

# Policymaker Working Group

Regional Solicitation Evaluation

[metro council.org](https://metro council.org)



December 17, 2025



# Purpose of Today's Meeting


Need input today:

- Recommend Community Considerations weighting
- Provide final feedback on outstanding issues:
  - Regional Trails
  - Winter Maintenance
  - Carsharing/ Bikes sharing

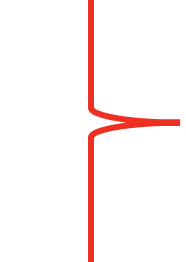


# Action Items

## Previous Actions

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

## Upcoming Actions

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

# Recent Updates (1)

- **Technical Steering Committee 11/25**

- Consensus to conduct Active Transportation sales-tax solicitation biennially off-cycle (2026, then 2027, 2029, etc.).
- Mixed input on reducing the 20% Community Considerations criteria percentage for the applications.
- Proposal 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.
- Proposed 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.



# Recent Updates (1)

- **TAC 12/3**
  - Preview of upcoming December action items.
  - Discussion about year-round maintenance requirements and Regional Bike Facilities scoring.
  - Proposal to reduce Community Considerations to 10% of all scores.
- **Transportation Committee 12/8**
  - Supportive of maintaining 20% Community Considerations weighting.
- **Technical Steering Committee 12/12**
  - Mixed input on reducing the 20% Community Considerations criteria percentage for the applications. Half the group wanted to maintain the 20% and the other half wanted to reduce to 15% for all categories except Safety which they wanted to reduce to 10%.
  - General support for simplified cost estimates.
  - Some support for RBTN scoring Option 2 (as currently reflected in applications).
  - Some concern about year-round maintenance requirement on smaller agencies.



# Community Considerations Criterion





# Regional Direction



## Imagine 2050 + TPP Goal of Equity & Inclusion

- One of five regional goals: Equitable and inclusive region
- Regional Equity Framework:
  - People-centered, data-driven decision-making approach
  - Prioritized engagement with overburdened communities
  - Benefits to communities that go beyond harm mitigation

*Equity is at the core of our regional vision—every decision should improve outcomes for historically excluded communities.*



# 3 Proposed Measures



## 1. Community Data and Context

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

## 2. Community Need and Future Engagement

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

## 3. Community Benefits

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

## Scoring Details

- 5 ratings: Low, Medium-Low, Medium, Medium-High, High ratings, on 3 measures
- High ratings are a high bar - only those applications documenting full use of best practices
- Annual training required for scorers and available to all agency staff



# Feedback this Fall

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

# Topic #1: Scoring Recommendations

## Current Scoring Recommendation

- 20% of points for Community Considerations measures across all application categories
- Support shown by the Met Council's Transportation Committee on 12/8

## Considerations

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





# Goal-Based Structure

## Safety

### Proactive Safety (All Modes):

Small Projects (HSIP)

Large Project  
(Reg Sol Federal  
Funding)

### Reactive Safety (All Modes):

Small Projects (HSIP)

Large Projects  
(Reg Sol Federal  
Funding)

## Dynamic and Resilient

### Bicycle/Pedestrian

*Federal Reg Sol Funding*

Regional Bike Facilities

*Reg Active Transportation Funding*

Local Bike Facilities

Local Pedestrian  
Facilities

Active Transportation  
Planning

### Transit

Transit Expansion  
(Including  
Microtransit)

Transit Customer  
Experience

Arterial Bus Rapid  
Transit

### Roadway

Roadway  
Modernization

Congestion  
Management  
Strategies

New Interchanges

Bridge Connections

## Environment

EV Charging  
Infrastructure

Travel Demand  
Management  
(TDM)

- *Base Funding*
- *Competitive*

## 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.

# Topic #2: Community Considerations

## Funding Priority



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

- Substitutes for not having a separate application category for this regional Goal
- Very difficult to achieve; Community Considerations scoring committee (includes all scorers) will agree and recommend
- Substitutes for bonus points as used in previous Solicitation design
- Meant to reward projects with very high community alignment and focus but that might otherwise be small in nature, unable to achieve high scoring under technical 80% of scoring
- No more than one priority project total for the entire solicitation
- No priority project from the Safety categories



