INTRODUCTION: REGIONAL SOLICITATION FOR TRANSPORTATION PROJECTS

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

The online application can be accessed at: *https://metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation.aspx*

Federal Program Overview

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

Active Transportation Regional Sales Tax Overview

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

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

Changes for the 2026 Funding Cycle

The Regional Solicitation process was redesigned following the 2024 funding cycle as part of a two-year effort called the Regional Solicitation Evaluation. The evaluation examined every aspect of the Solicitation to closely align funding decisions to the policy direction in Imagine 2050 and the 2050

Transportation Policy Plan (TPP). The evaluation included 25 listening sessions across the region, public outreach and surveys, policy and technical work groups, including over 100 technical stakeholders as part of seven special issue working groups. For the 2026 cycle, this process resulted in new funding categories, as well as in the integration of categories to award Regional Active Transportation Sales Tax funding to eligible projects.

Regional Solicitation Structure

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

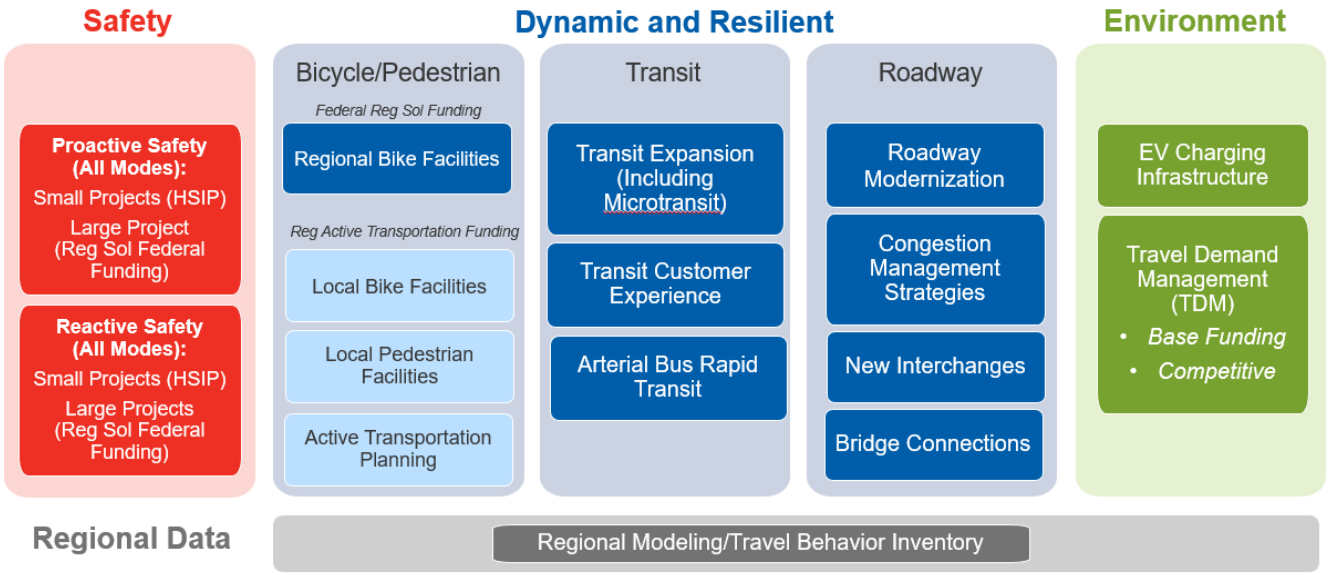
Funding Categories

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

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

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

Figure 1: Funding Categories



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

Connection to the Regional Policy

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

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

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

Table 1: Regional Solicitation Connection to Regional Policy

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

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

Other Project Selection Processes

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

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

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

Funding Availability and Targets and Minimum and Maximum Project Awards

A total of approximately $250 million in federal funds is anticipated to be available in this solicitation for program years 2030 and 2031. As shown in Table 2, funding targets have been approved by TAB to give applicants an understanding of the general funding levels based on historic funding levels. TAB reserves the right to adjust these funding levels depending on the amount and quality of projects submitted, especially as this is the first Regional Solicitation under a new structure. It is expected that funding options will be discussed by TAB that are both above and below the target funding levels.

Table 2: Federal Funding Targets

Categories	Funding Target	Percent of Total
Safety (two funding categories)	$30 million	12%
Bicycle/Pedestrian (one funding category)	$35 million	14%
Transit (two funding categories)	$60 million	24%
Roadway (four funding categories)	$110 million	44%
Environment (two funding categories)	$15 million	6%
Total Federal	**$250 million**	**100%**

Amounts shown assume that some level of over programming will occur beyond $250M, but TAB will determine the exact amount as part of project selection. Included in this overprogramming will be the approximately $1.5 million for regional modeling and the travel behavior inventory. In addition, project selection for the EV Charging funding category (under Environment) will not occur until the 2028 funding cycle, closer to project implementation.

In addition, TAB approved a target of $50 million in Regional Active Transportation Sales Tax funding to be awarded to projects in the Local Bicycle Facilities, Local Pedestrian Facilities and Active Transportation categories. Two million of this $50 million will be the target for Active Transportation Planning.

Table 3: Active Transportation Funding Targets

Categories	Funding Target	Percent of Total
Local Bicycle and Pedestrian Projects (two funding categories)	$48 million	96%
Active Transportation Planning (one funding category)	$2 million	4%
Total Active Transportation	**$50 million**	**100%**

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

Table 4: Regional Solicitation Funding Category Minimums and Maximums

Funding Category	Minimum Funding Award	Maximum Funding Award
Safety		
Proactive/Reactive Safety	$2,000,000	$7,000,000
Roadway		
Congestion Management Strategies – At-Grade Projects	$1,000,000	$10,000,000
New Interchanges	$1,000,000	$20,000,000
Roadway Modernization	$1,000,000	$10,000,000
Bridge Connections	$1,000,000	$7,000,000
Transit		
Transit Expansion	$500,000	$10,000,000
Transit Customer Experience	$500,000	$10,000,000
Bicycle/Pedestrian		
Regional Bike Facilities	$1,000,000	$5,500,000
Local Bike Facilities (Local Funding)	$150,000	$3,500,000
Local Pedestrian Facilities (Local Funding)	$150,000	$2,500,000
Active Transportation Planning (Local Funding)	N/A	$200,000

Environment		
EV Charging Infrastructure (project selection in 2028)	$500,000	$2,000,000
TDM (Competitive)	$100,000	$750,000

Table 5: Additional Funding Category Funding Amounts

Funding Category	Expected Funding Amount
Arterial BRT	$30,000,000 minimum
TDM Base Funding	$5,800,000
Regional Travel Behavior Inventory	$1,500,000

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

General Process and Rules

Application Process

1. Projects may apply for Highway Safety Improvement Program (HSIP) funding in addition to the Regional Solicitation/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. Projects can only be awarded funds from one of the three programs (i.e., HSIP, Regional Solicitation, and Active Transportation) for the same or overlapping project elements.
2. The applicant must complete the qualifying requirements questionnaire to show that the project meets all of the qualifying requirements of the appropriate funding category to be eligible to be scored and ranked against other projects.
3. The applicant must respond directly to each scoring measure in order for its application to be scored and receive points. Projects are scored based on how well the response meets the requirements of the measures and, in some cases, how well the responses compare to those of other qualified applications in the same project funding category.
4. Project applicants may "bundle" two or more projects together, but they must either be:
   - Projects located along the same corridor or travelshed (e.g., filling multiple trail gaps along a trail corridor or projects at stops/stations along a transit route)
   - Similar improvements within a defined neighborhood or downtown area (e.g., adding benches along the sidewalks in a downtown area, improving curb ramps across a corridor/small area)

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

Scoring and Project Selection

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

Funding Schedule

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

Cost and Funding

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

Roadway Lane Expansion or New Interchange Requirements

1. Projects on the Minnesota trunk highway system that have a total cost (including design and engineering and right-of-way costs) greater than $15 million and are either new interchange projects or add 2,500 feet of lane miles or more are required to perform a transportation greenhouse gas emissions impact assessment per MN Statutes 161.1781. This law requires a greenhouse gas impact assessment of the project and development of an offset plan before inclusion in the Transportation Improvement Program (TIP). The assessment and offset plan will need to be reviewed by the Metropolitan Council and Transportation Greenhouse Gas Emissions Impact Assessment Technical Advisory Committee. The Minnesota Commissioner of Transportation will approve the project to be included in the TIP.
2. Prior to Regional Solicitation application submittal, project proposers will need to determine project emissions impacts and identify vehicle miles traveled (VMT) and emissions offsets. Then, the TAB will add in offsets generated from other selected Regional Solicitation and Active Transportation projects. The combined local and regional offsets will form the basis of the total offset plan to be reviewed by the Metropolitan Council and certified by MnDOT and its Technical Advisory Committee at least 90 days prior to the project entering the draft TIP. Project sponsors are encouraged to contact Met Council and MnDOT staff several months before the Regional Solicitation application deadline.
3. Roadway lane expansion projects on any system (city, county, or MnDOT) of greater than one mile are required to follow the Congestion Management Process (CMP) Handbook process for identifying potential congestion solutions and submit materials to Metropolitan Council staff prior to the application deadline. For the 2026 Solicitation, the Metropolitan Council has an on-call consultant who can assist applicants with going through the CMP Handbook.

Transit Projects

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

Project Schedule DRAFT

Council approves release of Regional Solicitation	Spring 2026
Online Applications available	Spring 2026
Virtual Workshop – overview of 2026 Regional Solicitation	Spring 2026
Virtual Software/Mapping Application Training	Spring 2026
Application Deadline	Spring 2026
Scoring Committees Meet	Summer 2026
Scoring Appeals Deadline	Late Summer 2026
TAB Selection of Projects	Late 2026

Technical Assistance Contacts

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

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

Table 6. Technical Assistance Contacts

Subject	Name	Agency	Email	Phone Number
General	Joe Barbeau	Met Council	*Joseph.barbeau@metc.state.mn.us*	(651) 602-1705
Synchro	Kevin Sommers	MnDOT	*Kevin.Sommers@state.mn.us*	(651) 234-7844
Crashes	Cherzon Riley	MnDOT	*Cherzon.riley@state.mn.us*	(612) 322-1080
Trunk Highway Traffic Signals	Mike Fairbanks	MnDOT	*Mike.Fairbanks@state.mn.us*	(651) 234-7819
State Aid Standards	Colleen Brown	MnDOT	*Colleen.brown@state.mn.us*	(651) 234-7779
Bikeway/Walkway Standards	Molly McCormick	MnDOT	*Molly.mccormick@state.mn.us*	(651) 234-7793
Interchange Approvals	David Elvin	MnDOT	*David.Elvin@state.dot.mn.us*	(651) 234-7795
Safe Routes to School	Dave Cowan	MnDOT	*Dave.Cowan@state.mn.us*	(651) 366-4180
Regional Bicycle Transportation Network and Bicycle Barriers	Jed Hanson	Met Council	*jed.hanson@metc.state.mn.us*	(651) 602-1748
Community Considerations Measures	Amy Vennewitz	Met Council	*Amy.vennewitz@metc.state.mn.us*	(651) 602-1058
Demographics by TAZ	Dennis Farmer	Met Council	*Dennis.farmer@metc.state.mn.us*	(651) 602-1552
Transit Ridership	Bradley Bobbitt	Met Council	*Bradley.bobbitt@metc.state.mn.us*	(651) 602-1724
Transit Funding Timeline	Heather Giesel	Met Council	*Heather.giesel@metc.state.mn.us*	(651) 602-1715
Emissions Data, including GHG/VMT	Tony Fischer	Met Council	*Tony.fischer@metc.state.mn.us*	(651) 602-1703
Intersection Mobility and Safety Study	Steve Peterson	Met Council	*Steven.peterson@metc.state.mn.us*	(651) 602-1819
Regional Truck Highway Corridor Study	David Burns	Met Council	*David.burns@metc.state.mn.us*	(651) 602-1887
Congestion Management Process	David Burns	Met Council	*David.burns@metc.state.mn.us*	(651) 602-1887
MnDOT Support Letter	Aaron Tag	MnDOT	*aaron.tag@state.mn.us*	(651) 234-7789

The following pages include definitions, examples, and scoring overviews of each application category.

PROACTIVE SAFETY

Prioritizing Criteria and Measures

2050 TPP Goal: Our communities are healthy and safe.

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

REACTIVE SAFETY

Prioritizing Criteria and Measures

2050 TPP Goal: Our communities are healthy and safe.

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

REGIONAL BICYCLE FACILITIES

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

LOCAL BICYCLE FACILITIES

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

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

Scoring

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

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

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

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

Examples of Eligible Projects

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

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

LOCAL PEDESTRIAN FACILITIES

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

Category Definition: The Local Pedestrian Facilities application category is intended to fund construction of and improvements to pedestrian-focused facilities that improve mobility, safety or accessibility for pedestrians in local communities.

Scoring

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

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

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

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

Examples of Eligible Projects

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

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

ACTIVE TRANSPORTATION PLANNING

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

Category Definition: The Active Transportation Planning application category intends to help communities establish plans to identify and prioritize future investments in active transportation and ensure eligibility for future active transportation infrastructure funding.

Scoring

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

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

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

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

Examples of Eligible Projects

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

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

TRANSIT EXPANSION

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

TRANSIT CUSTOMER EXPERIENCE

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

ROADWAY MODERNIZATION

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

CONGESTION MANAGEMENT STRATEGIES

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

New State Law: Projects located on the Minnesota trunk highway system that have a total construction cost (including design and engineering and right-of-way costs) greater than $15 million and are either new interchange projects or add 2,500 feet of lane miles or more are required to perform a transportation greenhouse gas emissions impact assessment per MN Statutes 161.178[1]. This law requires a greenhouse gas impact assessment of the project and development of an offset plan before inclusion in the Transportation Improvement Program (TIP). The assessment and offset plan will need to be reviewed by the Metropolitan Council and Transportation Greenhouse Gas Emissions Impact Assessment Technical Advisory Committee. The Minnesota Commissioner of Transportation will approve the project to be included in the TIP.

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

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

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

NEW INTERCHANGES

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

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

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

BRIDGE CONNECTIONS

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Policies or Objectives:

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

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

Scoring

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

Examples of Eligible Projects

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

TRAVEL DEMAND MANAGEMENT (TDM)

Prioritizing Criteria and Measures

2050 TPP Goal: We lead on addressing climate change.

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

REGIONAL SOLICITATION FEDERAL FUNDS QUALIFYING REQUIREMENTS

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

All Projects

1. The project will follow all applicable federal and state design standards, including state statutes such as State Aid Rule 8820 as required.

2. The project is consistent with the *goals, objectives, policies, and actions of the 2050 Transportation Policy Plan* (TPP). Briefly list the applicable 2050 TPP objectives and policies.

3. The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

   List the applicable document(s) and pages:

4. The project complies with the Americans with Disabilities Act (ADA).

5. The project must be accessible and open to the general public.

6. 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:

   - A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.

   - A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.

   - A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility..

