



Technical Steering Committee

Regional Solicitation Evaluation

metro council.org



November 25, 2025

Purpose of Today's Meeting

- Review and discuss changes to applications
- Provide feedback on Community Considerations criteria
- Provide final feedback before application details are compiled in action items for TAC F&P in December



Recent Updates

- **Technical Steering Committee 10/28**
 - Recommendation to conduct Active Transportation sales-tax solicitation biennially off-cycle (2026, then 2027, 2029, etc.).
 - Discussion of Community Considerations criterion, but no recommendations.
- **TAC 11/5**
 - Recommended the 6 action items.
 - Expressed concerns about there being no maximum award amount for Arterial BRT and the potential loss of funds to transit, roadway or bike/ pedestrian funding categories.
 - Recommend the minimum/maximum action item (2025-33) with some edits compared to the recommendation originally forwarded by the Policymaker Working Group.

Recent Updates (2)

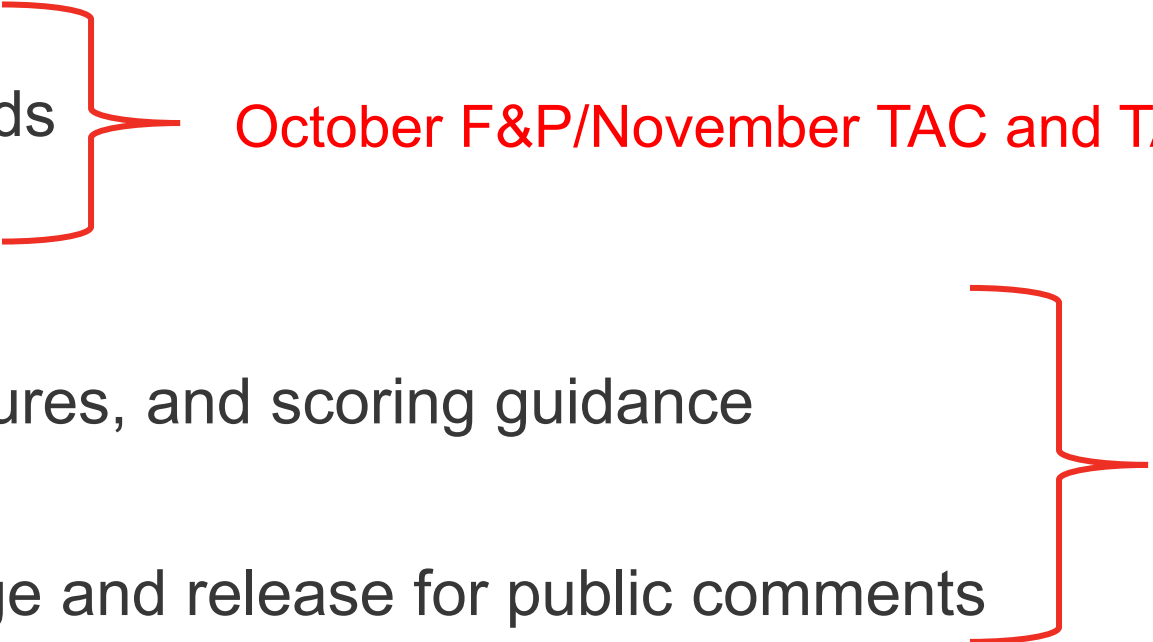
- **Policymaker Working Group 11/19:**
 - Discussion about Arterial BRT target and amended recommendation to provide more flexibility.
 - Robust discussion about Community Considerations criteria.
 - Request for technical feedback on Community Considerations weighting and funding priority.
- **TAB 11/19**
 - Approved the 6 action items (application categories, min/max awards, funding targets for both Regional Solicitation and Active Transportation).
 - Reverted to the original Policymaker Working Group language for an Arterial BRT min of \$30M with any additional funding coming out of the transit funding target.
 - Discussion about regional carsharing and how it fits into the solicitation.
 - Discussion about raising the funding target for the TDM category.

