

Action Transmittal

Transportation Advisory Board



Committee meeting date: June 17, 2026

Date: June 10, 2026

Action Transmittal: 2026-32

Potential 2026 Regional Solicitation Scoring Adjustment for the Excessive Delay Measure

To: Transportation Advisory Board
From: Technical Advisory Committee
Prepared by: Steve Peterson, Senior Manager, MTS

Requested action

Council staff request consideration of a potential 2026 Regional Solicitation scoring adjustment for the excessive delay measure in the New Interchanges and Congestion Management Strategies application categories.

Recommended motion

Recommend that the Transportation Advisory Board approve no change to the excessive delay scoring measure for the 2026 funding cycle.

Background and purpose

The approved Regional Solicitation application materials include a scoring measure called “2050 TPP Map for Excessive Delay” that is worth 10% of the total points in the New Interchanges and the Congestion Management Strategies application categories. This measure is included within a scoring criterion called “Regional Priorities for Reliability & Excessive Delay,” which ties data from the region’s federally-required Congestion Management Process to the 2050 TPP to the Regional Solicitation. The measure includes language that the map will be updated with more recent data for use in the scoring.

In updating the excessive delay map from the 2050 TPP map with more recent data, the MTS data science team found an error in the data processing code used for building that map from Streetlight data. After substantial review and quality control of the entire process, including the data, the revised map now better reflects the excessive delay definition in the 2050 TPP (see Travel Time Index map).

Given the updated map, most of the segments showing two or more hours of excessive delay are on the freeway system. However, freeways are not eligible for the Regional Solicitation based on TAB’s restrictions that focus most of the roadway funding on the minor arterial and the non-freeway principal arterial systems. In the end, only approximately nine miles of eligible roadways have the potential to score any points with the revised map and this is less than one percent of the eligible roadway system mileage. Considering the new map, this measure may not have been used at all or in the same manner as what was approved by TAB.

The measure as shown in the application reads:

2050 TPP Map for Excessive Delay

Excessive Highway Delay map (if more than one applies in the project area, select the highest delay):

- ☐ Less than 2 hours
- ☐ 2-3 hours
- ☐ 4-6 hours
- ☐ Greater than 6 hours

Scoring Guidance

The project will be scored using the following guidance:

0 points: Less than 2 hours

4 points: 2-3 hours

7 points: 4-6 hours

10 points: Greater than 6 hours

The excessive delay map is also referenced within one measure within the Transit Expansion application category. In the past, there have been several proposed transit expansion routes that have been proposed and funded that use the freeway system. Given that the freeway system has most of the segments that show up as having excessive delay, there is still an opportunity to score points. Therefore, staff does not believe that any changes need to be made to the Transit Expansion application's scoring measures at this time.

Relationship to regional policy

TAB develops and issues a Regional Solicitation for federal funding. The Regional Solicitation applications were created through the Regional Solicitation Evaluation process, which updated the structure, criteria, and measures to reflect the adopted Imagine 2050 Regional Development Guide and 2050 Transportation Policy Plan.

Staff analysis

Staff notes that evaluation of this measure and all the other measures will take place in 2027, recommending revisions for the 2028 funding cycle. Several options were presented to the committee if they wanted to consider a change during the 2026 cycle. At the May 20, 2026, TAC Funding & Programming Committee meeting and the June 3, 2026, Technical Advisor Committee meeting, members considered three approaches to the likely scenario that no project receives excessive delay points:

1. No change to the excessive delay scoring measure (current recommended motion).
2. Instead of using the map for the excessive delay scoring measure, assign points proportionately based on the total amount of delay for the worst two hours of the delay in a day.
3. Remove the excessive delay measure from the New Interchanges and Congestion Management Strategies application categories and reallocate the points to the reliability measure under the same criterion (Regional Priorities for Reliability and Excessive Delay).