7. The project must represent a permanent improvement with independent utility. The term “independent utility” means the project provides benefits described in the application by itself and does not depend on any other construction elements to be delivered for the proposed project to be achieved.

8. The infrastructure project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

9. The project applicant has sent written notification regarding the proposed project to all affected units of government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the applicant, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency's service area must include a letter of support from all relevant transit agencies.

10. The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (473,145) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

11. The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

Federally Funded Projects Only

12. Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way acquisition costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project that is otherwise eligible.

13. Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization in the TDM category only. Applicants for federal funds that are not State Aid cities in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

14. The public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The transition plan must be completed by the local agency before the Regional Solicitation application deadline.

    ☐ The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Date plan completed by governing body and link to plan: _____

    ☐ The applicant is a public agency that employs fewer than 50 people (and is not required to have an ADA transition plan), but has completed an ADA self-evaluation that covers the public rights of way/transportation. Date self-evaluation completed and link to plan: _____

☐ *(TDM Applicants Only)* The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

15. All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

Roadway Projects

16. The roadway project is identified as a principal arterial (non-freeway facilities only) or minor arterial as shown on the latest *functional classification map*. Bridge Connections, Proactive Safety, and Reactive Safety projects have broader eligibility and can be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

17. The project is designed to meet 10-ton load limit standards.

18. **Roadway projects that involve the construction of a new/expanded interchange or new interchange ramps** must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to the application deadline. Please contact David Elvin at MnDOT (*David.Elvin@state.mn.us* or 651-234-7795) to determine whether your project needs to go through this process as described in the 2050 Transportation Policy Plan.

19. **Interchange projects in the New Interchanges application category only**: The project is identified as a high priority in the Metropolitan Council and MnDOT's jointly led Intersection Mobility and Safety Study and has completed a planning document/corridor study that suggests a grade-separation is a potential solution. For the 2026 solicitation, there are only four potential locations that meet these requirements (and they are also identified in the 2050 TPP). In the future, there may be additional locations that are eligible after the necessary planning work is completed.

20. **Bridge Connections projects only:** The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only and transit-only bridges are ineligible for funding.

21. **Bridge Connections projects only:** The length of the in-place structure is 20 feet or longer.

22. **Bridge Connections projects only**: The bridge must have a Local Planning Index (LPI) of less than 60 OR a National Bridge Inventory (NBI) Rating of 3 or less for either Deck Geometry, Approach Roadway, or Waterway Adequacy as reported on the most recent Minnesota Structure Inventory Report.

Bicycle and Pedestrian Facilities Projects

23. All projects must relate to surface transportation. Surface transportation is defined as serving a commuting purpose and/or that connects two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

24. **Regional Bike Facilities:** The proposed project in the Regional Bike Facilities application category must be identified on the Regional Bicycle Transportation Network (RBTN), Regional Bike Barrier Study (RBBS), or council-approved regional trail plan. For projects that implement or improve RBTN facilities, at least 50% of the total project length must follow an existing or planned alignment or extend along and within an RBTN corridor. Projects including less than 50% of total project length

to improving the RBTN (excluding regional trails that are not on the RBTN) should apply in the Local Bicycle Facilities application category.

25. **Local Bike Facilities and Local Pedestrian Facilities:** Projects must exclude right-of-way acquisition costs. Projects within these categories are eligible to include costs for studies, preliminary engineering, design, or construction engineering.

26. **Active Transportation Planning:** In order to apply in the Active Transportation Planning application category, the applicant must not have an existing equivalent plan. If the applicant has an existing plan, it must be more than 10 years old in order to apply for a new study effort. Applicants who do not have a specific active transportation plan other than the information included in their 2040 Comprehensive Plan may apply for assistance even though the comprehensive plan may be less than 10 years old.

27. **Active Transportation Planning:** The proposed plan must address active transportation at a system level. The plan must not be used to advance design for a single corridor or facility. At a minimum, the funded plan must identify recommended projects that may be eligible for future active transportation infrastructure funding. The plan must also address strategies to maintain and operate active transportation facilities on a year-round basis and for the life of any future projects.

Transit Projects

28. **Transit Expansion projects only:** Per federal rules, a transit expansion project may request up to three years of operating assistance in the federal application for the project. The applicant must have operating funds necessary to commit to continuing to fund the service or facility project beyond the initial three-year funding period if the applicant continues the project.

29. **Transit Expansion and Transit Customer Experience projects only:** The transit project has independent utility, application elements have not been funded in a previous solicitation, and/or the project is new elements on an existing project.

30. **Transit Expansion and Transit Customer Experience projects only:** The applicant is able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant certifies that it has the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant certifies that it has adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Travel Demand Management Projects

31. The applicant is categorized as a subrecipient in accordance with *2CFR200.330*.

32. The applicant will adhere to Subpart E Cost Principles of *2CFR200* under the proposed subaward.

33. The project does not duplicate a service already provided, such as carpooling or vanpooling programs. The applicant may propose an enhancement or expansion of these services.

34. The project does not include infrastructure that is eligible for funding in other categories, such as bike paths, sidewalks, or transit stop infrastructure.

35. The project is eligible for Congestion Mitigation and Air Quality Improvement (CMAQ) funding, which is the federal funding source used on this application category. For competitive application projects, the project may fund up to three years of program administration and operations for expanded TDM programs, but cannot fund ongoing program administration and operations for existing services.

PROJECT INFORMATION FORMS

PROJECT INFORMATION

1. PROJECT NAME:
2. PRIMARY COUNTY WHERE THE PROJECT IS LOCATED: (Select from drop down list)
3. CITIES OR TOWNSHIPS WHERE THE PROJECT IS LOCATED:
4. JURISDICTIONAL AGENCY (IF DIFFERENT THAN THE APPLICANT):
5. BRIEF PROJECT DESCRIPTION (Include location, road name/functional class, type of improvement, etc. – limit to 400 words):
6. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION – will be used in TIP if the project is selected for funding. See *MnDOT's TIP description guidance*:
7. PROJECT LENGTH (to the nearest one-tenth of a mile):

PROJECT FUNDING

8. Are you applying for competitive funds from another source(s) to implement this project? Yes ☐ No ☐ If yes, please identify the source(s):
9. FEDERAL AMOUNT: $
10. MATCH AMOUNT: $ (Minimum of 20% of the project total for federally funded projects; no match for Active Transportation regional sales tax-funded projects)
11. PROJECT TOTAL: $
12. MATCH PERCENTAGE (Minimum of 20% for federally funded projects, no match required for Active Transportation Sales Tax-funded projects): (Compute the match percentage by dividing the match amount by the project total)
13. SOURCE OF MATCH FUNDS (For federally funded projects, a minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources):
14. PROGRAM YEARS (Check all years that are feasible): Federal Projects: ☐ 2027 ☐ 2028 ☐ 2029 ☐ 2030 and ☐ 2031 TDM Only: ☐ 2028 and ☐ 2029 Active Transportation Regional Sales Tax Projects: ☐ 2027, ☐ 2028, and ☐ 2029

REQUIRED ATTACHMENTS

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below.

Each individual attachment must be saved as an 8.5''X11''pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Documents to Upload Below:

1. SUMMARY:

- Applicants are required to submit a one-page project summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.

- A photograph from within the past year showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

2. MAPS:

- All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, and any bicycle, pedestrian, and transit components anticipated upon completion of the project.

3. COORDINATION

- The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
- Transit applicants that propose a project that begins or ends within another agency's service area must include a letter of support from the other transit agency.
- If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

4. OTHER

- **For Congestion Management Strategies and New Interchange projects only:** The Synchro/Highway Capacity Manual emission reduction reports including the Timing Page Report that displays input and output information for both the no build and build scenarios. This report must be attached within the web-based application form. Upload additional attachments for multiple intersection reports.
- **For Proactive and Reactive Safety projects only:** The applicant should attach the listing of crashes. For Reactive Safety projects only, attach the B/C worksheet(s) and the crash modification factors used. These documents must be attached within the web-based application form.
- **For Bridge Connection projects only:** The applicant should attach the latest Structure Inventory Report. These documents must be attached within the web-based application.

- **For Transit and TDM Projects that include public/private joint-use parking facilities only:** The applicant must upload a plan for and make a commitment to the long-term management and enforcement of ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded be available exclusively to transit users during the hours of transit service. In the plan, the applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the plan.

- **TDM Projects only:** Upload Project Budget (budget should include applicable costs, such as, salary, fringe benefits, overhead expenses, marketing, materials, etc.). If using a sub-vendor as part of the project, proper procurement procedures must be used after the project is awarded to select the vendor.

Project Information Form – Regional Bicycle Facilities, Local Bicycle Facilities, Local Pedestrian Facilities

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

LEAD AGENCY

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED ____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR)

APPROXIMATE END CONSTRUCTION DATE (MO/YR)

NAME OR DESCRIPTION OF TRAIL/PED FACILITY:____

i.e., CEDAR LAKE TRAIL, UNIVERSITY AVENUE SIDEWALK)

TERMINI: (Termini listed must be within 0.3 miles of any work)

From: _____

To: ___

(DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR)

OR At: ___

LENGTH OF MULTIMODAL FACILITIES INCLUDED IN PROJECT (nearest 0.1 miles, include all that apply using the best available information)

- Multiuse trail__
- Separated bicycle facility ____
- On-street bicycle facility _____
- Sidewalk _____

MILES OF FACILITY ON THE *REGIONAL BICYCLE TRANSPORTATION NETWORK*
(nearest 0.1 miles)

Miles of new RBTN facilities:_____

Miles of improved existing RBTN facilities:_____

MILES OF FACILITY ON THE *REGIONAL TRAIL NETWORK*
(nearest 0.1 miles)

Miles of new Regional Trail facilities: _____

Miles of improved existing Regional Trail facilities:_____

AADT ON PARALLEL OR ADJACENT ROADWAY _____

NUMBER OF IMPROVED ADA RAMPS ___

NUMBER OF INTERSECTION IMPROVEMENTS _____

PRIMARY TYPES OF WORK _____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

NUMBER OF KEY DESTINATIONS (BANK, POST OFFICE, CHILDCARE CENTER, GROCERY STORE, MEDICAL CENTER, OFFICE PARK, PHARMACY, PLACE OF WORSHIP, PUBLIC LIBRARY, PUBLIC PARK, SCHOOL, UNIVERSITY OR COLLEGE:

- Within ¼ mile of project: (0-2, 3, 4-6, 7 or more)
- Within ½ mile of project (0-2, 3, 4-6, 7 or more)

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

CURRENT BRIDGE/CULVERT NO.: _____

PROPOSED BRIDGE/CULVERT NO.:_____

STRUCTURE IS OVER/UNDER: ___

Project Information Form – Safety and Roadway Projects

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

LEAD AGENCY

FUNCTIONAL CLASS OF ROAD ___

ROAD SYSTEM ____(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

ROAD/ROUTE NO. __(i.e., 53 FOR CSAH 53)

NAME OF ROAD ___(Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED ____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

TERMINI: (Termini listed must be within 0.3 miles of any work)

From: _____

To: _____

(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: ___

LENGTH OF MULTIMODAL FACILITIES INCLUDED IN PROJECT (nearest 0.1 miles, include all that apply using the best available information)

- Multiuse trail _
- Separated bicycle facility ___
- On-street bicycle facility ____
- Sidewalk ____

MILES OF FACILITY ON THE *REGIONAL BICYCLE TRANSPORTATION NETWORK* (nearest 0.1 miles) : _

Miles of new RBTN facilities: _____

Miles of improved existing RBTN facilities: _____

Miles of facility on the *REGIONAL TRAIL NETWORK* : ___
(nearest 0.1 miles)

Miles of new Regional Trail facilities:_____

Miles of improved existing Regional Trail facilities:__

Miles of facility on the *UPDATED REGIONAL TRUCK CORRIDORS:*____

Miles along Tier 1 facilities:__

Miles along Tier 2 facilities:__

Miles along Tier 3 facilities:__

Number of improved ADA ramps: ___

Number of intersection improvements: _____

Primary types of work: _____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE/CULVERT NO.: _____

NEW BRIDGE/CULVERT NO.: _____

STRUCTURE IS OVER/UNDER: ___

For Congestion Management Strategies and New Interchange Projects

Number of peak hours _____

Intersection vehicles per hour (Intersection improvements only) ___

Peak hour delay per vehicle under No-Build conditions ____

Peak hour delay per vehicle under Build conditions _____

Average corridor speed under No-Build Conditions _____

Average corridor speed under Build conditions ____

OPTIONAL For Roadway Modernization or Safety Projects

If the project constructs new left-turn lanes:

- Peak hour direction 1 travel time savings
- Off-peak direction 1 travel time savings
- Peak hour direction 2 travel time savings
- Off-peak direction 2 travel time savings

If the project synchronizes traffic signals to reduce delay time

- Peak hour travel time savings
- Off-peak travel time savings

Project Information Form – Transit

For All Projects

Identify the Transit Market Areas that the project serves: __

For Transit Service Expansion Projects

TRANSIT FUEL TYPE _____

Number of buses being converted to battery electric buses (if any) _____

TRANSIT SERVICE TYPE PER TPP REGIONAL TRANSIT DESIGN AND PERFORMANCE GUIDELINES (BUS RAPID TRANSIT / COMMUTER EXPRESS / CORE LOCAL / SUBURBAN LOCAL / SUPPORT)

ANNUAL ESTIMATED RIDERSHIP INCREASE ___

PROJECT LIFETIME _____

INCREASE IN ANNUAL TRANSIT VMT ___

Improvement Types included:

- Lane Improvements
  - Running Ways
  - Grade-separated busways (dedicated right-of-way)
  - At-grade busway
  - Median arterial busways
  - All-day bus lane
- Station Improvements
  - Dedicated stations
  - Uniquely designed shelters
  - Illumination
  - Telephones/security phones
  - Climate-controlled waiting area
  - Passenger amenities
  - Passenger service

For Park-and-Ride and Transit Station Projects Only

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED ____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) __

NAME OF PARK AND RIDE OR TRANSIT STATION: ____

TERMINI: (Termini listed must be within 0.3 miles of any work)

From: _____

To: _____

(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: ___

PRIMARY TYPES OF WORK _____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

Total new parking spaces ___

Project Information Form – TDM

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

PROJECT LIFETIME _____

For Mobility Hubs

Modes Included: (Pedestrian facility / Bike Share / Scooter or moped share / Bicycle Parking / Car Share / Microtransit / Traditional transit)

If traditional transit is included, provide annual estimated ridership increase _____

For Shared Mobility Programs Only

Mobility service provided (BIKE / SCOOTER / NON-EV RIDESHARE / EV RIDESHARE)

Number of annual trips per vehicle/equipment ____

Number of daily vehicles or equipment dispatched _____

Percent of deadhead miles _____

Estimate of TAB-Eligible Project Costs

Fill out the scoping sheet below and provide the estimate of TAB-eligible costs for the project. Applicants are not required to fill out each row of the cost estimate. The list of project elements is meant to provide a framework to think about the types of costs that may be incurred from the project. The total cost should match the total cost reported for the project on the first page of this application. Costs for specific elements are solely used to help applicants come up with a more accurate total cost; adjustments to these specific costs are expected as the project is more fully developed. Per TAB direction, federally-funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. However, these costs can be included for projects funded with Active Transportation regional sales tax funds. For all sources of funds, right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots.

