



Technical Steering Committee

Regional Solicitation Evaluation
metrocouncil.org



December 12, 2025

Purpose of Today's Meeting

- Provide input on potential MnDOT HSIP Rumble/Mumble Strip Pilot Program
- Provide further input on Community Considerations
- Provide final feedback on outstanding issues:
 - Cost Estimate Form
 - Regional Trails
 - Winter Maintenance
 - Carsharing/Bike Sharing



MnDOT Rumble/Mumble Strips Pilot Program



Action Items

Previous Actions

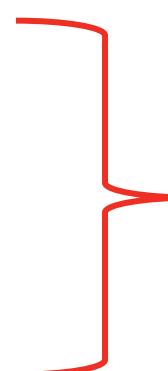
1. Approve application categories
2. Approve minimum/maximum awards
3. Approve category funding targets
4. Approve qualifying requirements



October F&P/November TAC and 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



December
F&P/January
TAC and 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 (2)

- **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.
- **TAC Planning 12/11**

Community Considerations Criterion



Feedback this Fall

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

Topic #1: Scoring Recommendations



Current Scoring Recommendation

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

Considerations

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

Goal-Based Structure

Safety

Proactive Safety (All Modes):

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

Reactive Safety (All Modes):

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

Dynamic and Resilient

Bicycle/Pedestrian

Federal Reg Sol Funding

Regional Bike Facilities

Reg Active Transportation Funding

Local Bike Facilities

Local Pedestrian Facilities

Active Transportation Planning

Transit

Transit Expansion (Including Microtransit)

Transit Customer Experience

Arterial Bus Rapid Transit

Roadway

Roadway Modernization

Congestion Management Strategies

New Interchanges

Bridge Connections

Environment

EV Charging Infrastructure

Travel Demand Management (TDM)

Regional Data

Regional Modeling/Travel Behavior Inventory

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

Topic #2: Community Considerations

Funding Priority



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

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

Criterion Weighting

Policymaker Working Group Seeking Feedback

- **April/May:** Special Issue Working Groups provided input on relative priority of draft criteria
- **Summer:** Initial criteria weighting recommendations developed with draft applications
- **August/September:** Special Issue Working Groups provided feedback
- **September:** Technical Steering Committee reviewed weighting
- **Late October:** TAC, F&P and Policymaker Work Group Members reviewed applications and provide feedback
- **November:** PWG seeks Technical Steering Committee input on Community Considerations weighting
- **December:** Met Council Transportation Committee input on Community Consideration weighting

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

Cost Estimates

Simplify Cost Estimates

- Request to simplify cost estimates, understanding that most projects are several years out.
- Elements were requested in 2024, with the understanding that not all elements are required and adjustments are expected after funding.
- Other funding programs have a range of level of detail requested.
- *Is there a desire to simplify this? What is the right level of detail to understand project scope?*

Specific Roadway Elements

Check all that apply	ITEM	COST
<input type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$
<input type="checkbox"/>	Removals (approx. 5% of total cost)	\$
<input type="checkbox"/>	Roadway (grading, borrow, etc.)	\$
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input type="checkbox"/>	Traffic Control	\$
<input type="checkbox"/>	Striping	\$
<input type="checkbox"/>	Signing	\$
<input type="checkbox"/>	Lighting	\$
<input type="checkbox"/>	Turf - Erosion & Landscaping	\$
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	Railroad Crossing	\$
<input type="checkbox"/>	Roadway Contingencies	\$
<input type="checkbox"/>	Other Roadway Elements	\$

Cost Estimates (2)

Specific Transit and TDM Elements

<input type="checkbox"/>	Fixed Guideway Elements
<input type="checkbox"/>	Stations, Stops, and Terminals
<input type="checkbox"/>	Support Facilities
<input type="checkbox"/>	Transit Systems (e.g. communications, signals, controls, fare collection, etc.)
<input type="checkbox"/>	Vehicles
<input type="checkbox"/>	Contingencies
<input type="checkbox"/>	Right-of-Way
<input type="checkbox"/>	Other Transit and TDM Elements
	TOTAL TAB-ELIGIBLE CONSTRUCTION COSTS

