation Greenhouse Gas Emissions Impact Assessment Technical Advisory Committee. The Minnesota Commissioner of Transportation will approve the project to be included in the TIP. Contact [Maurice Roers](#) at MnDOT for more information.
2. Prior to Regional Solicitation application submittal, project proposers will need to determine project emissions impacts and identify vehicle miles traveled (VMT) and emissions offsets. Then, TAB will add in offsets generated from other selected Regional Solicitation and Active Transportation projects. The combined local and regional offsets will form the basis of the total offset plan to be reviewed by the Metropolitan Council and certified by MnDOT and its Technical Advisory Committee at least 90 days prior to the project entering the draft TIP. Project sponsors are encouraged to contact Met Council and MnDOT staff several months before the Regional Solicitation application deadline.
3. Roadway lane expansion projects on any system (city, county, or MnDOT) of greater than one mile are required to follow the [Congestion Management Process \(CMP\) Handbook process](#) for identifying potential congestion solutions and submit materials to Metropolitan Council staff prior to the application deadline. For the 2026 Solicitation, the Metropolitan Council has an on-call consultant who can assist applicants with going through the CMP Handbook. Contact [Steve Peterson](#) at the Met Council for more information.

Transit Projects

1. Applicants for transit projects should be aware of the schedule and associated time lag for receiving federal funds for transit vehicle and transit operating projects. Applicants are encouraged to contact [Heather Giesel](#) at the Metropolitan Council for more details on selecting a preferred program year as part of the application given this time lag.
2. Transit projects will be given an opportunity to have their ridership projections reviewed by Metropolitan Council staff prior to submittal to determine whether the scoring methodology is sound. Any applicant wanting to have an optional review should submit draft ridership information to the [Bradley Bobbitt](#) two weeks prior to the application deadline.

Project Schedule

Milestone	Date
Council approves release of Regional Solicitation	April 22, 2026
Training Opportunities	April 24, 2026 – May 6, 2026
Online Applications available	May 7, 2026 at 9 a.m.
Application Deadline	June 25, 2026 at 4 p.m.
Scoring Committees Meet	Summer 2026
Scoring Appeals Deadline	Fall 2026
TAB Selection of Projects	Winter 2026

Technical Assistance Contacts

Table 6 provides contacts for technical assistance in providing necessary data to address various prioritizing criteria. Before contacting any technical expert below, please use existing local sources. Local experts in many cases are the appropriate contact for much of the data needed to respond to measures. In some instances, it may take five or more workdays to provide the requested data. Please request data as soon as possible.

For general questions, please contact RegionalSolicitationSupport@metc.state.mn.us. This email is staffed Monday through Friday from 7 a.m. to 5 p.m.

Need special accommodations?

To request special accommodation for submitting Regional Solicitation applications, please email RegionalSolicitationSupport@metc.state.mn.us.

Application Overviews

After Table 6, overviews of each application category included in the 2026 Regional Solicitation and Active Transportation Solicitation are provided. These overviews include definitions, examples, and scoring overviews of each application category.