For background reference, the scoring for the two application categories includes the following:

Congestion Management Strategies Scoring

Congestion Management Strategies 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 excessive delay	10
Measure B – 2050 TPP map for reliability	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)	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



New Interchanges Scoring

Criteria and Measures	%
1. Anticipated Delay Reduction	10
Measure A – Cost effectiveness of delay reduced	10
2. Regional Priorities for Reliability and Excessive Delay	20
Measure A – 2050 TPP map for excessive delay	10
Measure B – 2050 TPP map for reliability	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)	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

Committee comments and action

At its May 21, 2026, the TAC Funding & Programming Committee provided no recommendation for this item via a motion to provide notes to the Technical Advisory Committee and add another option (shown as the 2nd option). Members discussed several considerations related to this topic, ultimately deciding not to provide a recommendation, due to several members being uncertain at how they might vote. Considerations discussed included the following:

1. A question of whether the excessive delay measure can be re-calibrated by removing freeways to focus on issues at the minor arterial and non-freeway principal arterial level. This could entail either modifying the severity of congestion threshold, duration of congestion threshold, segmentation changes, or other methodological change. However, there is no time to re-run the analysis for the 2026 cycle and vet it with the Congestion Management Process Advisory Committee. Council staff committed to working on this issue with stakeholders prior to the 2028 cycle.
2. The timing of a final decision (i.e., TAB's June 17, 2026, meeting) will be close to the June 25, 2026, application deadline and the uncertainty could inconvenience potential applicants that, if there is a change, could reconsider what projects they wish to submit. Any change to the weighting could similarly impact the strategies of applicants.
3. There still are corridors that qualify per definition. However, the recommended motion in this action transmittal only goes into effect if no applicant scores any points on the current measure.
4. A question of whether a different delay-based option could be used, for example, comparing the level of existing delay (worst two hours of the day) on a proportionate scale similar to previous Regional Solicitations. This would use data already collected from the



required Synchro analysis in measure 1A, which measures the cost effectiveness of the delay reduced. The proposed measure would focus on the magnitude of the delay, so would be a good substitute for the existing measure and allow for the comparison of projects through the scoring. This idea was added as the new 2nd option in the motion based on TAC F&P direction.

5. Making no change would likely have the impact of nullifying the measure, which is part of the “Regional Priorities for Reliability and Excessive” delay in the Congestion Management Strategies category. This criterion is worth 25% of the points and effectively removing this measure would de-emphasize the criterion. However, given the similarity of criterion 1 to this measure, putting the points on that could retain the emphasis on delay and reliability.
6. The existing measure went through a public involvement process and to make this change without a process of that caliber could delegitimize the process.
7. A question on whether reducing the threshold for scoring could help, though this may not be practical for 2026.

At its June 3, 2026, meeting, the Technical Advisory Committee recommended making no change to the excessive delay scoring measure with 27 votes for and three votes against. Most members expressed discomfort with introducing a new scoring measure well into the open application period given that potential applicants have already strategized what applications they will submit. Also, applicants not represented on committees would not be as aware that a change could occur, rendering any change unpopular. Members discussed whether to re-allocate points within the criterion (Regional Priorities for Reliability and Excessive Delay), assuming no projects receives excessive delay points as an option that would not impact applicants’ strategies nearly as much.