Please use 2026 cost estimates for all project elements including transit vehicle and operating costs.

It is important that applicants accurately break out costs for the project's various multimodal elements as it may be referenced by scorers.

TAB-Eligible Construction Project Elements/Cost Estimates

Specific Roadway Elements

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

Specific Bicycle and Pedestrian Elements

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

Specific Transit and TDM Elements

☐	**Fixed Guideway Elements**	**$**
☐	**Stations, Stops, and Terminals**	**$**
☐	**Support Facilities**	**$**
☐	**Transit Systems (e.g. communications, signals, controls, fare collection, etc.)**	**$**
☐	**Vehicles**	**$**
☐	**Contingencies**	**$**
☐	**Right-of-Way**	**$**
☐	**Other Transit and TDM Elements**	**$**
	TOTAL TAB-ELIGIBLE CONSTRUCTION COSTS	**$**

Transit Operating Costs

☐	Number of platform hours	
☐	Cost per platform hour (fully loaded costs)	**$**
	Subtotal - _____	**$**
☐	Other Costs – Administration, Overhead, etc.	**$**
	Total Transit Operating Costs	**$**
☐	**TDM Operating Costs**	**$**
	TOTAL TRANSIT AND TDM OPERATING COSTS	**$**

	TOTAL TAB-ELIGIBLE COSTS	**$**

One of the federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, habitat reconstruction and connection, and road realignments out of floodplains. A response is not needed for projects applying for Active Transportation regional sales tax funds.

RESPONSE (Limit 2,800 characters; approximately 400 words):

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program in Minnesota

PROACTIVE SAFETY

Prioritizing Criteria and Measures

2050 TPP Goal: Our communities are healthy and safe.

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

Application Criteria and Measures

1. Connection to Existing Safety Planning Efforts

This criterion measures how the project connects to the Regional Safety Action Plan, existing safety plan, road safety audit, and/or other safety studies focused on reducing fatal and serious injury crashes.

A. Connection to Existing Safety Planning Efforts

Please select all of the following that apply:

☐ Project Location (or part of the location) is listed in the *Regional Safety Action Plan* on any of the following lists (note an online map is being developed and a link will be provided in final application):
- Identified on Regional Top 25 Priority *lists* (reactive or proactive)
- Identified on Regional High Injury Streets *maps*
- Identified on County Top 10 priority lists (reactive or proactive)
- Crash Risk Index >15 (for pedestrians, use the bicyclists' layers)

☐ Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes.
- Please describe and provide reference or link to the plan: _____

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below.

- **High:** Projects identified in the Regional Safety Action Plan on either the regional top 25 or county top 10 lists will score the highest followed by projects identified on the Crash Risk Index over 15 or on the Regional High Injury Streets maps.
- **Medium-High**
- **Medium:** Projects identified as a priority location for safety investment in a local (e.g. county or city) safety action plan based on a recent injury crash analysis.
- Medium-Low
- **Low:** Projects only identified in a targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project.
- **Non-responsive/Not relevant:** Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.).

2. Expected System Risk Reduction in Fatal or Serious Injury Crashes

This criterion awards points based on the Crash Modification Factors (CMFs).

A. Crash Modification Factor (CMF)

Applicants should select a Crash Modification Factors (CMFs) from the supplied *list* of commonly used CMFs. For treatments where a CMF is not chosen from the list, the applicant will provide a reasonable CMF from the *FHWA's CMF Clearinghouse* (the applicant MUST include a printout of the CMF reference page). Additionally, the applicant is required to write a brief, logical explanation on why they chose a particular CMF. For projects with multiple intersections, different CMFs can be used for each intersection depending on the crash types occurring at each intersection but no more than two CMFs can be used for each intersection or location along the project per crash. Refer to the HSIP guidance if using multiple CMFs.

- Crash Modification Factor(s) Used (100 words or less): _____
- Rationale for Crash Modification Factor(s) Selected and how the CMF(s) connect to *FHWA's Safe System Approach* (300 words or less): _____

Upload Crash Modification Factor(s).

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** Projects in this range will provide a high CMF that targets high severity crashes (fatal or serious injury). CMFs selected should be of high quality and should directly align with the safety improvements being proposed. The response will include qualitative and quantitative metrics showing a high level of potential reduction in crashes with the proposed improvements using a sound methodology.
- **Medium-High**
- **Medium:** Projects in this range may provide a high CMF but one that doesn't target high severity crashes (fatal and serious injury) specifically. CMFs selected should be of high quality and should directly align with the safety improvements being proposed. The response will

include qualitative and quantitative metrics showing a medium level of potential reduction in crashes with the proposed improvements using an established methodology.
- **Medium-Low**
- **Low:** Projects in this range may provide a lower CMF that targets all crash types of vs high severity crash types (fatal and serious injury) specifically. These projects may also provide a lower CMF that does target high severity crashes, but the CMF is lower than the "high" or "medium" scoring projects. CMFs selected should be of high quality and should directly align with the safety improvements being proposed. The response will include qualitative and quantitative metrics showing a lower level of potential reduction in crashes with the proposed improvements using an established methodology.
- **Non-responsive/Not relevant:** Projects that do not improve safety or decrease safety should receive zero points in this measure.

3. Fatal and Serious Injury Crash History

This criterion measures the history of fatal and serious injury crashes from 2016 to 2025 that have occurred along the proposed project.

A. 10-year Fatal and Serious Injury Crash History

Total correctable fatal and serious injury crashes for 2016-2025 will be tallied with each fatal (type K) crash being worth two times the number of each serious injury (type A) crash. Note possible injury (type B) crashes can be included for pedestrian and bicycle crashes only. Crash data must be obtained for the project length for calendar years 2016 through 2025. Crashes within a 250 ft radius of an intersection or along a corridor should be included. Crash data should include all crash types and severities, including pedestrian and bicycle crashes. Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT2, crash data from that system can be used as part of the submittal. MnCMAT2 data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT2. MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) will provide a crash listing upon request. Applicants should request crash data from MnDOT at least three weeks before the application deadline. If applicants wish to include crash data not available in MnCMAT2 they should reach out to MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) to discuss further.

Total crashes = 2* "Fatal" crashes + "Serious Injury" crashes + "Minor Injury" crashes (pedestrian and bicycle only)

Scoring Guidance

Correctable crashes are those that the treatment being proposed is anticipated to mitigate. The applicant with the highest number of correctable fatal (type K), serious injury (type A), and minor injury (type B) (for pedestrians and bicycles only) crashes will receive the full points for the measure. The remaining projects will receive a proportionate share of the points.

4. Improvements for People Outside of Vehicles

This criterion measures the project's ability to promote safety for people outside of vehicles, including how the project responds to existing risks and makes use of proven safety countermeasures.

A. Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the

countermeasure recommendations in the *Regional Pedestrian Safety Action Plan* and state and national best practices. Links to resources are provided on the Regional Solicitation Resources *web page.*

Answer the following questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

1. **Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, mid-block locations, and roundabouts**. Treatments and countermeasures should be well-matched to the roadway's context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links (600 words or less): _____

   Consider the following when responding:

   - Is the distance between signalized intersections increasing (e.g., removing a signal)?

     ☐No

     ☐Yes. If yes, describe what measures are being used to recognize the increased distance between designated crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, converting intersection control from signalized to roundabout to slow motorist speed, curb extensions, medians, lighting, etc.)

   - Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

     ☐No

     ☐Yes. If yes: How many intersections will likely be affected and how many feet will the crossing distance be changing by (increasing or decreasing)? Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.). If grade-separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks)

   - If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest controlled or enhanced crossing opportunity).

2. **Describe how separation will be provided for modes (vehicles and people outside of vehicles), including if there will be separation between bicyclists and pedestrians** (400 words or less)**:** _____

3. **Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements.** Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians and bicyclists if motorist speed will increase (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.). If known, what are the existing and proposed speed limits? Is this an increase or decrease from existing conditions? (400 words or less): _____

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide convenient or direct at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower or mitigate multiple crash types or threats. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less convenient or direct at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- **Non-responsive/Not relevant:** Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

5. Community Considerations

See separate Community Considerations criteria document

REACTIVE SAFETY

Prioritizing Criteria and Measures

2050 TPP Goal: Our communities are healthy and safe.

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

Application Criteria and Measures

1. Expected Reduction in Fatal and Serious Injury Crashes

This criterion measures the project's expected reduction in fatal and serious injury crashes based on the proposed Crash Modification Factors (CMFs).

A. Crashes Reduced

Calculate the reduction in the total number of crashes due to improvements made by the project.

Crash data must be obtained for the project length for calendar years 2021 through 2025. Crash data should include all crash types and severities, including pedestrian and bicycle crashes. Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT2, crash data from that system can be used as part of the submittal. MnCMAT2 data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT2. MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) will provide a crash listing upon request. Applicants should request crash data from MnDOT at least three weeks before the application deadline. If applicants wish to include crash data not available in MnCMAT2 they should reach out to MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) to discuss further. The applicant must then attach a listing of the crashes reduced and the MnDOT *HSIP Benefit/Cost (B/C) worksheet* that identifies the resulting benefit associated with the project.

Applicants should select Crash Modification Factors (CMFs) from the supplied *list* of commonly used CMFs. For treatments where a CMF is not chosen from the list, the applicant will provide a reasonable CMF from the *FHWA's CMF Clearinghouse* (MUST include a printout of the CMF reference page).

Additionally, the applicant is required to write a brief logical explanation of why they chose a particular CMF. No more than two CMFs per crash and location will be allowed. For example: a crash that occurs where multiple countermeasures are proposed – median construction, lighting, stop sign improvements – an applicant will need to choose which two CMFs that provide the greatest reduction in crashes. For projects with multiple intersections, different CMFs can be used for each intersection depending on the crash types occurring at each intersection but no more than two CMFs can be used for each intersection or location along the project per crash. Refer to the HSIP guidance if using multiple CMFs.

- Crash Modification Factor(s) Used (100 words or less): _____
- Rationale for Crash Modification Factor(s) Selected and how the CMF(s) connect to *FHWA's Safe System Approach* (300 words or less): _____
- MnDOT HSIP Project B/C ratio: _____

Upload Crash Modification Factors and B/C Worksheet.

Scoring Guidance

The applicant with highest Benefit/Cost ratio will receive the full points for the measure. The remaining projects will receive a proportionate share of the full points. The scoring committee may reduce the points awarded if the methodology or data provided by the applicant is not reasonable.

2. Connection to Existing Safety Planning Efforts

This criterion measures how the project connects to the Regional Safety Action Plan, existing safety plan, road safety audit, and/or other safety studies focused on reducing fatal and serious injury crashes.

Connection to Existing Safety Planning Efforts

Please select all of the following that apply:

☐ Project Location (or part of the location) is listed in the *Regional Safety Action Plan* on any of the following lists (note an online map is being developed and a link will be provided in final application):
- Identified on Regional Top 25 Priority *lists* (reactive or proactive)
- Identified on Regional High Injury Streets *maps*
- Identified on County Top 10 priority lists (reactive or proactive)
- Crash Risk Index >15 (for pedestrians, use the bicyclists' layers)

☐ Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes.
- Please describe and provide reference or link to the plan: _____

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below.

- **High:** Projects identified in the Regional Safety Action Plan on either the regional top 25 or county top 10 lists will score the highest followed by projects identified on the Crash Risk Index over 15 or on the Regional High Injury Streets maps.
- **Medium-High**
- **Medium:** Projects identified as a priority location for safety investment in a local (e.g. county or city) safety action plan based on a recent injury crash analysis.
- Medium-Low

- **Low:** Projects only identified in a targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project.
- **Non-responsive/Not relevant:** Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.).

3. Fatal and Serious Injury Crash History

This criterion measures the history of fatal and serious injury crashes from 2016 to 2025 that have occurred along the proposed project.

A. 10-year Fatal and Serious Injury Crash History

Total correctable fatal and serious injury crashes for 2016-2025 will be tallied with each fatal (type K) crash being worth two times the number of each serious injury (type A) crash. Note possible injury (type B) crashes can be included for pedestrian and bicycle crashes only. Crash data must be obtained for the project length for calendar years 2016 through 2025. Crashes within a 250 ft radius of an intersection or along a corridor should be included. Crash data should include all crash types and severities, including pedestrian and bicycle crashes. Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT2, crash data from that system can be used as part of the submittal. MnCMAT2 data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT2. MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) will provide a crash listing upon request. Applicants should request crash data from MnDOT at least three weeks before the application deadline. If applicants wish to include crash data not available in MnCMAT2 they should reach out to MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) to discuss further.

Total crashes = 2* "Fatal" crashes + "Serious Injury" crashes + "Minor Injury" crashes (pedestrian and bicycle only)

Scoring Guidance

Correctable crashes are those that the treatment being proposed is anticipated to mitigate. The applicant with the highest number of correctable fatal (type K), serious injury crashes (type A), and minor injury (type B) (for pedestrians and bicycles only) will receive the full points for the measure. The remaining projects will receive a proportionate share of the points.

4. Improvements for People Outside of Vehicles

This criterion measures the project's ability to promote safety for people outside of vehicles, including how the project responds to existing risks and makes use of proven safety countermeasures.

A. Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the *Regional Pedestrian Safety Action Plan* and state and national best practices. Links to resources are provided on the Regional Solicitation Resources *web page.*

Answer the following questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

1. **Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, mid-block locations, and roundabouts**. Treatments and countermeasures should be well-matched to the roadway's context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links (600 words or less): _____

   Consider the following when responding:

   - Is the distance between signalized intersections increasing (e.g., removing a signal)?

     ☐No

     ☐Yes. If yes, describe what measures are being used to recognize the increased distance between designated crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, converting intersection control from signalized to roundabout to slow motorist speed, curb extensions, medians, lighting, etc.)

   - Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

     ☐No

     ☐Yes. If yes: How many intersections will likely be affected and how many feet will the crossing distance be changing by (increasing or decreasing)? Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.). If grade-separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks)

   - If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest controlled or enhanced crossing opportunity).

2. **Describe how separation will be provided for modes (vehicles and people outside of vehicles), including if there will be separation between bicyclists and pedestrians** (400 words or less)**:** _____

3. **Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements.** Describe any project-related factors that may affect speed directly or

indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians and bicyclists if motorist speed will increase (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.). If known, what are the existing and proposed speed limits? Is this an increase or decrease from existing conditions? (400 words or less): _____

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide convenient or direct at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower or mitigate multiple crash types or threats. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less convenient or direct at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- **Non-responsive/Not relevant:** Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

5. Community Considerations

See separate Community Considerations criteria document.

REGIONAL BICYCLE FACILITIES

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

Application Criteria and Measures

1. Regional Bicycle Priorities

This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on established regional policies and priorities.