Table 6. Technical Assistance Contacts

Subject	Name	Agency	Email	Phone Number
General – Regional Solicitation	Bethany Brandt-Sargent	Met Council	Bethany.brandt-sargent@metc.state.mn.us	651-602-1725
General – Active Transportation	Joe Widing	Met Council	Joseph.widing@metc.state.mn.us	651-602-1822
TIP Descriptions	Joe Barbeau	Met Council	Joseph.barbeau@metc.state.mn.us	(651) 602-1705
Synchro	Kevin Sommers	MnDOT	Kevin.sommers@state.mn.us	(651) 234-7844
Crashes	Cherzon Riley	MnDOT	Cherzon.riley@state.mn.us	(612) 322-1080
Trunk Highway Traffic Signals	Derek Lahrke	MnDOT	Derek.lehrke@state.mn.us	(651) 234-7819
State Aid Standards	Colleen Brown	MnDOT	Colleen.brown@state.mn.us	(651) 234-7779
Bikeway/Walkway Standards	Molly McCormick	MnDOT	Molly.mccormick@state.mn.us	(651) 234-7793
Interchange Approvals	Steve Peterson	Met Council	rSteven.peterson@metc.state.mn.us	(651) 234-7795
Safe Routes to School	Dave Cowan	MnDOT	Dave.cowan@state.mn.us	(651) 366-4180
Regional Bicycle Transportation Network and Bicycle Barriers	Jed Hanson	Met Council	Jed.hanson@metc.state.mn.us	(651) 602-1748
Community Considerations	Amy Vennewitz	Met Council	Amy.vennewitz@metc.state.mn.us	(651) 602-1058
Demographics by TAZ	Dennis Farmer	Met Council	Dennis.farmer@metc.state.mn.us	(651) 602-1552
Transit Ridership	Bradley Bobbitt	Met Council	Bradley.bobbitt@metc.state.mn.us	(651) 602-1724
Transit Funding Timeline	Heather Giesel	Met Council	Heather.giesel@metc.state.mn.us	(651) 602-1715
Emissions Data, including GHG/VMT	Tony Fischer	Met Council	Tony.fischer@metc.state.mn.us	(651) 602-1703
MnDOT Greenhouse Gas Technical Committee	Maurice Roers	MnDOT	Maurice.Roers@state.mn.us	651-366-5005
Intersection Mobility and Safety Study	Steve Peterson	Met Council	Steven.peterson@metc.state.mn.us	(651) 602-1819
Regional Truck Highway Corridor Study	Steve Peterson	Met Council	Steven.peterson@metc.state.mn.us	(651) 602-1887
Congestion Management Process	Steve Peterson	Met Council	Steven.peterson@metc.state.mn.us	(651) 602-1887
Travel Demand Management	Wendy Duren	Met Council	Wendy.duren@metc.state.mn.us	(651) 602-1701
MnDOT Support Letter	Jennifer Wiltgen	MnDOT	Jennifer.wiltgen@state.mn.us	(651) 234-7789

PROACTIVE SAFETY

Prioritizing Criteria and Measures

2050 TPP Goal: Our communities are healthy and safe

2050 TPP Objectives or Policies:

- Work to eliminate fatalities and serious injuries from traffic crashes and incidents on the transportation system by 2050 using the Safe System Approach.
- Emphasize and prioritize the safety of people outside of vehicles in the transportation right-of-way.

Category Definition: The Proactive Safety application category seeks to fund projects that reduce fatalities and serious injuries, as well as increase safety and comfort of people outside of vehicles by focusing on locations with a high severe crash risk that may not have a documented severe crash history.

Scoring

Criteria and Measures	%
1. Connection to Existing Safety Planning Efforts	30
Measure A – Connection to existing safety planning efforts	30
2. Expected System Risk Reduction in Fatal or Serious Injury Crashes	15
Measure A – Crash Modification Factor (CMF)	15
3. Fatal and Serious Injury Crash History	15
Measure A – 10-year crash history of fatal and serious injury crashes	15
4. Improvements for People Outside of Vehicles	25
Measure A – Project-based pedestrian safety enhancements and risk elements	25
5. Community Considerations	15
Measure A – Community data and context	5
Measure B – Community need and future engagement	5
Measure C – Community benefits	5
Total	100

Examples of Eligible Projects

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- New intersection controls (e.g., roundabouts, reduced conflict intersections (RCIs), J-turns, refer to [*FHWA's Proven Safety Countermeasures*](#) for additional information)
- Intersection modifications (e.g., pavement messages, stop bars, lighting)
- Separated bicycle or pedestrian facilities (e.g., trails, shared use paths, walkways)
- Pedestrian crossing treatments (e.g., curb extensions, bump-outs, pedestrian countdown timers, pedestrian refuge islands and medians, raised crossings, rectangular rapid flashing beacons (RRFBs))
- Roadway reconstruction or reconfiguration that focuses on safety improvements (e.g., adding turn lanes, adding medians, adding bypass lanes or bypass lane conversions, changing intersection control, etc.)
- Road diets, lane modifications or turn lanes (e.g., 3 to 2-lane conversions, lane narrowing, bypass lane conversion, turn lane modifications, etc.)
- Segment safety improvements (e.g., rumble strips, wider striping (6"), embedded wet reflective striping, cable median barrier, delineation for sharp curves (chevrons), new guardrail (not replacement), shoulder widening, safety edge, friction treatments, lighting)
- Sight distance improvements (e.g. lighting, turn lane modification, intersection modification, etc.)
- Access management changes (e.g. frontage roads or access removals)