Transit Operating Costs

<input type="checkbox"/>	Number of platform hours
<input type="checkbox"/>	Cost per platform hour (fully loaded costs)
	Subtotal - _____
<input type="checkbox"/>	Other Costs – Administration, Overhead, etc.
	Total Transit Operating Costs
<input type="checkbox"/>	TDM Operating Costs
	TOTAL TRANSIT AND TDM OPERATING COSTS

Specific Bicycle and Pedestrian Elements

<input type="checkbox"/>	Studies (Active Transportation Regional Sales Tax only)
<input type="checkbox"/>	Planning, Design, and Engineering (Active Transportation Regional Sales Tax only)
<input type="checkbox"/>	Path/Trail Construction
<input type="checkbox"/>	Sidewalk Construction
<input type="checkbox"/>	On-Street Bicycle Facility Construction
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)
<input type="checkbox"/>	Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)
<input type="checkbox"/>	Pedestrian-Scale Lighting
<input type="checkbox"/>	Streetscaping
<input type="checkbox"/>	Wayfinding
<input type="checkbox"/>	Curb Extensions
<input type="checkbox"/>	Pedestrian Refuge Islands
<input type="checkbox"/>	Bicycle and Pedestrian Contingencies
<input type="checkbox"/>	Other Bicycle and Pedestrian Elements

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, Regional Trail
20 points	RBTN Tier 2 Corridors, Regional Trail	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)

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Dynamic and Resilient

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Carsharing and Bikesharing Eligibility

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

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

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

Next steps



Next steps:

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

Criteria Weighting



Criterion Weighting

Policymaker Working Group Seeking Feedback

- **April/May:** Special Issue Working Groups provided input on relative priority of draft criteria
- **Summer:** Initial criteria weighting recommendations developed with draft applications
- **August/September:** Special Issue Working Groups provided feedback
- **September:** Technical Steering Committee reviewed weighting
- **Late October:** TAC, F&P and Policymaker Work Group Members reviewed applications and provide feedback
- **November:** Policymaker Work Group seeks Technical Steering Committee input on Community Considerations weighting
- **December:** Met Council Transportation Committee input on Community Consideration weighting was supportive of the 20% across all funding categories.

Goal-Based Structure

Safety

Proactive Safety (All Modes):

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Large Project (Reg Sol Federal Funding)

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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%	5%
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%	
Context Sensitive Design	20%			
Safety*	20%	20%	20%	30%
Complete Streets*		5%	5%	
Identified Gaps, Barriers, or Deficiencies*	25%	25%		
Proposed Project Description				50%
Community Considerations*	20%	20%	20%	20%
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		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	%
1. Connection to Existing Safety Planning Efforts Measure A – Connection to existing safety planning efforts	30%
2. Expected System Risk Reduction in Fatal or Serious Injury Crashes Measure A – Crash Modification Factor(s) (CMFs) for proposed project	15%
3. Fatal and Serious Injury Crash History Measure A – 10-year crash history of fatal and serious injury crashes	15%
4. Improvements for People Outside of Vehicles Measure A – Project-Based Pedestrian Safety Enhancements and Risk Elements	20%
5. Community Considerations Measure A – Community Data and Context Measure B – Community Needs and Future Engagement Measure C – Community Benefits	20%
Total	100%

Reactive Safety

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

Regional Bike Facilities (Federally Funded)

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

Local Bike Facilities

(Active Transportation Regional Sales Tax Funded)

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

Local Pedestrian Facilities

(Active Transportation Regional Sales Tax Funded)

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

Active Transportation Planning

(Active Transportation Regional Sales Tax Funded)

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

* Direct connection to legislative requirements

Transit Expansion

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

Transit Customer Experience

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

Roadway Modernization

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

Congestion Management Strategies

Criteria and Measures	%
1. Anticipated Delay Reduction Measure A – Cost effectiveness of delay reduced	15%
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)	10%
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 previous applications)	20%
Total	100%

New Interchanges

Criteria and Measures	%
1. Anticipated Delay Reduction Measure A – Cost effectiveness of delay reduced	10%
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)	10%
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%

Bridge Connections

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

Travel Demand Management (TDM)

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