# Application Changes and Updates



# Application Review Process

## Criteria, Measures and Score Weighting Development

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



# Application Review

## 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.

	Option 1	Option 2
30 points	RBTN Tier 1 Alignments	RBTN Tier 1 Alignments
25 points	RBTN Tier 1 Corridors, RBTN Tier 2 Alignments	RBTN Tier 1 Corridors, RBTN Tier 2 Alignments, <b>Regional Trail</b>
20 points	RBTN Tier 2 Corridors, <b>Regional Trail</b>	RBTN Tier 2 Corridors

- Large overlap between the RBTN and regional trails.
- Option 2 is currently shown in the draft applications with the note that it will be revisited once the RBTN Rural Connectors Study is completed. This effort will analyze the regional trails in the rural parts of the region for inclusion on the RBTN.

# Federal Funds

- **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\*](#). Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project 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, such as if property owners or a separate agency is responsible for snow and ice clearance.



# Active Transportation Funds

- 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\*](#). 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, such as if property owners or a separate agency is responsible for snow and ice clearance.*
- AT Work Group affirmed that they consider these requirements to apply to locally funded projects, so no major change suggested at this time.
- State Requirements: "Ability of a grantee to maintain the active transportation infrastructure following project completion."

# Year-Round Maintenance Qualifying Requirements 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  
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## Dynamic and Resilient

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Transit Expansion  
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Transit Customer  
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### Roadway

Roadway  
Modernization

Congestion  
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New Interchanges

Bridge Connections

## Environment

EV Charging  
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(TDM)

- *Base Funding*
- *Competitive*

## Regional Data

Regional Modeling/Travel Behavior Inventory

# 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



# Reference Material: Criteria Weighting





# Goal-Based Structure

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# Safety Categories

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



# Bicycle/Pedestrian Categories

Criteria and Measures	Regional Bike	Local Bike	Local Ped	AT Planning
Regional Bicycle Priorities	30%			
Connection to Key Destinations*	10%	30%	30%	
All Ages & Abilities Design	20%			
Safety*	20%	20%	20%	30%
Complete Streets*		5%	5%	
Identified Gaps, Barriers, or Deficiencies*		25%	25%	
Proposed Project Description				50%
Community Considerations*	20%	20%	20%	20%
Total	100%	100%	100%	100%

\* Direct connection to legislative requirements

# Transit Categories

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



# Roadway Categories

Criteria and Measures	Modernization	Congestion Management	New Interchanges	Bridge Connections
Multimodal/Complete Streets Connections	40%	10%	10%	15%
Safety	30%	20%	30%	10%
Freight	5%	5%	5%	5%
Natural Systems Protection and Restoration	5%	5%	5%	5%
Anticipated Delay Reduction		15%	10%	
Regional Priorities for Reliability & Excessive Delay		25%	20%	
System Resilience				45%
Community Considerations	20%	20%	20%	20%
Total	100%	100%	100%	100%

# Environment Categories

Criteria and Measures	TDM
Vehicle Miles Traveled (VMT) Reduction	30%
Connection to Jobs, Educations, and Opportunity/Destinations	25%
Project Effectiveness Evaluation	20%
Innovation	5%
Community Considerations	20%
Total	100%



# Proactive Safety

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

# Reactive Safety

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

# Regional Bike Facilities

## (Federally Funded)

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



# Local Bike Facilities

## (Active Transportation Regional Sales Tax Funded)

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

# Local Pedestrian Facilities

## (Active Transportation Regional Sales Tax Funded)

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

# Active Transportation Planning

## (Active Transportation Regional Sales Tax Funded)

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

\* Direct connection to legislative requirements



# Transit Expansion

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

# Transit Customer Experience

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

# Roadway Modernization

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



# Congestion Management Strategies

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

# New Interchanges

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

# Bridge Connections

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



# Travel Demand Management (TDM)

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