REACTIVE SAFETY

Prioritizing Criteria and Measures

2050 TPP Goal: Our communities are healthy and safe

2050 TPP Objectives or Policies:

- Work to eliminate fatalities and serious injuries from traffic crashes and incidents on the transportation system by 2050 using the [Safe System Approach](#).
- Emphasize and prioritize the safety of people outside of vehicles in the transportation right-of-way.

Category Definition: The Reactive Safety application category seeks to fund projects that reduce fatalities and serious injuries, as well as increase safety and comfort for people outside of vehicles by focusing on locations with a high documented severe crash history.

Scoring

Criteria and Measures	%
1. Expected Reduction in Fatal and Serious Injury Crashes	35
Measure A – Crashes reduced (Benefit/Cost ratio)	35
2. Connection to Existing Safety Planning Efforts	20
Measure A – Connection to existing safety planning efforts	20
3. Fatal and Serious Injury Crash History	5
Measure A – 10-year crash history of fatal and serious injury crashes	5
4. Improvements for People Outside of Vehicles	25
Measure A – Project-based pedestrian safety enhancements and risk elements	25
5. Community Considerations	15
Measure A – Community data and context	5
Measure B – Community need and future engagement	5
Measure C – Community benefits	5
Total	100

Examples of Eligible Projects

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- New intersection controls (e.g., roundabouts, reduced conflict intersections (RCIs), J-turns, refer to [FHWA's Proven Safety Countermeasures](#) for additional information)
- Intersection modifications (e.g., pavement messages, stop bars, lighting)
- New or modernized grade separations/interchanges that are driven by a safety need
- Separated bicycle or pedestrian facilities
- Pedestrian crossing treatments (e.g., curb extensions (bump-outs), pedestrian countdown timers, pedestrian refuge islands and raised medians, rectangular rapid flashing beacons (RRFBs))
- Roadway reconstruction or reconfiguration that focuses on safety improvements (e.g., adding turn lanes, adding medians, adding bypass lanes or bypass lane conversions, changing intersection control, etc.)
- Road diets, lane modifications or turn lanes (e.g., 3 to 2-lane conversions, lane narrowing, bypass lane conversion, turn lane modifications, etc.)
- Segment safety improvements (e.g., rumble strips, wider striping (6"), embedded wet reflective striping, cable median barrier, delineation for sharp curves (chevrons), new guardrail (not replacement), shoulder widening, safety edge, friction treatments, lighting)
- Sight distance improvements (e.g. lighting, turn lane modification, intersection modification, etc.)
- Access management changes (e.g. frontage roads or access removals)

REGIONAL BICYCLE FACILITIES

Prioritizing Criteria and Measures

2050 TPP Goal: Our region is dynamic and resilient

2050 TPP Objectives or Policies:

- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Category Definition: The Regional Bicycle Facilities application category is intended to fund construction of and improvements to the regional bicycle system, and projects must either build out the Regional Bicycle Transportation Network (RBTN), address barriers identified in the Regional Bicycle Barrier Study (RBBS), or construct regional trails identified in the Regional Parks and Trails System Plan.

Scoring

Criteria and Measures	%
1. Regional Bicycle Priorities	30
Measure A – Identified network priorities	30
2. Connection to Key Destinations	10
Measure A – Connection to key destinations	10
3. All Ages & Abilities Design	20
Measure A – Facility type	10
Measure B – Design features and roadway crossings	10
4. Safety	20
Measure A – Connection to existing safety planning efforts	5
Measure B – Safety improvements for people outside of vehicles	15
5. Community Considerations	20
Measure A – Community data and context	6.7
Measure B – Community need and future engagement	6.7
Measure C – Community benefits	6.7
Total	100

Examples of Eligible Projects

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Multiuse trails
- Bicycle or multiuse trail facility bridges or underpasses
- Dedicated on- or off-street bicycle facilities, including separated or protected bikeways
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