Recent Updates (3)

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

Future Action Items

Proposed Actions

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



Application Review Process

Criteria, Measures and Score Weighting Development

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

Application Review

TAC, Special Issue Working Group Review Oct - Nov

- **Community Considerations:** Measure B was updated to focus on Community Needs and *Future* Engagement.
- **Bridge Connections:** New Measure B: Detour Impact added to System Resiliency criteria. Measure will evaluate impacts of a potential detour without the bridge connection. Safety criteria simplified to only have one measure of safety improvements for people outside of vehicles.
- **Safety:** Score weighting adjustments made in the Proactive Safety application.
- **Regional Bike:** Context Sensitive Design criteria was retitled to All Ages & Abilities Design and scoring updated to better align with TPP.
- **Roadway Modernization and Safety Projects:** Peak hour and off peak hour travel time savings information will be an optional data input if available. Information is not a scoring metric but will be used when evaluating future funding scenarios for TAB.

Bridge Connections

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

Bridge Application – New Measure

Measure B. Detour Impact

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

- Impacts to people in vehicles or to users who walk or bike across the bridge.
- Impacts to freight movements.
- Impacts to congestion and increased travel times due to detour length and traffic volumes.
- Impacts to emergency vehicle response times.
- Connections to local businesses, schools, healthcare, and other key community destinations.
- Number of people or jobs immediately impacted by the change in travel patterns.

Proactive Safety

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

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.
- Current proposal:
 - 30 Points: RBTN Tier 1 Alignments
 - 25 Points: RBTN Tier 1 Corridor or RBTN Tier 2 Alignment
 - 20 Points: RBTN Tier 2 Corridor or Regional Trail

Application Review Cont.

TAC, Special Issue Working Group Review Oct - Nov

- **All Applications:** Measures that appear in multiple applications were streamlined to align with functionality of the new online grant program. This includes safety measures in safety, bike/ped and roadway applications and freight, natural systems and multimodal/complete streets connections in roadway applications.

Application Review Cont.

TAC, Special Issue Working Group Review Oct - Nov

- **Year-round Maintenance:** The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per [*FHWA direction established 8/27/2008 and updated 4/15/2019*](#). More specifically, all bicycle and pedestrian applications must include information on how the requirement to maintain facilities for year-round use will be met. This information may include **either** certifying that the agency will handle snow clearance **or** providing information on the agency's current snow removal policy or practices, such as if property owners or a separate agency are responsible for snow and ice clearance.
- State Requirements: "Ability of a grantee to maintain the active transportation infrastructure following project completion."

Carsharing and Bikesharing Eligibility

Safety

Proactive Safety (All Modes):

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

Reactive Safety (All Modes):

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

Dynamic and Resilient

Bicycle/Pedestrian

Federal Reg Sol Funding

Regional Bike Facilities

Reg Active Transportation Funding

Local Bike Facilities

Local Pedestrian
Facilities

Active Transportation
Planning

Transit

Transit Expansion
(Including
Microtransit)

Transit Customer
Experience

Arterial Bus Rapid
Transit

Roadway

Roadway
Modernization

Congestion
Management
Strategies

New Interchanges

Bridge Connections

Environment

EV Charging
Infrastructure

Travel Demand
Management
(TDM)

Regional Data

Regional Modeling/Travel Behavior Inventory

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

Carsharing and Bikessharing Eligibility

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

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

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

Project Eligibility

Federal vs. Local funds

Proposed Rule:

- In the 2026 solicitation, projects may apply for Highway Safety Improvement Program (HSIP) funding in addition to the Regional Solicitation/Active Transportation Solicitations. However, applicants **may not** submit the same project for multiple categories within the Regional Solicitation/Active Transportation Solicitations. 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. This rule may be revisited for future solicitation cycles.

The intent of this rule is to prevent agencies from “flooding the system” and also to prevent using sales tax funding as local match for federal projects.

Any comments or feedback on this proposed rule?

Community Considerations Criteria



Regional Direction



Imagine 2050 + TPP Goal of Equity & Inclusion

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

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

Feedback this Fall

Sept-Oct Comments	11/19 PWG	11/25 TSC
Overall support for approach; tweak it but keep the fundamentals	--	--
Concerns about community engagement wording and timing	No additional changes suggested to major revision	--
How should this criterion be weighted across categories?	Mixed feedback; requests input from TSC	Provide recommendation; see slide 26 for consideration
Will funding priority benefit too many projects?	Mixed feedback; requests input from TSC	Provide recommendation; see slide 26 for consideration

Pilot Testing



Confirming Criterion is Practical, Intuitive, and Ready for Broader Use

- Goal: Test, learn and refine criterion
- Tested 2024 Regional Solicitation applications:
 - Brooklyn Center High School Pedestrian Improvements
 - Anoka County CSAH 14 & 23
 - Northside Greenway
 - Saint Paul Robert St.