Regional Bicycle Transportation Network (RBTN) is the *official regional bikeway network* that sets the region's priority vision for planning and investment. The network was established in 2014 based on a Regional Bicycle System Study analysis and prioritization of potential corridors. This analysis was based on factors such as bicycle trip demand, network connectivity, social equity, population and employment density, and connections to transit.

Regional Trails are part of the Regional Parks system and include planned alignments from the *2050 Regional Parks and Trails Policy Plan*.

Regional Bicycle Barrier Crossings are the barrier segments within the "Regional Bicycle Barrier Crossing Improvement Areas" as adopted in 2025 and shown in the Regional Bike Boulevard Study (*RBBS) online map*. Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bicycle facility treatment, to receive points.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota, and St. Croix Rivers as identified in figure 6 of the Bicycle Investment Plan within the 2050 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment to receive points.

A. Identified Network Priorities

Select all that apply, based on the project's location and types of improvements:

☐ RBTN Alignment (Tier 1)

☐ RBTN Alignment (Tier 2)

☐ RBTN Corridor (Tier 1)

☐ RBTN Corridor (Tier 2)

- ☐ Regional Trail (not on the RBTN)
- ☐ Major River Bicycle Barrier Crossing
- ☐ Regional Bicycle Barrier Crossing (Tier 1)
- ☐ Regional Bicycle Barrier Crossing (Tier 2)
- ☐ Regional Bicycle Barrier Crossing (Tier 3)
- ☐ Regional Bicycle Barrier Crossing (non-tiered)

Provide an optional narrative to explain if multiple boxes were selected (300 words or less):

_____

Scoring Guidance

The applicant will receive points based on the project's ability to advance previously defined regional bicycle priorities. Projects that include more than one type of improvement will receive the point value of the highest scoring improvement (e.g., RBTN Tier 1 alignment and Regional Trail would get the highest of those point totals based on the table below). In cases where a Regional Trail alignment that runs along and adjacent to a roadway does not match exactly with the parallel RBTN alignment in the same roadway corridor, the trail alignment may be interpreted as the RBTN alignment at the scorer's discretion. The scoring for regional trails will be revisited next funding cycle based on the results of the planning project to add RBTN corridors and alignments in rural communities. This regional effort will evaluate additions to the RBTN network in the rural parts of the region.

	Linear Facility	Barrier Crossing
30 Points	Projects with 50% or more of the project's length within and along a Tier 1 RBTN alignment	Improvements to a Tier 1 Regional Bicycle Barrier or Major Bicycle Barrier Crossing
25 Points	Projects with 50% or more of the project's length within and along a Tier 1 RBTN corridor or Tier 2 RBTN alignment, or a Non-RBTN Regional Trail corridor or alignment	Improvements to a Tier 2 Regional Bicycle Barrier
20 Points	Projects with 50% or more of the project's length within and along a Tier 2 RBTN corridor	Improvements to a Tier 3 Regional Bicycle Barrier
10 Points	N/A	Non-tiered bicycle barriers
0 Points	Project does not implement a regional facility or address a regional barrier	

Scorers may use discretion to apply a lower point value to projects that are located at a defined barrier crossing, but do not meaningfully improve upon existing conditions.

2. Connection to Key Destinations

This criterion measures the project's ability to serve a transportation purpose by connecting users to key local destinations.

Connection to Key Destinations

Attach a map that clearly identifies key destinations within ½ mile of the project limits. Key destinations may include destinations important to the local community, including (but not limited to) banks, post offices, high-frequency transit stations, childcare centers, grocery stores, medical centers, office parks, pharmacies, places of worship, public libraries, public parks, schools, universities, or colleges. Other destinations may be included with an explanation as to their importance to the local community.

Upload that map, along with a written response (300 words or less) that highlights the key destinations served and their importance to the local community.

Applicants may identify additional destinations up to 1 mile from the project location but will need to demonstrate that these destinations have a continuous bicycle facility connection to ensure safe access from the project location. These destinations must be clearly marked outside of the ½ mile buffer for this criterion.

If the project does not directly serve any key destinations but facilitates an important connection to a destination more than ½ mile from the project, please explain.

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this measure will make a strong case about how the project will significantly increase access to key destinations. This may include providing new connections and/or improvements to existing connections. The narrative should also explain why the destinations are critical to the community and/or region. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may minimally increase access to key destinations by only connecting to a few destinations and/or providing small improvements to existing connections. Differentiation among these projects should consider how many destinations are connected, the importance of the destinations to the community and/or region, and the level of increased access as provided in the narrative. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- **Medium-Low**
- **Low:** Projects that have minimal destinations within the project area or do not create safe connections to those destinations should receive minimal points for this criterion. Consider whether the project adds new connections and/or improves existing connections when making this assessment.
- **Non-responsive/Not relevant:** Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.

3. All Ages & Abilities Design

This criterion measures how well the project provides bicycling infrastructure for all ages and abilities. Guidance from sources such as the following may be referenced as part of the written explanation, but the applicant should, at a minimum, provide the information requested below.

- Minnesota Department of Transportation's *Bicycle Facility Design Manual*
- National Association of City Transportation Officials' (NACTO) *Urban Bikeway Design Guide 3rd Edition*
- American Association of Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities 5th Edition
- Federal Highways Administration's *Bikeway Selection Guide*

FHWA guidance provides authorization for use of alternate roadway design guides in federally-funded projects. See *Alternate Roadway Design Publications Recognized by FHWA under IIJA and FAST Act* for details.

A. Facility Type

Describe the minimum level of protection this facility will provide. If your project proposes more than one facility type, provide the following information for each segment. Applicants are encouraged to consider how the project development process may affect the final layout after application to minimize need for scope changes.

- Proposed facility types: Multiuse trail, sidepath, off-street bikeway, on-street bikeway protected with permanent materials, on-street bikeway protected with temporary materials, on-street bikeway with painted buffer, constrained bike lane, advisory bike lane, bike boulevard, shared space.

- Roadway AADT: Use the highest value from the most recent count available.

- Motor vehicle design speed: This is collected only to score facility types other than off-street bikeways or on-street bikeways protected with permanent materials, which will receive high scores regardless of design speed. If state aid rules require a design speed greater than 25 mph, the applicant should acknowledge risk of a scope change if their application bases facility selection on a lower design speed on premise of receiving a variance.

- Number of lanes in each direction: This is collected only to score facility types other than off-street bikeways or on-street bikeways protected with permanent materials, which will receive high scores regardless of number of lanes. If state aid rules require or the project development process could lead to requiring more than one lane in any direction, the applicant should acknowledge risk of a scope change if their application bases facility selection on the premise of having no more than one lane per direction.

Segment 1 (include options in form to add additional segments)

  - Proposed facility type(s) and length:_____
  - Roadway AADT: _____
  - Motor vehicle design speed: _____
  - Number of lanes in each direction: _____

The table below shows the minimum recommended level of separation based on roadway features and operational characteristics. If the current proposed facility type differ from these recommendations, please explain your reasoning for selecting the facility type (400 words or less). Example constraints or risks may include, but are not limited to, drainage, trees, safety, utilities, and right-of-way constraints.

Facility Type	Target Motor Vehicle Speed	Motor Vehicle Lanes in Same Direction	Motor Vehicle AADT
Off-street *(multiuse trail, sidepath, or bikeway)*	Any	Any	Any
Protected bike lane (with permanent materials)	Any	Any	Any
Bike lane with buffer or temporary protection	≤25 mph	Single lane	≤6,000
Bike lane	≤20 mph	Single lane	≤1,500-3,000
Advisory bike lane or bike boulevard	≤20 mph	Single lane or no centerline	≤500-2,000
Shared spaces	≤10 mph	No centerline	≤1,000

Scoring Guidance

The project will be scored based on the following guidance. Projects may be rated at any point along the scale based on their performance against the stated criteria.

Single facility type

- **High:** All off-street multiuse trails, sidepaths, or bikeways and on-street bike lanes separated with permanent materials will receive high scores. All on-street facilities matching the recommended facility type or providing a higher level of protection will receive high scores.
- **Medium-High**
- **Medium:** Projects that do not adhere to the facility type guidance but provide an accepted justification for why they are providing the "next best facility type," such as the examples listed in the prompt above, will receive a medium score.
- **Medium:** Applicants who are not in alignment with the recommended facility types may receive a medium score if they cite alternate guidance along with a clearly stated and accepted explanation of why that guidance is appropriate for the project.
- **Medium-Low**
- **Low:** Projects that do not adhere to the facility type guidance and do not provide an accepted justification.

Multiple facility types

Projects that include multiple facility types will receive length proportionate points based on the score of each proposed segment.

B. Design Features and Roadway Crossings

Provide a brief description (400 words or less) outlining the ways the project will meet or exceed the applicable design standards, specifically focusing on ways the project provides facilities suitable for users of all ages and abilities. The description should include the best available information on the facility's proposed width, buffer or separation, pavement markings and signage, facility transitions, ADA considerations, intersection design, driveways and conflict points, and any traffic calming elements.

In order to implement the Imagine 2050 Transportation Policy Plan actions seeking to provide a bicycle network suitable for riders of all ages and abilities, applicants are encouraged to meet or exceed the outlined guidance wherever possible.

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the guidelines provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** High rated projects will provide low-stress facilities suitable for riders of all ages and abilities, provide simple to navigate and/or protected crossings, and provide strong vertical and horizontal separation from traffic or a low-speed, low-volume traffic place to ride.
- **Medium-High**
- **Medium**: Medium rated projects will provide bicycle facilities that are suitable for most adults, provide crossings that are easy for an adult to navigate, and provide a place to ride separated with permanent materials from higher speed and multilane traffic.
- **Medium-Low**
- **Low:** Low-rated projects have elements that meet minimum state design standards, but do not provide a low-stress facility. This may include providing facilities with adequate width and temporary or painted separation, but few improvements to roadway crossings or other conflict points.
- **Non-responsive/Not relevant:** Projects that do not meet minimum state design standards should receive zero points for this measure.

4. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and makes use of proven safety countermeasures.

A. Connection to Existing Safety Planning Efforts

Please select all of the following that apply:

☐ Project Location (or part of the location) is listed in the *Regional Safety Action Plan* on any of the following lists (note an online map is being developed and a link will be provided in final application):
- Identified on Regional Top 25 Priority *lists* (reactive or proactive)
- Identified on Regional High Injury Streets *maps*
- Identified on County Top 10 priority lists (reactive or proactive)
- Crash Risk Index >15 (for pedestrians, use the bicyclists' layers)

☐ Project location is not listed in a regional or local safety plan but provides a parallel or alternative route that will improve safety for people walking or biking.

- Please describe and provide information on the ways the project will provide a safe alternative route (300 words or less).

☐ Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes.
- Please describe and provide reference or link to the plan: _____

Scoring Guidance
The project will be scored based on the scorer's discretion, using the following guidance.

- **High:** Project is identified in the regional safety action plan on either the regional top 25 or county top 10 lists or project provides a viable parallel or alternative route to a location listed.
- **Medium-High**
- **Medium:** Project location is identified in a regional safety action plan on High Injury Streets or Crash Risk Index, or project provides a viable parallel or alternative route to a location listed.
- **Medium-Low**
- **Low:** Project location is identified in a local (e.g. county or city) safety action plan or project has a completed targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project or project provides a viable parallel or alternative route to a location listed.
- **Non-responsive/Not relevant:** Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g. NEPA document, corridor study, intersection study, ICE report, etc).

B. Safety Improvements for People Outside of Vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.

- Consider these resources for safety improvements: *Regional Safety Action Plan's Programmatic Recommendations*, *FHWA's Safe System Roadway Design Hierarchy*, and *MnDOT's Traffic Engineering Countermeasures*

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- **Non-responsive/Not relevant:** Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

5. Community Considerations

See separate Community Considerations criteria document.

TRANSIT EXPANSION

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

Application Criteria and Measures

1. Service/Facility Provided Must be Effective for Transit Market Area

This criterion measures the effectiveness of the project against Transit Market Area and performance guidelines (e.g., productivity, cost effectiveness).

A. Transit Market Area Alignment

Refer to the *2050 Transportation Policy Plan Transit Market Area map* and select which transit market area(s) the project serves:

☐ Existing or emerging Transit Market Area I: Most dense urban centers and corridor

☐ Existing or emerging Transit Market Area II: Less dense urban neighborhoods and activity centers

☐ Existing or emerging Transit Market Area III: Suburban but still dense enough to support from regular-route service

☐ Existing or emerging Transit Market Area IV: Low density suburban edge areas

☐ Existing or emerging Transit Market Area V: Rural with some small communities

☐ Freestanding Town Center

Based on the guidance provided in the 2050 Transportation Policy Plan Regional Transit Design and Performance Guidelines provide a brief narrative (400 words or less) explaining how the project aligns with the typical service expected and/or transit design guidelines for the project's service type and Transit Market Area context. If the project deviates from the typical service expected and/or transit design guidelines, explain why.

Refer to *Table 9.3: Typical service and key planning factors by Transit Market Area* to assess alignment with the typical service expected. Also assess how the project aligns with the Transit Design Guidelines section, with particular emphasis on stop spacing, route spacing, facility design, service span, frequency, and coverage service, as applicable to the project.

If the project expands an existing route, consider the expanded service in total, not just the added portion of service, when answering this question. If the route is intended to be a coverage route, please explain how it meets the criteria outlined in the Regional Transit Design and Performance Guidelines for such routes.

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on their alignment with the Regional Transit Design and Performance Guidelines. For new facility or expanded facility projects, assess how the project supports the appropriate service type within the market area, as well as how the project aligns with design guidelines related to stop spacing, customer facility features, and other aspects.

A project that aligns with all guidelines relevant for the project type should receive full points. A project that does not fully align with the relevant guidelines may receive partial points based on the scale of deviation and the applicant's justification for deviations from the guidelines. As you assess the project, consider the proposed service type, proposed facility type, how much of the service is in each Transit Market Area (if multiple), and other relevant considerations highlighted by the applicant.

- **High:** The highest rated projects in this measure aligns with all regional Transit Market Area and Transit Design guidance, including route type, frequency, facility type, and transitway type as applicable.
- **Medium-High**
- **Medium:** Mid-range projects in this measure are mostly consistent with regional guidance, or are consistent for most of the alignment served. There may be some inconsistencies, more points should be awarded if there is a strong justification provided for inconsistencies; fewer points should be awarded if a weak or no justification for inconsistencies is provided.
- **Medium-Low**
- **Low:** Low rated projects in this measure are only partly consistent with regional guidance, or are consistent for only part of the alignment. For facility projects, the proposed location may conflict with regional guidance.
- **Non-responsive/Not relevant:** Projects that do not align with regional guidance should receive zero points in this measure. Projects that do not provide a complete response should also receive zero points.

B. Regional Transit Performance Guidelines

Refer to the 2050 Transportation Policy Plan Regional Transit Design and Performance Guidelines and select which route type applies to the project from the list below. For facility-only projects, select the type of service the facility serves.