LOCAL BICYCLE FACILITIES

Prioritizing Criteria and Measures

2050 TPP Goal: Our region is dynamic and resilient

2050 TPP Objectives or Policies:

- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Category Definition: The Local Bicycle Facilities application category is intended to fund construction of and improvements to bicycle facilities that are identified in a local or regional plan. Projects may be identified as Regional Bicycle Transportation Network alignments or Regional Trails or may be local in nature. *This category is funded with regional active transportation sales tax funding.*

Scoring

Criteria and Measures	%
1. Complete Streets	5
Measure A – Complete streets planning, design, and construction	5
2. Connection to Key Destinations	30
Measure A – Connection to key destinations	20
Measure B – Connection to K-12 Schools	5
Measure C – Active transportation demand	5
3. Identified Gaps, Barriers, or Deficiencies	25
Measure A – Gaps, barriers, or deficiencies addressed	25
4. Safety	20
Measure A – Connection to existing safety planning efforts	5
Measure B – Safety improvements for people outside of vehicles	15
5. Community Considerations	20
Measure A – Community data and context	6.7
Measure B – Community need and future engagement	6.7
Measure C – Community benefits	6.7
Total	100

Selected projects in this category will be funded through the regional active transportation sales tax, and as such, project selection must be based on:

1. Project's inclusion in a municipal or regional nonmotorized transportation system plan (see qualifying requirements).
2. Extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction (see criterion 1).
3. Extent to which the project supports connections between communities and to key destinations within a community (see criterion 2).
4. Identified barriers or deficiencies in the nonmotorized transportation system (see criterion 3).
5. Identified safety or health benefits (see criterion 4).
6. Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning (see criterion 5; project selection will also consider geographic equity).
7. Ability of a grantee to maintain the active transportation infrastructure following project completion (see qualifying requirements).

The qualifying and scoring criteria for this category are designed to address these seven state requirements.

Examples of Eligible Projects

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Multiuse trails or shared-use paths
- On-street or separated bicycle facilities
- At-grade or grade-separated bicycle crossing improvements or connections
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a corridor
- Bikesharing infrastructure
- Elements that support bicycling (such as bike rack installation, bicycle repair stations, benches, wayfinding, etc.) may be included as part of a construction project, but are not eligible as standalone projects

LOCAL PEDESTRIAN FACILITIES

Prioritizing Criteria and Measures

2050 TPP Goal: Our region is dynamic and resilient

2050 TPP Objectives or Policies:

- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Category Definition: The Local Pedestrian Facilities application category is intended to fund construction of and improvements to pedestrian-focused facilities that improve mobility, safety or accessibility for pedestrians in local communities. *This category is funded with regional active transportation sales tax funding.*

Scoring

Criteria and Measures	%
1. Complete Streets	5
Measure A – Complete streets planning, design, and construction	5
2. Connection to Key Destinations	30
Measure A – Connection to key destinations	20
Measure B – Connection to K-12 Schools	5
Measure C – Active transportation demand	5
3. Identified Gaps, Barriers, or Deficiencies	25
Measure A – Gaps, barriers, or deficiencies addressed	25
4. Safety	20
Measure A – Connection to existing safety planning efforts	5
Measure B – Safety improvements for people outside of vehicles	15
5. Community Considerations	20
Measure A – Community data and context	6.7
Measure B – Community need and future engagement	6.7
Measure C – Community benefits	6.7
Total	100

Selected projects in this category will be funded through the Regional Active Transportation Sales Tax, and as such, project selection must be based on:

1. Project's inclusion in a municipal or regional nonmotorized transportation system plan (see qualifying requirements).
2. Extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction (see criterion 1).
3. Extent to which the project supports connections between communities and to key destinations within a community (see criterion 2).
4. Identified barriers or deficiencies in the nonmotorized transportation system (see criterion 3).
5. Identified safety or health benefits (see criterion 4).
6. Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning (see criterion 5; project selection will also consider geographic equity).
7. Ability of a grantee to maintain the active transportation infrastructure following project completion (see qualifying requirements).

The qualifying and scoring criteria for this category are designed to address these requirements.