Pilot Testing Lessons Learned



Confirming What Works and Where to Refine

- Scorers and applicants found criteria and measures clear and easy to use
- All projects scored in the Medium range, confirming the intended default distribution of majority of projects in the medium range
- Three projects scored Medium-High overall, indicating that projects processes designed before these measures were known can score well
- Scorers weren't always on the same page
 - Consider assigning multiple scorers to each measure and use their agreed upon score
 - Required scorer training will help standardize approach
 - Scoring committee must agree on any high-high-high awards

Key Definitions



Framing the Community Considerations Criterion

- Community = people and groups of people adjacent to and/or impacted by proposed projects
 - Includes people who live, work, go to school, access destinations in the project area
 - Includes transit users and others outside vehicles whose trips begin or end in project area
 - Does not include commuters passing through a project area
- Specific communities = TAB defined communities to highly consider and prioritize, includes people of color, low-income, Indigenous, disabled, youth and older adults

Community Considerations ensures the needs of specific populations are considered and prioritized in transportation decisions.

Measure 1: Community Data & Context



Understanding Who Lives Near & Is Impacted by the Project

- Demonstrate detailed knowledge of communities
- Use data to show demographics & needs
- Focus on specific communities (people of color, Indigenous, low-income, disabled, youth, older adults)
- Go beyond census data – identify smaller concentrations of specific communities, locations of affordable housing, connections to important regional and local destinations, locations and areas of cultural importance, community history
- Demonstrate nuanced knowledge of communities gained from past work

Strong applications show a clear picture of who the community is and how their needs shape the project.

Measure 2: Community Needs & Future Engagement

This measure evaluates two aspects: community involvement in identifying the project need and planned future engagement with communities

What **community need** does the project address and how was this need identified?

- Long-range or strategic planning work
- Community surveys
- Meetings and conversations with residents or community groups
- Other interactions and past work in the community
- Community support for the project

What organizational policies, procedures and commitments support **future engagement**, e.g.

- Adopted engagement policies, procedures, staff
- Budget for engagement
- Formal, approved engagement plan
- Reparative project goals
- Community advisory committee structures or shared decision-making



Measure 3: Community Benefits



Delivering Benefits That Address Community Needs

- Prioritize benefits to specific communities
- Demonstrate project benefits address community needs
- Improved access to important community destinations benefits
- Repair past and present harms from the transportation system
- Provide benefits to specific communities beyond mitigating project harms

Projects must deliver meaningful benefits to nearby, impacted communities and reduce harms.

Scoring Recommendations

Scoring

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

Support for Scoring

- Annual training required for scorers and available to all agency staff
- Assign 2 scorers to each application category
- Scoring committee meets to set scoring expectations
- Scoring committee reviews and must agree upon projects scoring high across all three measures and proposed for a funding priority

Training equips scorers and staff with understanding of best practices and expectations.



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

Proposed Decision-making Process for Community Considerations Priority Funding



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

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
5. Call for projects – Spring 2026
6. Project selection – End of 2026

Scoring Measures and Weighting Details



Proposed Modal+ Hybrid Structure

Safety

Proactive Safety (All Modes):

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

Reactive Safety (All Modes):

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

Dynamic and Resilient

Bicycle/Pedestrian

Federal Reg Sol Funding

Regional Bike Facilities

Reg Active Transportation Funding

Local Bike Facilities

Local Pedestrian
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Bridge Connections

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Management
(TDM)

Regional Data

Regional Modeling/Travel Behavior Inventory

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

Reactive Safety

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

Regional Bike Facilities

(Federally Funded)

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

Local Bike Facilities

(Active Transportation Regional Sales Tax Funded)

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

Local Pedestrian Facilities

(Active Transportation Regional Sales Tax Funded)

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

Active Transportation Planning

(Active Transportation Regional Sales Tax Funded)

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

* Direct connection to legislative requirements

Transit Expansion

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

Transit Customer Experience

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

Roadway Modernization

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

Congestion Management Strategies

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

New Interchanges

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

Travel Demand Management (TDM)

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