☐ Core local bus

☐ Supporting local bus

☐ Suburban local bus

☐ Commuter and express bus

☐ Microtransit

☐ General public dial-a-ride

☐ Light rail

☐ Arterial BRT

- ☐ Highway BRT
- ☐ Dedicated BRT
- ☐ Commuter rail

Does the project meet the definition of a coverage service? If yes, check which type of coverage service applies.

- ☐ Geographic coverage
- ☐ Job-access coverage

Provide estimates for the following metrics. If the project expands an existing route, provide estimates for the route as expanded, not just the added portion of the service. For facility projects, respond with current data for the route(s) connecting to the facility. You may choose to provide alternative performance metrics to quantify the project's impact; however, you should include your rationale for using other metrics as part of your narrative response.

Note: Up until two weeks prior to the application due date, applicants will be able to submit their estimates to Metropolitan Council staff, who will advise whether the estimates need to be corrected. This optional review, or lack thereof, will be made available to the scorer of this criterion. Applicants who plan to use an alternative ridership estimation methodology are strongly encouraged to do this to avoid risking a deduction in their score.

For service expansion projects (with or without new or expanded facilities):

- Estimated passenger per in service hour in third year of service: _
- Route average riders per in-service hour: _
- Minimum riders per in-service hour: _
- Estimated subsidy per passenger in third year of service: _

For facility-only projects: Provide current information for routes that connect to the facility.

- Current passenger per in-service hours: _
- Route average riders per in-service hour: _
- Current subsidy per passenger: _
- Minimum riders per in-service hour: _____
- Current average stop spacing: _
- Proposed average stop spacing:
- Optional: alternative performance metrics: _

Based on the guidance provided in the 2050 Transportation Policy Plan, provide a brief narrative of how the project aligns with the productivity and cost-effectiveness performance guidelines. Include information on how the project aligns with stop/station spacing guidelines if applicable. If using another methodology to assess the project's performance, provide your explanation here. If the project expands an existing route, consider the expanded service in total, not just the portion of added service, when answering this question (300 words or less): _

Provide a brief narrative of the data and methodology you used to quantify the project's impact (100 words or less): _

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects from Low to High based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. For this measure, it is important to have differentiation among the applications. The scorer may adjust the rubric, as needed, to ensure at least a 10-point spread among the applications.

Refer to *Table 9.11: Minimum guidance for passengers per in-service hour* and *Table 9.12: Subsidy thresholds per* passenger of the 2050 Transportation Policy Plan Regional Transit Design and Performance Guidelines to assess whether the project aligns with performance guidelines for passengers per in-service hour, based on the data provided by the applicant. Also consider the subsidy per passenger information, whether the project is geographic or job-access coverage service, the narrative provided by the applicant, and explanation of methodology.

For facility-only projects: In addition to the guidance above, refer to *Table 9.4: Local and express route spacing guidelines* and *Table 9.5 Local bus route spacing guidelines by route type and Transit Market* of the 2050 Transportation Policy Plan Regional Transit Design and Performance Guidelines to assess whether the project aligns with performance guidelines for stop spacing, based on the data provided by the applicant.

If alternative performance metrics are provided, the scorer should consult the design and performance guidelines as reference and use their best judgement to assign a score.

- **High:** The highest rated projects in this measure will exceed the average passenger per in-service hour guidelines and be below the average per passenger subsidy for the route type. If the project is geographic or job-access coverage, it may still be awarded full points even though it doesn't meet these thresholds if it is close, and the narrative describes the critical service gap filled by the project. The methodology provided must be technically established.
- Medium-High
- **Medium:** Mid-range projects in this measure may meet some but not all passenger per in-service hour and average subsidy per passenger thresholds. Projects meeting or exceeding more performance thresholds should be scored higher than those meeting fewer. Differentiation among projects should also be made based on the merit of the service described in the narrative. Points should be deducted if no methodology is provided or methodology is not established.
- Medium-Low
- **Low:** Projects that do not meet average or minimum passenger per in-service hour guidelines and have per passenger subsidies of greater than 60 percent more than peer route average should receive a low rating for this measure. If the project is geographic or job-access coverage, it may be awarded more points even if it is below these thresholds if the narrative describes how the project fills a critical service gap.
- **Non-responsive/Not relevant**: Projects that do not provide sufficient data or explanation to assess their performance should receive zero points in this measure.

2. New Ridership

The criterion measures the project's impact by estimating the annual new transit ridership.

A. New Annual Riders

Based on the service type, estimate and provide the new annual transit ridership that is produced by the new project in the third year of service.

Note: Up until two weeks prior to the application due date, applicants will be able to submit their estimates to Metropolitan Council staff, who will advise whether the estimates need to be corrected. This optional review, or lack thereof, will be made available to the scorer of this criterion. Applicants who plan to use an alternative ridership estimation methodology are strongly encouraged to do this to avoid risking a deduction in their score.

Select the relevant ridership methodology type for the project and provide the annual transit ridership, based on the methodology listed in the following sections.

Methodology type:

☐ Park-and-Rides and Express Routes Projects to Minneapolis, Saint Paul, and U of M Campuses

☐ Transitway Projects

☐ Urban and Suburban Local Routes and Suburb-to-Suburb Express Routes Only

☐ Other

Estimated ridership:

- Estimated new ridership in third year of service: _

Provide a brief narrative of the data and methodology you used to quantify the project's impact (100 words or less): _

New Facilities, Park-and-Rides and Express Routes Projects to Minneapolis, St. Paul, and U of M Campuses Only:

Use a technically established forecast methodology to estimate the third year of ridership. The ridership estimate should include only new transit users and should exclude transit riders that shift from an existing facility or service. Applicants must clearly describe the methodology and assumptions used to estimate annual ridership.

The following is a list of key factors that drive park-and-ride demand and should be the basis for new rider estimates for new or expanded park-and-ride projects.

- Socioeconomic forecasts
- Commute patterns from Census data
- Transit rider characteristics from a variety of survey data sources
- Downtown job growth and the overall distribution of jobs in the region
- Parking costs
- Level of transit service, both during peak periods and in the midday
- Travel time to downtown Minneapolis or Saint Paul or U of M campuses
- Travel time from user origins to potential park-and-ride facilities
- Available capacity at potential facilities

Note: Any express routes not going to these downtown areas should follow the peer route methodology described in the "For Urban and Suburban Local Routes and Suburb-to-Suburb Express Routes Only" section.

Transitways Projects Only:
Use the most recent forecast data (current or opening year) to estimate ridership for the third year of service. Forecast data for the transitway must be derived from a study or plan that uses data approved by Metropolitan Council staff. This includes the most up-to-date estimates from plans that have been already adopted. Describe the study or plan where the ridership is derived from and where the documentation can be found (provide weblinks, if available).

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2050 Transportation Policy Plan to include commuter rail; light rail; highway, dedicated, and arterial bus rapid transit; and modern streetcar. Eligible transitway projects must have a mode and alignment identified and recommended through a local process approved by a policy board. Transitways projects that are not in the 2050 Transportation Policy Plan's fiscally constrained plan will also require a TPP amendment prior to receiving funds, if selected.

Urban and Suburban Local Routes and Suburb-to-Suburb Express Routes Only:
Use peer routes that are currently in service to develop a ridership estimate for the third year of service. To select the peer routes, the applicant should identify routes in the same Transit Market Area (as defined in the 2050 Transportation Policy Plan), or routes that serve locations with similar land use and development patterns. Applicants must use the average passengers per service hour of at least three peer routes to apply a ridership rate for the proposed service project. The route proposed for expansion and all three routes must use the same year's annual ridership. Additionally, describe how a peer route was selected in the response and any assumptions used. The applicant must also explain why they chose a given year for their forecast.

Scoring Guidance
The applicant with the highest new annual ridership will receive full points. The remaining projects will receive a proportionate share of the full points. Points should be deducted if no methodology is provided or if the methodology is not established.

3. New Coverage

This criterion measures the project's impact by measuring the number of residents in an area impacted by the new hours of transit service or the number of residents impacted by a new or expanded facility.

A. Service Hours by Population within Service Area

The Service Hours by Population within Service Area metric is a measure of the people impacted by the new service or facility.

- Population within service area (include new coverage from new/expanded facilities, if applicable): _
- Hours of service (include new coverage from new/expanded service hours, if applicable): _
- Population within service area multiplied by new hours of service (divided by 100): _

Notes: The project's service area is defined as within ½ mile of stops for all types of transit service. For microtransit, the full service area may be included, but not connecting zones. For existing routes that

are being extended or restructured, include only the newly served populations (subtract the population of the existing service area from the new total). Use population data from the most recently available U.S. Census year (American Community Survey).

New hours of service are defined as the number of hours in a week that the service operates that it wasn't previously operating.

Provide a brief narrative (100 words or less) of the data and methodology you used to quantify the population within the service area: _

Scoring Guidance
The applicant with the highest calculated value will receive full points. The remaining projects will receive a proportionate share of the full points. Points should be deducted if no methodology is provided or the methodology is not established.

4. Connections to Key Destinations

This criterion measures the project's ability to serve a transportation purpose by connecting users to key local destinations.

Connection to Key Destinations

Attach a map that clearly identifies key destinations within ½ mile of the project limits. Key destinations may include destinations important to the local community, including (but not limited to) banks, post offices, high-frequency transit stations, childcare centers, grocery stores, medical centers, office parks, pharmacies, places of worship, public libraries, public parks, schools, universities, or colleges. Other destinations may be included with an explanation as to their importance to the local community.

Upload that map, along with a written response (300 words or less) that highlights the key destinations served and their importance to the local community.

If the project does not directly serve any key destinations but facilitates an important connection to a destination more than ½ mile from the project, please explain.

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this measure will make a strong case about how the project will significantly increase access to key destinations. This may include providing new connections and/or improvements to existing connections. The narrative should also explain why the destinations are critical to the community and/or region.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may minimally increase access to key destinations by only connecting to a few destinations and/or providing small improvements to existing connections. Differentiation among these projects should consider how many destinations are connected, the importance of the destinations to the community and/or region, and the level of increased access as provided in the narrative.
- **Medium-Low**

- **Low:** Projects that have minimal destinations within the project area or do not create safe connections to those destinations should receive minimal points for this criterion. Consider whether the project adds new connections and/or improves existing connections when making this assessment.
- **Non-responsive/Not relevant:** Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.

5. Transit Needs-based Determination

This criterion measures the project's impact on areas of high transit need, based on demographic data and roadway delay and reliability performance.

A. Demographic and Roadway Delay/Reliability Data

Check which characteristics of high transit need the project will address:

Demographic Data

☐ Service area includes a high proportion of households with no access to a vehicle
Include percentage of households: _

☐ Service area includes a high proportion of people with lower income (185% of federal poverty rate)
Include percentage of people with lower income: _

☐ Service area includes a high proportion of people with disabilities
Include percentage of people with disabilities: _

☐ Service area includes a high proportion of youth (ages 8 to 18)
Include percentage of youth: _

Excessive Delay and Reliability Corridors

☐ Provides an alternative travel option along a roadway corridor with two hours or more of excessive delay

☐ Provides an alternative travel option along a roadway corridor with low reliability as measured by a buffer index of 0.5 or greater

Other

☐ Project serves another type of high transit need (describe how you are defining need and how the project addresses it in your narrative response)

Note: For demographic data, use data from the most recently available U.S. Census year (American Community Survey). The project's service area is defined as within ½ mile of stops for all types of transit service. Data from Census Tracts – existing and new – may be included in the analysis. For microtransit, all Census Tracts within the service area zone may be included but not connecting zones. Include the relevant data in your narrative and your methodology in the open-response sections below.

For excessive delay and reliability corridors, only check the box if the project provides a new alternate travel option or improves an existing alternate travel option for a corridor originally identified on page 19 and page 20 of the *2050 TPP Highway Investment Plan maps for Reliability or Excessive Delay.* The data will be updated for use in the Regional Solicitation. The narrative should address how the project will impact performance on the corridor using a quantitative and/or qualitative assessment.

The transit needs-based determination may apply to the whole project area, portions of the route, or specific stops served by the project. Your narrative should clearly explain where the project is serving an area of transit need and how the project will improve service to these areas.

Provide a brief narrative that describes how the proposed project impacts areas of high transit need, including addressing any of the items selected above. Provide quantitative information as applicable (300 words or less): _

If you provided quantitative information above, provide a brief narrative of the data and methodology you used to quantify the project's impact (100 words or less): _

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may score at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this measure will address multiple areas/types of transit needs, using sound data and analysis methodology. Addressing demographic areas of need should be prioritized over delay/reliability and other types of need. Specifically, highest priority should be given to projects that address the demographic areas of need directly listed in the question (checkboxes).
- **Medium-High**
- **Medium:** Mid-range projects in this measure address one or few areas of transit need or address lower priority types of transit need. Points should be reduced if data or analysis methodology is less established.
- **Medium-Low**
- **Low:** Low rated project in this measure will address only one area of transit need and/or have low quality data or an unestablished analysis methodology.
- **Non-responsive/non relevant:** Projects should receive zero points in this measure if they do not provide data or sufficient explanation describing how the project will address an area of transit need.

6. Community Considerations

See separate Community Considerations criteria document.

TRANSIT CUSTOMER EXPERIENCE

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

Application Criteria and Measures

1. Ridership Affected

This criterion measures the project's impact based on how many riders the improvement(s) will impact.

A. Total Existing Annual Riders

List the transit routes directly connected to the project. Metropolitan Council staff will provide the total existing annual ridership data: _

Scoring Guidance
The applicant with the route connections having the highest number of weekday passenger trips will receive the full points. Remaining projects will receive a proportionate share of the full points.

2. Transit Service

This criterion measures improvements to travel times and/or reliability of existing transit service.

A. Travel Times and/or Reliability of Existing Transit Service

Select which types of service improvements apply to your project:

☐ Improved travel time

☐ Improved reliability

☐ Other service improvement (describe in narrative)

Provide a brief narrative that describes how the proposed project improves transit service, including addressing any of the items selected above. Provide quantitative information as applicable (300 words or less): _

If you provided quantitative information above, provide a brief narrative of the data and methodology you used to quantify the project's impact (100 words or less): _

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. Examples of industry best practices and proven techniques for reliability improvements are referenced in the following TCRP report: *Minutes Matter: A Bus Transit Service Reliability Guidebook | The National Academies Press*.

- **High:** The highest rated projects in this measure will describe how the project significantly improves transit service - increasing reliability, reducing delays, or some other improvement. The project includes elements consistent with industry best practices and proven techniques for reliability improvements.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may describe how the project significantly improves transit service but with less proven techniques.
- **Medium-Low**
- **Low:** Low rated projects in this measure will describe minimal improvements to transit service and will not include industry best practices and proven techniques.
- **Non-responsive/Not relevant:** Projects that do not improve transit service should receive zero points in this measure. Projects that do not provide a complete response should also receive zero points.

3. Access to Transit Facilities

This criterion measures improvements for access to transit facilities, including multimodal connections and ADA improvements.