Examples of Eligible Projects

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Sidewalk construction (single corridor or areawide improvements)
- At-grade pedestrian crossing improvements
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a corridor
- ADA improvements
- Streetscape improvements that encourage walking

ACTIVE TRANSPORTATION PLANNING

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Category Definition: The Active Transportation Planning application category intends to help communities establish plans to identify and prioritize future investments in active transportation and ensure eligibility for future active transportation infrastructure funding. *This category is funded with regional active transportation sales tax funding.*

Scoring

Criteria and Measures	%
1. Proposed Planning Effort	50
Measure A – Project identification (including connection to key destinations; gaps, barriers, or deficiencies addressed)	40
Measure B – Complete streets planning, design, and construction	10
2. Safety	30
Measure A – Safety improvements for people outside of vehicles	30
3. Community Considerations	20
Measure A – Community Considerations	
Total	100

Selected projects in this category will be funded through the Regional Active Transportation Sales Tax, and as such, project selection must be based on:

1. Project's inclusion in a municipal or regional nonmotorized transportation system plan (see qualifying requirements).
2. Extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction (see criterion 1B).
3. Extent to which the project supports connections between communities and to key destinations within a community (see criterion 1A).
4. Identified barriers or deficiencies in the nonmotorized transportation system (see criterion 1A).
5. Identified safety or health benefits (see criterion 2).
6. Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning (see criterion 3; project selection will also consider geographic equity).
7. Ability of a grantee to maintain the active transportation infrastructure following project completion (see qualifying requirements).

The qualifying and scoring criteria for this category are designed to identify planning projects that will address these requirements.

Examples of Eligible Projects

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Active transportation plans
- Pedestrian system plans
- Bicycle system plans
- Safe Routes to School plans
- Comprehensive planning support
- Small area/neighborhood active transportation plans
- Other systems-level plans related to active transportation

TRANSIT EXPANSION

Prioritizing Criteria and Measures

2050 TPP Goal: Our region is dynamic and resilient

2050 TPP Objectives or Policies:

- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays.

Category Definition: The Transit Expansion category seeks to fund new/expanded transit services or facilities with expanded service with the intent of attracting new riders to the system or improving transit coverage with expanded geographic coverage or service at new times of the day or week.

Scoring

Criteria and Measures	%
1. Service/Facility Provided Must be Effective for Transit Market Area	30
Measure A – Transit Market Area Alignment	10
Measure B – Regional Transit Performance Guidelines	20
2. New Ridership	20
Measure A – New annual riders	20
3. New Coverage	10
Measure A – New service hours by population within service area	10
4. Connection to Key Destinations	10
Measure A – Connection to key destinations	10
5. Transit Needs-based Determination	10
Measure A – Demographic and roadway delay/reliability data	10
6. Community Considerations	20
Measure A – Community data and context	6.7
Measure B – Community need and future engagement	6.7
Measure C – Community benefits	6.7
Total	100

Examples of Eligible Projects

- New or expanded transit service, including microtransit and fixed-route service
- Expansion to existing transit centers or customer facilities that are associated with an expected service expansion (expanded transit centers or customer facilities not associated with an expected service expansion should apply in the Transit Customer Experience category)
- New or expanded park-and-rides with a service expansion
- New or expanded transitway facilities, including highway bus rapid transit (BRT), dedicated BRT, light rail transit, and modern streetcar (e.g., new lines, new stations, extended lines, expanded stations)

TRANSIT CUSTOMER EXPERIENCE

Prioritizing Criteria and Measures

2050 TPP Goal: Our region is dynamic and resilient

2050 TPP Objectives or Policies:

- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.

Category Definition: The Transit Customer Experience application category seeks to fund projects that make transit more attractive to existing riders by offering faster and more reliable travel times between destinations or improving the customer experience. The transit projects in this category do not expand transit service.