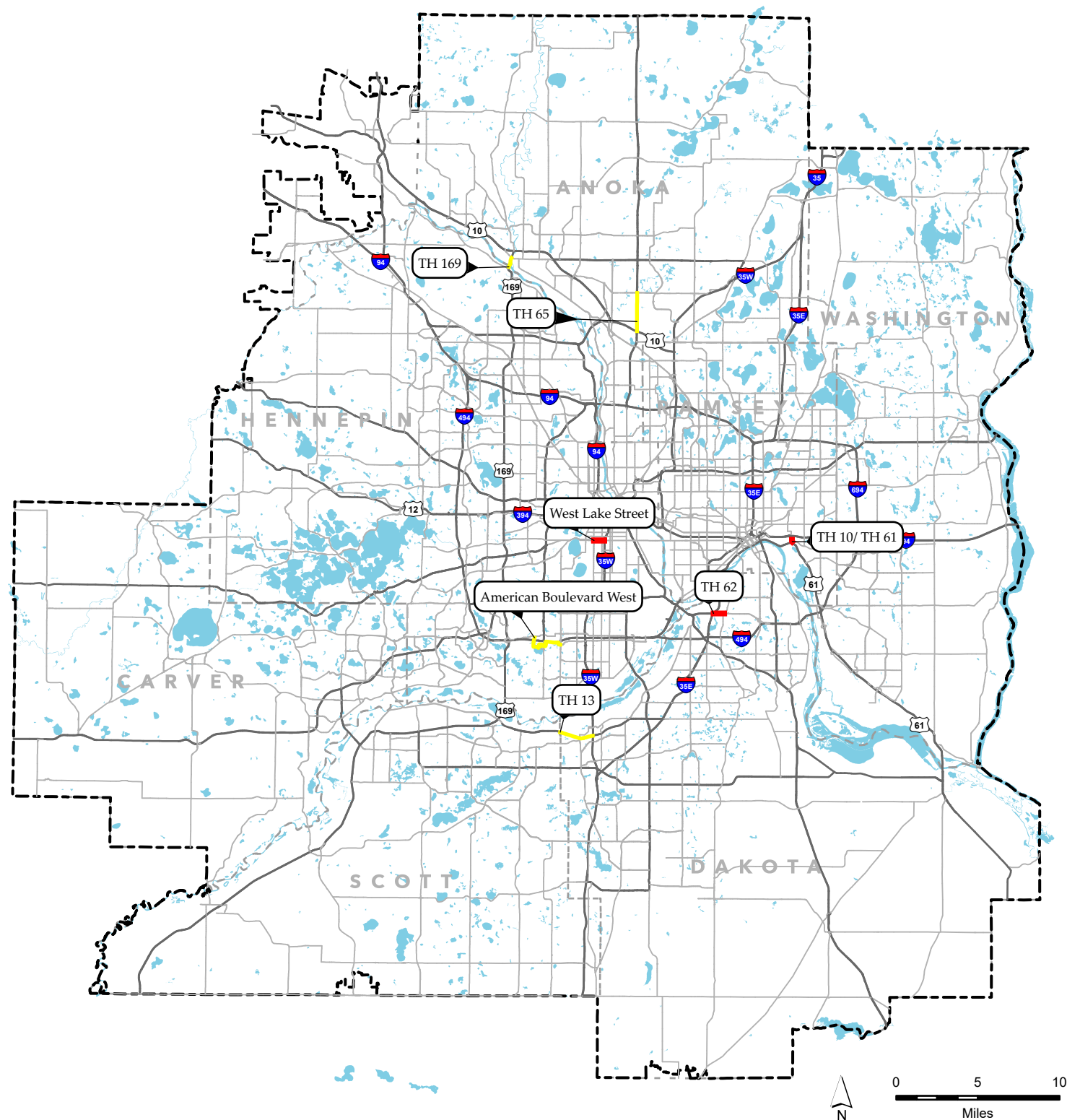
Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review and recommend	May 21, 2026
Technical Advisory Committee	Review and recommend	June 3, 2026
Transportation Advisory Board	Review and adopt	<i>June 17, 2026</i>