A. Multimodal Connections and ADA Accessibility

Select which types of access improvements apply to your project from the list below. All improvements must be within 500 feet of a transit facility.

☐ Improved pedestrian connection to facility (e.g., improved pedestrian crossings, new or improved sidewalk connections, filling sidewalk gaps)

☐ Improved bicycle connection to facility (e.g., new or improved bicycle facility connections, filling bicycle system gaps)

☐ Improved transit connection to facility (e.g., expanded transit vehicle capacity)

☐ Improved ADA access (e.g., bringing existing infrastructure up to and/or going beyond ADA minimums)

☐ Improved multimodal elements at facility (e.g., bicycle racks and lockers, shared mobility options)

☐ Other access improvement (describe in narrative)

Provide a brief narrative that describes how the proposed project improves access to transit facilities, including addressing any items selected above. Provide quantitative information as applicable (300 words or less): _

If you provided quantitative information above, provide a brief narrative of the data and methodology you used to quantify the project's impact (100 words or less): _

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this measure will describe how the project significantly improves access to transit facilities by several modes. The response will include quantitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may describe how the project significantly improves access to transit facilities but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and an established methodology but only offer a small improvement in access to transit facilities.
- **Medium-Low**
- **Low:** Low rated projects in this measure will describe minimal access improvement to transit facilities and will not include quantitative data.
- **Non-responsive/Not relevant:** Projects that do not improve access to transit facilities should receive zero points in this measure. Projects that do not provide a complete response should also receive zero points.

4. Safety and Security

This criterion measures improvements to safety and security of transit riders and people crossing or traveling adjacent to transit facilities.

A. Safety and Security for Transit Riders and People Accessing Transit Facilities

Select which types of safety and security improvements apply to your project:

☐ Improved traffic safety for all travelers – transit riders, pedestrians, bicyclists, people in cars

☐ Improved personal security for people on transit vehicles and/or at transit facilities (e.g., crime prevention through environmental design strategies may include lighting, hardening edges, expanding clear sight lines, promoting natural surveillance)

☐ Other safety or security improvement (describe in narrative)

Provide a brief narrative that describes how the proposed project improves safety and/or security for users of the transit system and people accessing transit facilities, including addressing any items selected above. Provide quantitative information as applicable (300 words or less): _

If you provided quantitative information above, provide a brief narrative of the data and methodology you used to quantify the project impact (100 words or less): _

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this measure will describe how the project significantly improves safety and security of the transit system. The project will include industry best practices and proven techniques for safety and implement strategies identified in local safety plans or policies.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may describe how the project significantly improves safety and/or security but with less proven techniques or no connection to a local

safety plan or policy. Similarly, mid-range projects may only offer a small improvement in safety and/or security or make a significant improvement in safety but not security or vice versa.
- **Medium-Low**
- **Low:** Low rated projects in this measure will describe minimal improvements to safety and/or security and will not include industry best practices or proven techniques.
- **Non-responsive/Not relevant:** Projects that do not improve safety or security should receive zero points in this measure. Projects that do not provide a complete response should also receive zero points.

5. Customer Comfort and Ease of Use

The criterion measures improvements to transit riders' comfort and overall ease of use of the transit system.

A. Comfort for Transit Riders and Overall Ease of Use of the Transit System

Select which types of comfort/ease of use improvements apply to your project:

☐ Improved facility amenities (e.g., shelter, seating, lighting, shade, heating, trash receptables)

☐ Improved fare collection

☐ Improved wayfinding

☐ Improved rider information (e.g., real-time arrival, detour)

☐ Other comfort or ease of use improvement (describe in narrative)

Provide a brief narrative that describes how the proposed project improves comfort for users of the transit system and/or overall ease of use of the transit system, including addressing any items selected above. Provide quantitative information as applicable (300 words or less): _

If you provided quantitative information above, provide a brief narrative of the data and methodology you used to quantify the project impact (100 words or less): _

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this measure will describe how the project significantly improves customer comfort and/or ease of use of the transit system and will include several types of improvements. The response will include quantitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may describe how the project significantly improves customer comfort and/or ease of use but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and an established methodology but only offer a small improvement in access to customer comfort and ease of use.
- **Medium-Low**

- **Low:** Low rated projects in this measure will describe minimal improvements to customer comfort and ease of use and will not include quantitative data.
- **Non-responsive/Not relevant:** Projects that do not improve customer comfort or ease of use should receive zero points in this measure.

6. Community Considerations

See separate Community Considerations criteria document.

ROADWAY MODERNIZATION

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

Application Criteria and Measures

1. Multimodal/Complete Streets Connections

This criterion measures how the project improves travel experience, safety, and security for all modes of transportation and addresses the safe integration of these modes. The 2050 Transportation Policy Plan requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of projects.

A. New or Improved Multimodal Connections (Transit, Bicycle, Pedestrian, TDM Elements)

Describe the new or improved multimodal connections (transit, bicycle, pedestrian, etc.) along, across or underneath the project and/or TDM elements (400 words or less). Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- How does the project reduce the level of traffic stress (reference the Oregon Department of Transportation level of traffic stress *analysis procedure* or another similar methodology) for all users of multimodal facilities?
- How will the project improve the comfort and quality of the travel experience for bicyclists, pedestrians, and transit users of all ages and abilities?
- How will the project reduce delays for these users?
- How will the project improve access or expand connections for these users?
- How will the project use TDM to encourage the use of other modes?
- Does the project provide a high-quality connection based on the surrounding land use and/or community context?

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. The project rating will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

- **High:** The highest rated projects in this measure will significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project. The response will include quantitative or qualitative metrics showing

a high level of improvement using an established methodology. Projects that are on the Regional Bicycle Transportation Network (RBTN) or cross or address a barrier as identified in the Regional Bicycle Barriers Study AND provide new or improved bicycle facilities designed to cater to uses of all ages and abilities will receive a high score..

- **Medium-High**
- **Medium:** Mid-range projects in this measure may significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project but without quantitative or qualitative data or using a less established methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Low rated projects in this measure will not include quantitative or qualitative data and may not provide clear information to create confidence that the project will provide benefits.
- **Non-responsive/Not relevant:** Projects that do not improve the multimodal travel experience, safety and security should receive zero points in this measure.

2. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and maximizes use of proven safety countermeasures.

A. Connection to Existing Safety Planning Efforts

Please select all of the following that apply:

☐ Project Location (or part of the location) is listed in the *Regional Safety Action Plan* on any of the following lists (note an online map is being developed and a link will be provided in final application):
- Identified on Regional Top 25 Priority *lists* (reactive or proactive)
- Identified on Regional High Injury Streets *maps*
- Identified on County Top 10 priority lists (reactive or proactive)
- Crash Risk Index >15 (for pedestrians, use the bicyclists' layers)

☐ Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes.
- Please describe and provide reference or link to the plan: _

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below.

- **High:** Projects identified in the Regional Safety Action Plan on either the regional top 25 or county top 10 lists will score the highest followed by projects identified on the Crash Risk Index over 15 or on the Regional High Injury Streets maps.
- **Medium-High**
- **Medium:** Projects identified as a priority location for safety investment in a local (e.g. county or city) safety action plan based on a recent injury crash analysis.
- Medium-Low
- **Low:** Projects only identified in a targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project.

- **Non-responsive/Not relevant:** Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.).

B. Safety Improvements for People Outside of Vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: *Regional Safety Action Plan's Programmatic Recommendations*, *FHWA's Safe System Roadway Design Hierarchy*, and *MnDOT's Traffic Engineering Countermeasures*

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy

detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- **Non-responsive/Not relevant:** Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

C. Safe System Approach

Please describe how the project aligns with the Safe System Approach where the transportation system is designed to minimize the consequences of human errors by implementing multiple layers of protection (400 words or less).

Consider the following when developing your response. Note that not all considerations need to be addressed, but please respond to those that are applicable.

- Are safety improvements focused on reducing fatal and serious injury crashes?
- Does the project utilize proven safety countermeasures?
- Consider these resources for safety improvements: ***Regional Safety Action Plan's Programmatic Recommendations***, ***FHWA's Safe System Roadway Design Hierarchy***, or ***MnDOT's Traffic Engineering Countermeasures***

Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance:

Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below.

- **High:** The highest scoring projects in this criterion will align with the Safe System Approach and significantly improve safety for all users and cites specific safety best practices or countermeasures that will be included in the project. Scorer is confident the project sponsor will design the project to prioritize safety for people outside of vehicles. The response will include quantitative metrics showing a high level of improvement using a sound methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this criterion may align with the Safe System Approach and improve safety for all users but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Low scoring projects may not provide quantitative data to assess the claim of adherence to the Safe Systems approach.
  Non-responsive/Not relevant: Projects that do not align with the Safe System Approach or improve the travel experience, safety and security for people outside of vehicles should receive zero points in this criterion.

3. Freight

Tying regional policy in the 2050 Transportation Policy Plan to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how it aligns with the Regional Truck Corridor Study.

A. Regional Truck Corridor Study Tiers

This measure relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors.*

Select the highest one for your project, based on the 2021 updated Regional Truck Corridors:

- ☐ Along Tier 1
- ☐ Along Tier 2
- ☐ Along Tier 3
- ☐ The project provides a direct and immediate connection (i.e., intersects) with a Tier 1, Tier 2 or Tier 3 corridor.
- ☐ Not applicable

Scoring Guidance
Applicants will be awarded points as assigned in the above tiers, for the highest tier touched (for new alignments, use the tier of the existing alignment or parallel alignment that the new connection is replacing):

- **5 points:** Projects along Tier 1
- **4 points:** Projects along Tier 2
- **3 points:** Projects along Tier 3
- **2 points:** Projects that provide a direct and immediate connection to a corridor
- **0 points:** None of the tiers

4. Natural Systems Protection and Restoration

This criterion measures the project's ability to protect and preserve the region's natural systems and build more resilient infrastructure.

A. Flood Mitigation, Stormwater Treatment, Other Environmental Benefits

Describe how the project protects and restores natural systems through flood mitigation, stormwater treatment, etc. (600 words or less):

Consider the following when developing your response. Note that not all considerations will be applicable to all projects, but please respond to those that are applicable.

- Does the project increase or decrease impervious surface area?

- Does the project use alternative construction methods (e.g., recycling pavement materials or using surfaces more friendly to freeze/thaw cycles)?
- Does the project use landscaping or streetscaping appropriate for the area/climate?
- Does the project preserve existing mature trees or plan new trees with associated establishment period?
- Does the project use soil amendments to improve environmental performance (e.g., biochar food-derived compost)?
- Is the project designed to industry standard flood events (e.g., 100-year flood events)?
- Does the project manage stormwater more efficiently or mitigate an existing stormwater runoff concern?
- Does the project add new infrastructure that is more resilient to wetter and warmer conditions?
- Does the project improve habitat connectivity?

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** Projects in this range will significantly improve, protect, and restore natural systems over the existing condition. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Projects in this range will somewhat improve, protect, and restore natural systems over the existing condition. The response will include qualitative or quantitative metrics showing a smaller level of improvement using an established methodology.
- **Medium-Low**
- **Low:** These projects make a case as to how the project somewhat improves, protects, and restores natural systems without qualitative or quantitative data or using a less solid methodology. Projects in this range have smaller improvements to natural systems.
- **Non-responsive/Not relevant:** Projects that do not improve, protect or restore natural systems or do not provide adequate information should receive zero points for this measure.

5. Community Considerations

See separate Community Considerations criteria document.

CONGESTION MANAGEMENT STRATEGIES

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

New State Law: Projects located on the Minnesota trunk highway system that have a total construction cost (including design and engineering and right-of-way costs) greater than $15 million and are either new interchange projects or add 2,500 feet of lane miles or more are required to perform a transportation greenhouse gas emissions impact assessment per MN Statutes 161.178[1]. This law requires a greenhouse gas impact assessment of the project and development of an offset plan before inclusion in the Transportation Improvement Program (TIP). The assessment and offset plan will need to be reviewed by the Metropolitan Council and Transportation Greenhouse Gas Emissions Impact Assessment Technical Advisory Committee. The Minnesota Commissioner of Transportation will approve the project to be included in the TIP.

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

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

Application Criteria and Measures

1. Anticipated Delay Reduction

This criterion measures how the project reduces delay and prioritizes low-cost solutions by measuring the cost effectiveness of the delay reduced. It also aligns with the federally required *Congestion*

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

Management Process, which considers low cost and low impact solutions before more costly and impactful solutions to improve congestion.

A. Cost Effectiveness of Delay Reduced

Consistent with the 2050 TPP measure of excessive delay, use a Synchro analysis to document the two hours with the highest anticipated delay reduction (shown with Synchro analysis in seconds). The two hours do not have to be consecutive. Use the total delay reduction (in seconds) of those two hours and divide by the total project cost listed in the application submittal. (100 words or less and provide Synchro analysis documentation)

_____

_____

Scoring Guidance

The project with a Synchro analysis that reduces the most delay for the two highest hours per dollar will receive the most points, with the remaining projects receiving a proportionate share of the points (25 points).

Projects that do not reduce delay or increase delay and/or do not include supporting a Synchro analysis should receive zero points for this measure.

2. Regional Priorities for Reliability & Excessive Delay

This criterion assesses the excessive delay (as defined in the region's CMP) and reliability of potential projects based on the *2050 TPP maps for Reliability or Excessive Delay* (with updated data for use in scoring) and incentivizes project locations included in the *Intersection Mobility and Safety Study Priority Tiers*.

Does the project location appear on any of the following?

A. 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

- Less than 2 hours: **0 points**
- 2-3 hours: **4 points**
- 4-6 hours: **7 points**
- Greater than 6 hours: **10 points**

B. 2050 TPP Map for Reliability

Highway Reliability *map* (if more than one applies in the project area, select the highest buffer index):

- ☐ Buffer time index less than 0.5
- ☐ Buffer time index between 0.5 and 0.75
- ☐ Buffer time index between 0.75 and 1.00
- ☐ Buffer time index greater than 1.00

Scoring Guidance

- Less than 0.5: **0 points**
- Between 0.5 and 0.75: **4 points**
- Between 0.75 and 1.00: **7 points**
- Greater than 1.00: **10 points**

C. Intersection Mobility and Safety Study Priorities

Intersection Mobility and Safety Study (IMSS) *Tiers* (if more than one applies in the project area, select the highest tier or contact Met Council staff for guidance on adding multiple intersections):

- ☐ No Tier
- ☐ Low
- ☐ Medium
- ☐ High

Scoring Guidance

- No Tier: **0 points**
- Low: **1 point**
- Medium: **3 points**
- High: **5 points**

3. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and maximizes use of proven safety countermeasures.

A. Connection to Existing Safety Planning Efforts

Please select all of the following that apply:

- ☐ Project Location (or part of the location) is listed in the *Regional Safety Action Plan* on any of the following lists (note an online map is being developed and a link will be provided in final application):
  - Identified on Regional Top 25 Priority *lists* (reactive or proactive)
  - Identified on Regional High Injury Streets *maps*
  - Identified on County Top 10 priority lists (reactive or proactive)
  - Crash Risk Index >15 (for pedestrians, use the bicyclists' layers)
- ☐ Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes.