Scoring

Criteria and Measures	%
1. Ridership Affected	20
Measure A – Total existing annual riders	20
2. Transit Service	15
Measure A – Travel times and/or reliability of existing transit service	15
3. Access to Transit Facilities	15
Measure A – Multimodal connections and ADA accessibility	15
4. Safety and Security	15
Measure A – Safety and security for transit riders and people accessing transit facilities	15
5. Customer Comfort and Ease of Use	15
Measure A – Comfort for transit riders and overall ease of use of the transit system	15
6. Community Considerations	20
Measure A – Community data and context	6.7
Measure B – Community need and future engagement	6.7
Measure C – Community benefits	6.7
Total	100

Examples of Eligible Projects

- Improved transit centers or passenger facilities (e.g., security, lighting, multimodal access at or within 500 feet of a transit facility with a direct connection to the transit facility) with no expansion of transit service
- New transit centers or customer facilities
- New or expanded park-and-rides without a service expansion
- Technology and fare system upgrades
- Projects that improve travel time or reliability of existing transit service

ROADWAY MODERNIZATION

Prioritizing Criteria and Measures

2050 TPP Goal: Our region is dynamic and resilient

2050 TPP Objectives or Policies:

- People do not die or face life-changing injuries when using any form of transportation.
- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.
- The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).

Category Definition: The Roadway Modernization application category seeks to fund projects that implement a complete streets approach in policy, planning, operations and maintenance of roads; emphasize and prioritize the safety of people outside vehicles in the transportation right-of-way; and plan for and invest in first/last mile freight connections between major freight generators and the regional highway system.

Scoring

Criteria and Measures	%
1. Multimodal/Complete Streets Connections	40
Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)	40
2. Safety	30
Measure A – Connection to existing safety planning efforts	10
Measure B – Safety improvements for people outside of vehicles	10
Measure C – Safe System approach	10
3. Freight	5
Measure A – Regional Truck Corridor Study tiers	5
4. Natural Systems Protection and Restoration	5
Measure A – Flood mitigation, stormwater treatment, other environmental benefits, etc.	5
5. Community Considerations	20
Measure A – Community data and context	6.7
Measure B – Community need and future engagement	6.7
Measure C – Community benefits	6.7
Total	100

Examples of Eligible Projects

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Roadway reconstructions that add new or upgrade existing multimodal elements, such as bicycle facilities, new or improved sidewalks, and transit facilities
- Roadway reconstructions that add raised medians, frontage roads, shoulders, access modifications, or other safety improvements
- Roadway reconstructions that reduce the likelihood of flooding, reduce impervious surface areas, and increase the existing tree canopy
- Roadway reallocation or lane conversions, such as four- to three-lane conversions
- Existing interchange reconstructions/modernizations
- New alignments that maintain the same number of lanes as the previous alignment

CONGESTION MANAGEMENT STRATEGIES

Prioritizing Criteria and Measures

2050 TPP Goal: Our region is dynamic and resilient

2050 TPP Objectives or Policies:

- People do not die or face life-changing injuries when using any form of transportation.
- People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.
- The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).

Category Definition: The Congestion Management Strategies application category is intended to fund projects that increase reliability and minimize excessive delay for people and freight and provide transportation options on roadway corridors with delay and travel time reliability issues.

Scoring

Criteria and Measures	%
1. Anticipated Delay Reduction	15
Measure A – Cost effectiveness of delay reduced	15
2. Regional Priorities for Reliability and Excessive Delay	25
Measure A – 2050 TPP map for Reliability	10
Measure B – 2050 TPP map for Excessive Delay	10
Measure C – Intersection Mobility and Safety Study priorities	5
3. Safety	20
Measure A – Connection to existing safety planning efforts	10
Measure B – Safety improvements for people outside of vehicles	5
Measure C – Safe System approach	5
4. Multimodal/Complete Streets Connections	10
Measure A – New or improved multimodal connections (bicycle, pedestrian, transit, or TDM elements)	10
5. Freight	5
Measure A – Regional Truck Corridor Study tiers	5
6. Natural Systems Protection and Restoration	5
Measure A – Flood mitigation, stormwater treatment, other environmental benefits, etc.	5
7. Community Considerations	20
Measure A – Community data and context	6.7
Measure B – Community need and future engagement	6.7
Measure C – Community benefits	6.7
Total	100

Examples of Eligible Projects

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Traffic operations improvements/Intelligent Transportation Systems (ITS)
- At-grade intersection improvements focused on improving reliability and minimizing excessive vehicle delay
- Expansion of existing interchanges with an increased number of through lanes
- New interchange or new interchange ramp movements on an existing system
- New roadways
- New through lanes
- New roadway bridges, overpasses, and underpasses