Travel Time Index

2026 Regional Solicitation



Travel Time Index - Selected Segments

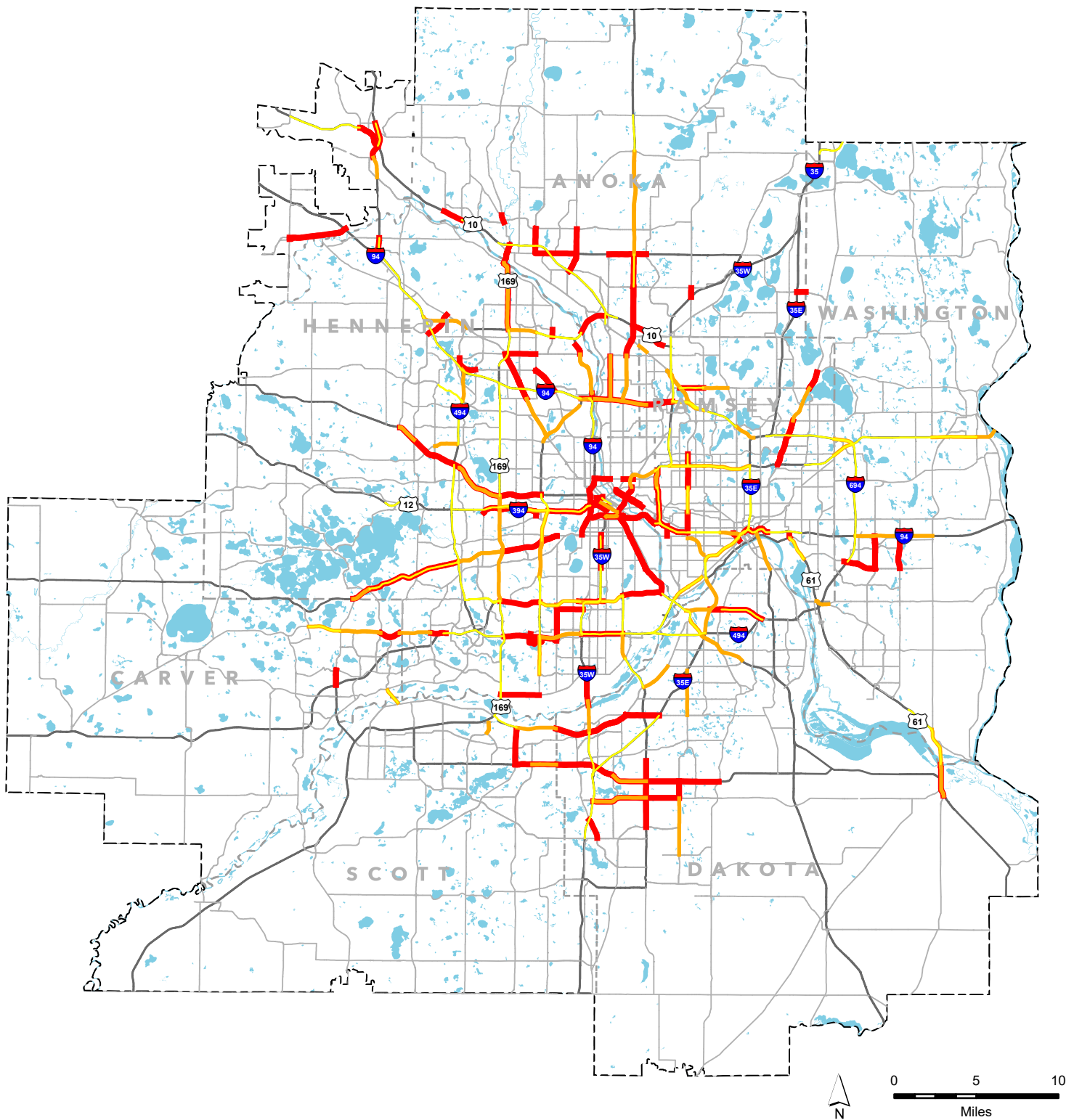
- Greater than 6 hours
- 4-6 hours
- 2-3 hours

Reference Layers

- Metropolitan Planning Area
- Counties
- Lakes and Rivers
- Principal Arterial
- Minor Arterials