- Please describe and provide reference or link to the plan: _____

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below.

- **High:** Projects identified in the Regional Safety Action Plan on either the regional top 25 or county top 10 lists will score the highest followed by projects identified on the Crash Risk Index over 15 or on the Regional High Injury Streets maps.
- **Medium-High**
- **Medium:** Projects identified as a priority location for safety investment in a local (e.g. county or city) safety action plan based on a recent injury crash analysis.
- Medium-Low
- **Low:** Projects only identified in a targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project.
- **Non-responsive/Not relevant:** Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.).

B. Safety Improvements for People Outside of Vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: *Regional Safety Action Plan's Programmatic Recommendations*, *FHWA's Safe System Roadway Design Hierarchy*, and *MnDOT's Traffic Engineering Countermeasures*

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- **Non-responsive/Not relevant:** Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

C. Safe System Approach

Please describe how the project aligns with the Safe System Approach where the transportation system is designed to minimize the consequences of human errors by implementing multiple layers of protection (400 words or less).

Consider the following when developing your response. Note that not all considerations need to be addressed, but please respond to those that are applicable.

- Are safety improvements focused on reducing fatal and serious injury crashes?
- Does the project utilize proven safety countermeasures?
- Consider these resources for safety improvements: ***Regional Safety Action Plan's Programmatic Recommendations***, ***FHWA's Safe System Roadway Design Hierarchy***, or ***MnDOT's Traffic Engineering Countermeasures***

Scoring Guidance
The project will be scored based on the scorer's discretion, using the following guidance:

Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below.

- **High:** The highest scoring projects in this criterion will align with the Safe System Approach and significantly improve safety for all users and cites specific safety best practices or countermeasures that will be included in the project. Scorer is confident the project sponsor will design the project to prioritize safety for people outside of vehicles. The response will include quantitative metrics showing a high level of improvement using a sound methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this criterion may align with the Safe System Approach and improve safety for all users but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Low scoring projects may not provide quantitative data to assess the claim of adherence to the Safe Systems approach.
- **Non-responsive/Not relevant**: Projects that do not align with the Safe System Approach or improve the travel experience, safety and security for people outside of vehicles should receive zero points in this criterion.

4. Multimodal/Complete Streets Connections

This criterion measures how the project improves travel experience, safety, and security for all modes of transportation and addresses the safe integration of these modes. The 2050 Transportation Policy Plan requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of projects.

A. New or Improved Multimodal Connections (Transit, Bicycle, Pedestrian, TDM Elements)

Describe the new or improved multimodal connections (transit, bicycle, pedestrian, etc.) along, across or underneath the project and/or TDM elements (400 words or less). Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- How does the project reduce the level of traffic stress (reference the Oregon Department of Transportation level of traffic stress *analysis procedure* or another similar methodology) for all users of multimodal facilities?
- How will the project improve the comfort and quality of the travel experience for bicyclists, pedestrians, and transit users of all ages and abilities?
- How will the project reduce delays for these users?
- How will the project improve access or expand connections for these users?
- How will the project use TDM to encourage the use of other modes?
- Does the project provide a high-quality connection based on the surrounding land use and/or community context?

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. The project rating will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

- **High:** The highest rated projects in this measure will significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project. The response will include quantitative or qualitative metrics showing

a high level of improvement using an established methodology. Projects that are on the Regional Bicycle Transportation Network (RBTN) or cross or address a barrier as identified in the Regional Bicycle Barriers Study AND provide new or improved bicycle facilities designed to cater to uses of all ages and abilities will receive a high score..

- **Medium-High**
- **Medium:** Mid-range projects in this measure may significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project but without quantitative or qualitative data or using a less established methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Low rated projects in this measure will not include quantitative or qualitative data and may not provide clear information to create confidence that the project will provide benefits.
- **Non-responsive/Not relevant:** Projects that do not improve the multimodal travel experience, safety and security should receive zero points in this measure.

5. Freight

Tying regional policy in the 2050 Transportation Policy Plan to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how it aligns with the Regional Truck Corridor Study.

A. Regional Truck Corridor Study Tiers

This measure relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors.*

Select the highest one for your project, based on the 2021 updated Regional Truck Corridors:

☐ Along Tier 1

☐ Along Tier 2

☐ Along Tier 3

☐ The project provides a direct and immediate connection (i.e., intersects) with a Tier 1, Tier 2 or Tier 3 corridor.

☐ Not applicable

Scoring Guidance
Applicants will be awarded points as assigned in the above tiers, for the highest tier touched (for new alignments, use the tier of the existing alignment or parallel alignment that the new connection is replacing):

- **5 points:** Projects along Tier 1
- **4 points:** Projects along Tier 2

- **3 points:** Projects along Tier 3
- **2 points:** Projects that provide a direct and immediate connection to a corridor
- **0 points:** None of the tiers

6. Natural Systems Protection and Restoration

This criterion measures the project's ability to protect and preserve the region's natural systems and build more resilient infrastructure.

A. Flood Mitigation, Stormwater Treatment, Other Environmental Benefits

Describe how the project protects and restores natural systems through flood mitigation, stormwater treatment, etc. (600 words or less):

Consider the following when developing your response. Note that not all considerations will be applicable to all projects, but please respond to those that are applicable.

- Does the project increase or decrease impervious surface area?
- Does the project use alternative construction methods (e.g., recycling pavement materials or using surfaces more friendly to freeze/thaw cycles)?
- Does the project use landscaping or streetscaping appropriate for the area/climate?
- Does the project preserve existing mature trees or plan new trees with associated establishment period?
- Does the project use soil amendments to improve environmental performance (e.g., biochar food-derived compost)?
- Is the project designed to industry standard flood events (e.g., 100-year flood events)?
- Does the project manage stormwater more efficiently or mitigate an existing stormwater runoff concern?
- Does the project add new infrastructure that is more resilient to wetter and warmer conditions?
- Does the project improve habitat connectivity?

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** Projects in this range will significantly improve, protect, and restore natural systems over the existing condition. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Projects in this range will somewhat improve, protect, and restore natural systems over the existing condition. The response will include qualitative or quantitative metrics showing a smaller level of improvement using an established methodology.
- **Medium-Low**
- **Low:** These projects make a case as to how the project somewhat improves, protects, and restores natural systems without qualitative or quantitative data or using a less solid methodology. Projects in this range have smaller improvements to natural systems.
- **Non-responsive/Not relevant:** Projects that do not improve, protect or restore natural systems or do not provide adequate information should receive zero points for this measure.

7. Community Considerations

See separate Community Considerations criteria document.

BRIDGE CONNECTIONS

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Policies or Objectives:

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

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

Scoring

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

Examples of Eligible Projects

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

Application Criteria and Measures

1. System Resilience

This criterion measures how the project contributes to the resilience of the transportation system by mitigating the consequences of bridge failure.

A. Detour Length (from LPI)

List the detour length found in the National Bridge Inventory (NBI) report as part of the region's current methodology for the Local Planning Index (LPI) calculation. Please include the National Bridge Inventory report: _

Scoring Guidance
The project will be scored using the following guidance:

The applicant with the furthest detour length will receive the full points. Remaining projects will receive a proportionate share of the full points.

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.

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. The project rating will be based on the anticipated scale of impact to the regional transportation system, rather than the number of impacts addressed.

- **High:** The highest rated projects in this measure will provide information that strongly supports a high level of disruption to the regional transportation system in the event of a bridge closure. The response will include quantitative or qualitative evidence to support the response, and likely includes significant impacts in more than one category (including people that walk or bike, freight disruptions, lost connections to local destinations, or emergency vehicle response times).
- **Medium-High**
- **Medium:** Mid-range projects in this measure will provide evidence of moderate disruption to the regional transportation system in the event of a bridge closure. The quantitative or qualitative

evidence to support the response may be lower quality or lacking in detail, but the response likely indicates that disruptions will impact more than one category detailed above.
- **Medium-Low**
- **Low:** Low rated projects in this measure will likely not include quantitative data and may not provide clear information to indicate that a bridge closure would cause concerning disruptions to the regional transportation system.
- **Non-responsive/Not relevant:** Projects that do not address this measure or do not provide evidence of any disruption will receive zero points.

C. Bridge Posting for Load Restrictions

Is the bridge load posted (yes/no)? _

Scoring Guidance
The project will be scored using the following guidance:

- **15 points:** Yes, bridge is load posted in any way
- **0 points:** No, bridge is not load posted

2. Multimodal/Complete Streets Connections

This criterion measures how the project improves travel experience, safety, and security for all modes of transportation and addresses the safe integration of these modes. The 2050 Transportation Policy Plan requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of projects.

A. New or Improved Multimodal Connections (Transit, Bicycle, Pedestrian, TDM Elements)

Describe the new or improved multimodal connections (transit, bicycle, pedestrian, etc.) along, across or underneath the project and/or TDM elements (400 words or less). Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- How does the project reduce the level of traffic stress (reference the Oregon Department of Transportation level of traffic stress *analysis procedure* or another similar methodology) for all users of multimodal facilities?
- How will the project improve the comfort and quality of the travel experience for bicyclists, pedestrians, and transit users of all ages and abilities?
- How will the project reduce delays for these users?
- How will the project improve access or expand connections for these users?
- How will the project use TDM to encourage the use of other modes?
- Does the project provide a high-quality connection based on the surrounding land use and/or community context?

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. The project rating will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

- **High:** The highest rated projects in this measure will significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of

these modes in the project. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology. Projects that are on the Regional Bicycle Transportation Network (RBTN) or cross or address a barrier as identified in the Regional Bicycle Barriers Study AND provide new or improved bicycle facilities designed to cater to uses of all ages and abilities will receive a high score..

- **Medium-High**
- **Medium:** Mid-range projects in this measure may significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project but without quantitative or qualitative data or using a less established methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Low rated projects in this measure will not include quantitative or qualitative data and may not provide clear information to create confidence that the project will provide benefits.
- **Non-responsive/Not relevant:** Projects that do not improve the multimodal travel experience, safety and security should receive zero points in this measure.

3. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and maximizes use of proven safety countermeasures.

A. Safety Improvements for People Outside of Vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: *Regional Safety Action Plan's Programmatic Recommendations*, *FHWA's Safe System Roadway Design Hierarchy*, and *MnDOT's Traffic Engineering Countermeasures*

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- **Non-responsive/Not relevant:** Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

4. Freight

Tying regional policy in the 2050 Transportation Policy Plan to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how it aligns with the Regional Truck Corridor Study.

A. Regional Truck Corridor Study Tiers

This measure relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors.*

Select the highest one for your project, based on the 2021 updated Regional Truck Corridors:

☐ Along Tier 1

☐ Along Tier 2

☐ Along Tier 3

☐ The project provides a direct and immediate connection (i.e., intersects) with a Tier 1, Tier 2 or Tier 3 corridor.

☐ Not applicable

Scoring Guidance
Applicants will be awarded points as assigned in the above tiers, for the highest tier touched (for new alignments, use the tier of the existing alignment or parallel alignment that the new connection is replacing):

- **5 points:** Projects along Tier 1
- **4 points:** Projects along Tier 2
- **3 points:** Projects along Tier 3
- **2 points:** Projects that provide a direct and immediate connection to a corridor
- **0 points:** None of the tiers

5. Natural Systems Protection and Restoration

This criterion measures the project's ability to protect and preserve the region's natural systems and build more resilient infrastructure.

A. Flood Mitigation, Stormwater Treatment, Other Environmental Benefits

Describe how the project protects and restores natural systems through flood mitigation, stormwater treatment, etc. (600 words or less):

Consider the following when developing your response. Note that not all considerations will be applicable to all projects, but please respond to those that are applicable.

- Does the project increase or decrease impervious surface area?
- Does the project use alternative construction methods (e.g., recycling pavement materials or using surfaces more friendly to freeze/thaw cycles)?
- Does the project use landscaping or streetscaping appropriate for the area/climate?
- Does the project preserve existing mature trees or plan new trees with associated establishment period?
- Does the project use soil amendments to improve environmental performance (e.g., biochar food-derived compost)?
- Is the project designed to industry standard flood events (e.g., 100-year flood events)?
- Does the project manage stormwater more efficiently or mitigate an existing stormwater runoff concern?
- Does the project add new infrastructure that is more resilient to wetter and warmer conditions?
- Does the project improve habitat connectivity?

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** Projects in this range will significantly improve, protect, and restore natural systems over the existing condition. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.

- **Medium-High**
- **Medium:** Projects in this range will somewhat improve, protect, and restore natural systems over the existing condition. The response will include qualitative or quantitative metrics showing a smaller level of improvement using an established methodology.
- **Medium-Low**
- **Low:** These projects make a case as to how the project somewhat improves, protects, and restores natural systems without qualitative or quantitative data or using a less solid methodology. Projects in this range have smaller improvements to natural systems.
- **Non-responsive/Not relevant:** Projects that do not improve, protect or restore natural systems or do not provide adequate information should receive zero points for this measure.

6. Community Considerations

See separate Community Considerations criteria document.

NEW INTERCHANGES

Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

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

Application Criteria and Measures

1. Anticipated Delay Reduction

This criterion measures how the project reduces delay and prioritizes cost effective solutions. It also aligns with the federally required Congestion Management Process, which considers low cost and low impact solutions before more costly and impactful solutions to improve congestion.

A. Cost Effectiveness of Delay Reduced

Consistent with the 2050 TPP measure of excessive delay, use a Synchro analysis to document the two hours with the highest anticipated delay reduction (shown with Synchro analysis in seconds). The two hours do not have to be consecutive. Use the total delay reduction (in seconds) of those two hours and divide by the total project cost. (100 words or less and provide Synchro analysis documentation)___

Scoring Guidance
The project with a Synchro analysis that reduces the most delay for the two highest hours per dollar requested will receive the most points, with the remaining projects receiving a proportionate share of the points (25 points).

Projects that do not reduce delay or increase delay and/or do not include supporting a Synchro analysis should receive zero points in this measure.

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

New Interchanges

2. Regional Priorities for Reliability & Excessive Delay

This criterion assesses the excessive delay (as defined in the region's CMP) and reliability of potential projects based on the *2050 TPP maps for Reliability or Excessive Delay* (with updated data) .

Does the project location appear on any of the following?

A. 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

- Less than 2 hours: **0 points**
- 2-3 hours: **4 points**
- 4-6 hours: **7 points**
- Greater than 6 hours: **10 points**

B. 2050 TPP Map for Reliability

Highway Reliability *map* (if more than one applies in the project area, select the highest buffer index):

- ☐ Buffer time index less than 0.5
- ☐ Buffer time index between 0.5 and 0.75
- ☐ Buffer time index between 0.75 and 1.00
- ☐ Buffer time index greater than 1.00

Scoring Guidance

- Less than 0.5: **0 points**
- Between 0.5 and 0.75: **4 points**
- Between 0.75 and 1.00: **7 points**
- Greater than 1.00: **10 points**

3. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and maximizes use of proven safety countermeasures.