Note:

New State Law: Projects located on the Minnesota trunk highway system that have a total construction cost (including design and engineering and right-of-way costs) greater than \$15 million and are either new interchange projects or add 2,500 feet of lane miles or more are required to perform a transportation greenhouse gas emissions impact assessment per MN Statutes 161.178¹. This law requires a greenhouse gas impact assessment of the project and development of an offset plan before inclusion in the Transportation Improvement Program (TIP). The assessment and offset plan will need to be reviewed by the Metropolitan Council and Transportation Greenhouse Gas Emissions Impact Assessment Technical Advisory Committee. The Minnesota Commissioner of Transportation will approve the project to be included in the TIP.

Prior to Regional Solicitation application submittal, project proposers will need to determine project emissions impacts and identify vehicle miles traveled (VMT) and emissions offsets. Then, TAB will add in offsets generated from other selected Regional Solicitation and Active Transportation projects. The combined local and regional offsets will form the basis of the total offset plan to be reviewed by the Metropolitan Council and certified by MnDOT and its Technical Advisory Committee at least 90 days prior to the project entering the draft TIP. Project sponsors are encouraged to contact Met Council and MnDOT staff several months before the Regional Solicitation application deadline.

Congestion Management Process (CMP): Roadway lane expansion projects of greater than one mile are required to follow the CMP Handbook process for identifying potential congestion solutions and submit materials to Metropolitan Council staff prior to the application deadline. For the 2026 Regional Solicitation, the Metropolitan Council has an on-call consultant who can assist applicants with going through the CMP Handbook.

¹ Resource: [Sec. 161.178 MN Statutes](#)
[Transportation Greenhouse Gas Emissions Legislation - Sustainability and Public Health - MnDOT](#)

NEW INTERCHANGES

Prioritizing Criteria and Measures

2050 TPP Goal: Our region is dynamic and resilient

2050 TPP Objectives or Policies:

- People do not die or face life-changing injuries when using any form of transportation.
- People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.
- The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).

Category Definition: The New Interchanges application category is intended to fund projects that increase reliability and minimize excessive delay for people and freight and reduce severe and fatal crashes by grade separating opposing travel movements.

Scoring

Criteria and Measures	%
1. Anticipated Delay Reduction	10
Measure A – Cost effectiveness of delay reduced	10
2. Regional Priorities for Reliability & Excessive Delay	20
Measure A – 2050 TPP map for reliability	10
Measure B – 2050 TPP map for excessive delay	10
3. Safety	30
Measure A – Connection to existing safety planning efforts	10
Measure B – Safety improvements for people outside of vehicles	10
Measure C – Safe System approach	10
4. Multimodal/Complete Streets Connections	10
Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)	10
5. Freight	5
Measure A – Regional Truck Corridor Study tiers	5
6. Natural Systems Protection and Restoration	5
Measure A – Flood mitigation, stormwater treatment, other environmental benefits, etc.	5
7. Community Considerations	20
Measure A – Community data and context	6.7
Measure B – Community need and future engagement	6.7
Measure C – Community benefits	6.7
Total	100

Examples of Eligible Projects

- New interchanges, including converting an at-grade intersection to a grade-separated one or constructing an interchange where no intersection currently exists
- New hybrid interchanges where only some movements are grade separated

Note:

New State Law: Projects located on the Minnesota trunk highway system that have a total cost (including design and engineering and right-of-way costs) greater than \$15 million and are either new interchange projects or add 2,500 feet of lane miles or more are required to perform a transportation greenhouse gas emissions impact assessment per MN Statutes 161.1782. This law requires a greenhouse gas impact assessment of the project and development of an offset plan before inclusion in the Transportation Improvement Program (TIP). The assessment and offset plan will need to be reviewed by the Metropolitan Council and Transportation Greenhouse Gas Emissions Impact Assessment Technical Advisory Committee. The Minnesota Commissioner of Transportation will approve the project to be included in the TIP.