Reliability: Buffer Index

2026 Regional Solicitation



Buffer Index

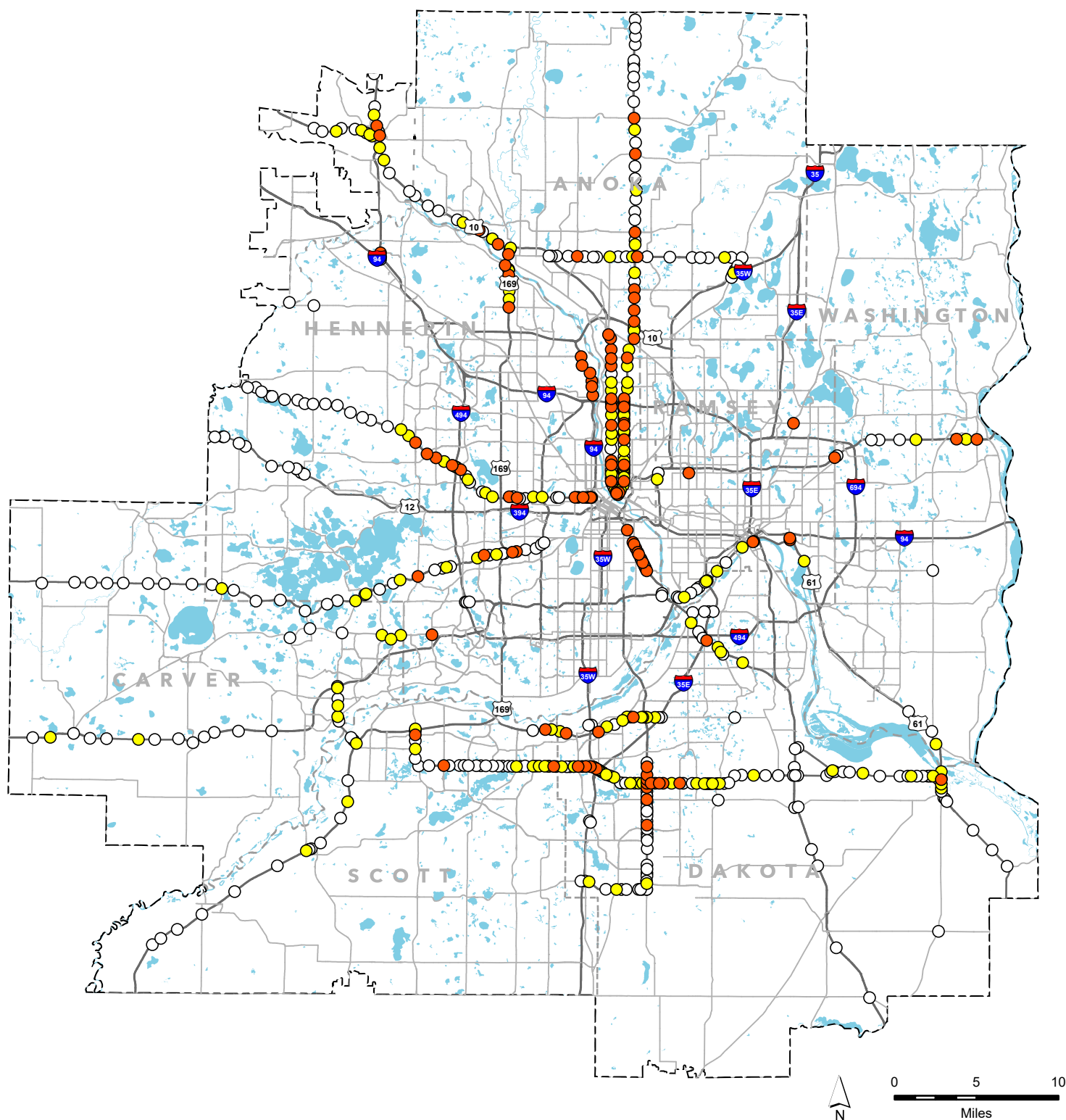
- Greater than 1
- 0.75 to 1
- 0.5 to 0.75

Reference Layers

- Metropolitan Planning Area
- Counties
- Lakes and Rivers
- Principal Arterial
- Minor Arterials

Intersection Mobility and Safety Study

2026 Regional Solicitation



Tier

- High
- Medium
- Low

Reference Layers

- Metropolitan Planning Area
- Counties
- Lakes and Rivers
- Principal Arterial
- Minor Arterials