Prior to Regional Solicitation application submittal, project proposers will need to determine project emissions impacts and identify vehicle miles traveled (VMT) and emissions offsets. Then, TAB will add in offsets generated from other selected Regional Solicitation and Active Transportation projects. The combined local and regional offsets will form the basis of the total offset plan to be reviewed by the Metropolitan Council and certified by MnDOT and its Technical Advisory Committee at least 90 days prior to the project entering the draft TIP. Project sponsors are encouraged to contact Met Council and MnDOT staff several months before the Regional Solicitation application deadline.

² Resource: [Sec. 161.178 MN Statutes](#)
[Transportation Greenhouse Gas Emissions Legislation - Sustainability and Public Health - MnDOT](#)

BRIDGE CONNECTIONS

Prioritizing Criteria and Measures

2050 TPP Goal: Our region is dynamic and resilient

2050 TPP Policies or Objectives:

- People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.
- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.
- The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).

Category Definition: The Bridge Connections application category is intended to fund bridge projects that increase system resilience by maintaining connections, implement a complete streets approach, encourage natural resource protection, and incorporate safety features. The bridge must be 20 feet or longer (using *Structure Length* from the Inventory Report) and must have a Local Planning Index (LPI) of less than 60 OR a National Bridge Inventory (NBI) Rating of 3 or less for either Deck Geometry, Approach Roadway, or Waterway Adequacy as reported in the most recent [Minnesota Structure Inventory Report](#).

Scoring

Criteria and Measures	%
1. System Resilience	45
Measure A – Detour length	15
Measure B – Detour impact	15
Measure C – Bridge posting for load restrictions	15
2. Multimodal/Complete Streets Connections	15
Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)	15
3. Safety	10
Measure A – Safety improvements for people outside of vehicles	10
4. Freight	5
Measure A – Regional Truck Corridor Study tiers	5
5. Natural Systems Protection and Restoration	5
Measure A – Flood mitigation, stormwater treatment, or other environmental benefits, etc.	5
6. Community Considerations	20
Measure A – Community data and context	6.7
Measure B – Community need and future engagement	6.7
Measure C – Community benefits	6.7
Total	100

Examples of Eligible Projects

- Existing bridge rehabilitation
- Existing bridge replacement
- Rail, transit-only, and pedestrian/bike-only bridges are not eligible in this category

TRAVEL DEMAND MANAGEMENT (TDM)

Prioritizing Criteria and Measures

2050 TPP Goal: We lead on addressing climate change

2050 TPP Objectives or Policies:

- The region's transportation system minimizes its greenhouse gas emissions.
- By 2050, the region reduces vehicle miles traveled by 20 percent per capita below 2019 levels.
- Use travel demand management (TDM) to plan, fund, and promote multimodal travel options and alternatives to driving alone.

Category Definition: The Travel Demand Management (TDM) application category seeks to fund projects that reduce trips, emissions and single occupancy vehicle usage, as well as support access to services and sustainable travel choices for regional commuters and residents. TDM projects should focus on connecting people to their places of employment and/or other activities and influence longer-term individual travel behavior mode choices that support an efficient use of the transportation system. Base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit Commuter Programs are not part of this application process.

Scoring

Criteria and Measures	%
1. Vehicle Miles Traveled (VMT) Reduction	30
Measure A – Average weekday users and miles shifted to non-single occupancy vehicle travel or trip reduction	30
2. Connections to Jobs, Educations, and Opportunity	25
Measure A – Connections to jobs, education, and other opportunities	25
3. Project Effectiveness Evaluation	20
Measure A – Plan and methods to evaluate project outcomes	20
4. Innovation	5
Measure A – Completely new, new to the region, or serving new communities	5
5. Community Considerations	20
Measure A – Community data and context	6.7
Measure B – Community need and future engagement	6.7
Measure C – Community benefits	6.7
Total	100

Examples of Eligible Projects

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council's TDM program manager, [Wendy Duren](#).

- Shared mobility program promotion
- Telework & flexible work schedules
- Parking reduction management
- TDM ordinance & plan development
- Technology for TDM integration
- Traveler incentive programs
- Local bikesharing infrastructure, marketing, and promotion
- Local carsharing infrastructure, marketing, and promotion
- Support, programming, and promotion of carpooling
- Support and promotion of vanpooling