A. Connection to Existing Safety Planning Efforts

Please select all of the following that apply:

☐ Project Location (or part of the location) is listed in the *Regional Safety Action Plan* on any of the following lists (note an online map is being developed and a link will be provided in final application):
- Identified on Regional Top 25 Priority *lists* (reactive or proactive)
- Identified on Regional High Injury Streets *maps*
- Identified on County Top 10 priority lists (reactive or proactive)
- Crash Risk Index >15 (for pedestrians, use the bicyclists' layers)

☐ Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes.
- Please describe and provide reference or link to the plan:_____

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below.

- **High:** Projects identified in the Regional Safety Action Plan on either the regional top 25 or county top 10 lists will score the highest followed by projects identified on the Crash Risk Index over 15 or on the Regional High Injury Streets maps.
- **Medium-High**
- **Medium:** Projects identified as a priority location for safety investment in a local (e.g. county or city) safety action plan based on a recent injury crash analysis.
- Medium-Low
- **Low:** Projects only identified in a targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project.
- **Non-responsive/Not relevant:** Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.).

B. Safety Improvements for People Outside of Vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.

- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: *Regional Safety Action Plan's Programmatic Recommendations*, *FHWA's Safe System Roadway Design Hierarchy*, and *MnDOT's Traffic Engineering Countermeasures*

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- **Non-responsive/Not relevant:** Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

C. Safe System Approach

Please describe how the project aligns with the Safe System Approach where the transportation system is designed to minimize the consequences of human errors by implementing multiple layers of protection (400 words or less).

Consider the following when developing your response. Note that not all considerations need to be addressed, but please respond to those that are applicable.

- Are safety improvements focused on reducing fatal and serious injury crashes?
- Does the project utilize proven safety countermeasures?

- Consider these resources for safety improvements: ***Regional Safety Action Plan's Programmatic Recommendations***, ***FHWA's Safe System Roadway Design Hierarchy***, or ***MnDOT's Traffic Engineering Countermeasures***

Scoring Guidance
The project will be scored based on the scorer's discretion, using the following guidance:

Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below.

- **High:** The highest scoring projects in this criterion will align with the Safe System Approach and significantly improve safety for all users and cites specific safety best practices or countermeasures that will be included in the project. Scorer is confident the project sponsor will design the project to prioritize safety for people outside of vehicles. The response will include quantitative metrics showing a high level of improvement using a sound methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this criterion may align with the Safe System Approach and improve safety for all users but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Low scoring projects may not provide quantitative data to assess the claim of adherence to the Safe Systems approach.
- **Non-responsive/Not relevant**: Projects that do not align with the Safe System Approach or improve the travel experience, safety and security for people outside of vehicles should receive zero points in this criterion.

4. Multimodal/Complete Streets Connections

This criterion measures how the project improves travel experience, safety, and security for all modes of transportation and addresses the safe integration of these modes. The 2050 Transportation Policy Plan requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of projects.

A. New or Improved Multimodal Connections (Transit, Bicycle, Pedestrian, TDM Elements)

Describe the new or improved multimodal connections (transit, bicycle, pedestrian, etc.) along, across or underneath the project and/or TDM elements (400 words or less). Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- How does the project reduce the level of traffic stress (reference the Oregon Department of Transportation level of traffic stress *analysis procedure* or another similar methodology) for all users of multimodal facilities?
- How will the project improve the comfort and quality of the travel experience for bicyclists, pedestrians, and transit users of all ages and abilities?
- How will the project reduce delays for these users?
- How will the project improve access or expand connections for these users?
- How will the project use TDM to encourage the use of other modes?
- Does the project provide a high-quality connection based on the surrounding land use and/or community context?

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. The project rating will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

- **High:** The highest rated projects in this measure will significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology. Projects that are on the Regional Bicycle Transportation Network (RBTN) or cross or address a barrier as identified in the Regional Bicycle Barriers Study AND provide new or improved bicycle facilities designed to cater to uses of all ages and abilities will receive a high score..
- **Medium-High**
- **Medium:** Mid-range projects in this measure may significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project but without quantitative or qualitative data or using a less established methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Low rated projects in this measure will not include quantitative or qualitative data and may not provide clear information to create confidence that the project will provide benefits.
- **Non-responsive/Not relevant:** Projects that do not improve the multimodal travel experience, safety and security should receive zero points in this measure.

5. Freight

Tying regional policy in the 2050 Transportation Policy Plan to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how it aligns with the Regional Truck Corridor Study.

A. Regional Truck Corridor Study Tiers

This measure relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: *2021 Updated Regional Truck Corridors.*

Select the highest one for your project, based on the 2021 updated Regional Truck Corridors:

☐ Along Tier 1

☐ Along Tier 2

☐ Along Tier 3

☐ The project provides a direct and immediate connection (i.e., intersects) with a Tier 1, Tier 2 or Tier 3 corridor.

☐ Not applicable

Scoring Guidance
Applicants will be awarded points as assigned in the above tiers, for the highest tier touched (for new alignments, use the tier of the existing alignment or parallel alignment that the new connection is replacing):

- **5 points:** Projects along Tier 1
- **4 points:** Projects along Tier 2
- **3 points:** Projects along Tier 3
- **2 points:** Projects that provide a direct and immediate connection to a corridor
- **0 points:** None of the tiers

6. Natural Systems Protection and Restoration

This criterion measures the project's ability to protect and preserve the region's natural systems and build more resilient infrastructure.

A. Flood Mitigation, Stormwater Treatment, Other Environmental Benefits

Describe how the project protects and restores natural systems through flood mitigation, stormwater treatment, etc. (600 words or less):

Consider the following when developing your response. Note that not all considerations will be applicable to all projects, but please respond to those that are applicable.

- Does the project increase or decrease impervious surface area?
- Does the project use alternative construction methods (e.g., recycling pavement materials or using surfaces more friendly to freeze/thaw cycles)?
- Does the project use landscaping or streetscaping appropriate for the area/climate?
- Does the project preserve existing mature trees or plan new trees with associated establishment period?
- Does the project use soil amendments to improve environmental performance (e.g., biochar food-derived compost)?
- Is the project designed to industry standard flood events (e.g., 100-year flood events)?
- Does the project manage stormwater more efficiently or mitigate an existing stormwater runoff concern?
- Does the project add new infrastructure that is more resilient to wetter and warmer conditions?
- Does the project improve habitat connectivity?

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** Projects in this range will significantly improve, protect, and restore natural systems over the existing condition. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Projects in this range will somewhat improve, protect, and restore natural systems over the existing condition. The response will include qualitative or quantitative metrics showing a smaller level of improvement using an established methodology.
- **Medium-Low**

- **Low:** These projects make a case as to how the project somewhat improves, protects, and restores natural systems without qualitative or quantitative data or using a less solid methodology. Projects in this range have smaller improvements to natural systems.
- **Non-responsive/Not relevant:** Projects that do not improve, protect or restore natural systems or do not provide adequate information should receive zero points for this measure.

7. Community Considerations

See separate Community Considerations criteria document.

TRAVEL DEMAND MANAGEMENT (TDM)

Prioritizing Criteria and Measures

2050 TPP Goal: We lead on addressing climate change.

2050 TPP Objectives or Policies:

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

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

Scoring

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

Examples of Eligible Projects

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

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

Application Criteria and Measures

1. Vehicle Miles Traveled (VMT) Reduction Potential

This criterion measures the project's potential to reduce Vehicle Miles Traveled (VMT).

A. Average Weekday Users & Miles Shifted to Non-Single Occupancy Vehicle (SOV) Travel or Trip Reduction

Provide estimates, including methodology, of average weekday users & miles shifted to non-SOV travel or trip reduction (400 words or less): __

Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this measure will have the strongest potential to significantly reduce VMT and make a strong case as to how the project will do it. The response will include quantitative metrics showing significant VMT reduction using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may have good potential to reduce VMT and make a strong case by using a less established methodology. Similarly, mid-range projects may have quantitative data and an established methodology but only offer moderate potential reduction in VMT.
- **Medium-Low**
- **Low:** Low-rated projects will have limited potential to reduce VMT or may use less established or unclear methodology to estimate the VMT reduction potential.
- **Non-responsive/Not relevant:** Projects that do not have potential to reduce VMT should receive zero points in this measure.

2. Connections to Jobs, Education & Opportunity

This criterion measures the project's ability to support people traveling to jobs, education, and other opportunities using sustainable transportation options.

A. Connections to Jobs, Education, and other Opportunities

Provide a brief narrative that describes how the proposed project supports people connecting to jobs, education or other opportunities using sustainable transportation options. Include how connections will be made, number of connections, and who and how many people will benefit. Provide quantitative information as applicable (400 words or less): _

If you provided quantitative information above, provide a brief narrative of the data and methodology you used to quantify the project impact (400 words or less): __

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this measure will have the strongest potential to increase the number of people using sustainable travel choices when traveling to jobs, education and other opportunities. The response will include quantitative metrics showing these connections using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may have good potential to increase the number of people using sustainable transportation options when traveling to jobs, education and other opportunities and make a strong case using a less established methodology. Similarly, mid-range projects may have quantitative data and an established methodology but only offer moderate connections to jobs, education, or other opportunities.
- **Medium-Low**
- **Low:** Low rated projects have limited potential to increase connections to jobs, education or other opportunities based on the information provided.
- **Non-responsive/Not relevant:** Projects that do not improve connections to jobs, education or other opportunities should receive zero points in this measure.

3. Project Effectiveness Evaluation

This criterion measures the effectiveness of proposed TDM strategies.

A. Plan and Methods to Evaluate Project Outcomes

Project results and impacts will be captured in a coordinated survey tool that collects project launch/baseline data, mid-project execution data (where applicable), and post project data. Tools to aid in evaluation are listed below, but additional tools may be used as well.

- FHWA CMAQ Emissions Calculator Toolkit resource to estimate emissions reductions
- Met Council GHG Scenario Planning Tool
- *CAPCOA GHG Handbook*

Describe the plan for the project and methods to evaluate project outcomes (400 words or less):

_____

Scoring Guidance
Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this measure will provide a well thought out project or program plan with sound methods documented to evaluate the project outcomes. The response will include quantitative metrics that speak to how many, how much or how often and show these connections using an established methodology.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may provide a well thought out project or program plan with sound methods documented to evaluate the project outcomes but using a less established methodology. Qualitative data could be used to gather in-depth insights that are not easily measured attributes or characteristics and lead to a better understanding of why and how. Similarly, mid-range projects may have quantitative data and an established methodology but only offer moderate project or program effectiveness.
- **Medium-Low**
- **Low:** Low rated projects provide minimal information on the project or program plan, or the plan lacks detail to be effective.
- **Non-responsive/Not relevant:** Projects that do not include a project or program plan or have a plan that does not demonstrate effectiveness should receive zero points in this criterion.

4. Innovation

This criterion measures how well the project introduces new concepts to the region or expands to a new geographic region. Innovative TDM projects may involve the deployment of new creative strategies for the region, expand the geographic scope of a project to a new geographic area, serve populations that were previously unserved, or incorporate enhancements to an existing program.

A. Completely New, New to the Region, or Serving New Communities

Check all innovation categories that apply for your project (the list below is in priority order for scoring):

☐ Project introduces a new policy, program, or creative strategy (3 points)

☐ Project applies research from another organization (1 point)

☐ Project replicates a project done in another region (but not done in the Twin Cities region) (1 point)

☐ Project expands the geographic scope of an existing successful project (1 point)

☐ Project serves or engages a new group of people (1 point)

☐ Project significantly enhances an existing program (1 point)

Describe your innovation based on the category/categories above (400 words or less): __

Scoring Guidance

Projects that introduce new TDM ideas or apply research and/or touch on multiple innovation categories above will receive the most points along with projects that address multiple innovation categories. For scoring, follow the rubric below; points are cumulative for a total of 5 points:

- **3 points:** New policy, program or creative strategy
- **1 point:** Applies research from another organization, replicates a project done in another region or expands the geographic scope of an existing successful project
- **1 point:** Project serves or engages a new group of people or significantly enhances the impacts of an existing program

5. Community Considerations

See separate Community Considerations criteria document.

COMMUNITY CONSIDERATIONS

Foundational Policies

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

1. **Imagine 2050 and Transportation Policy Plan (TPP) Goal:** Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

2. **Imagine 2050 Equity Statement:** Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

   Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here *Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption*. The three components of the framework include:

   - A people-centered, data-driven decision-making approach
   - Prioritized engagement with overburdened communities
   - Provision of benefits to the communities that go beyond harm mitigation

3. **TPP Policies or Objectives:** TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:
   - Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
   - Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
   - Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
   - Implement strategies against gentrification and displacement caused by transportation investments.

4. **TAB Communities to Consider**: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified ***"specific communities"*** that should be prioritized in transportation decision-making processes: **people of color, Indigenous people, low-income, disabled, youth, and older adult populations.** These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

   Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

COMMUNITY CONSIDERATIONS

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, "**community"** is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term "community" does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures**: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits**

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council's *Equity Evaluation of Regional Transportation Investment Processes study*.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

COMMUNITY CONSIDERATIONS

Measures Description

Measures	Rating/Points	%
A. Community Data and Context Describe the project area's community data and context* including locations of specific communities and important regional and local destinations the community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system. *Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.	**Low / Low-Medium / Medium / Medium-High / High**	**33% (6.7 points)**
B. Community Needs and Future Engagement Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 *Regional Vision, Values, and Goals* chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents.	**Low / Low-Medium / Medium / Medium-High / High**	**33% (6.7 points)**
C. Community Benefits Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how any potential new impacts or burdens will be addressed..	**Low / Low-Medium / Medium / Medium-High / High**	**33% (6.7 points)**
Final rating/score		**100%**

COMMUNITY CONSIDERATIONS

Scoring rubric

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

A. Community Data and Context

The project application…

Low	Medium	High
• Includes general census data on "specific communities," (e.g. "community has x% low-income population, versus the regional average of y%") • Has a basic list of important destinations without demonstrating local knowledge • Has a project area description but lacks community insight or context	• Has local maps and/or description beyond census data • Has granular data or maps (e.g., knowledge of a concentration of specific communities in this neighborhood or location) • Identifies affordable housing locations and areas of low-income • Links data to project purpose • Identifies past system burdens	• Has granular, neighborhood-scale data and context on specific communities • Identifies cultural assets & significant sites validated by the communities (e.g., this community of low-income residents expressed a need to be able to walk to a health care destination). • Describes any past and present transportation harms to communities • Has data on cultural history of communities

COMMUNITY CONSIDERATIONS

B. Community Needs and Future Engagement

The project application…

Low	Medium	High
• Does not link past planning and information-gathering work with communities to identify project need • References planning work that is too broad to practically influence project need • Does not include description of input and interactions with "specific communities" that helped identify the project need • Does not include description or commitment to future engagement efforts with communities	• Describes how the project need was identified through planning and information-gathering work with communities • Describes how input from "specific communities" helped identify the project need and purpose • References Imagine 2050 Engagement Spectrum (engagement and power sharing levels) and identifies future community engagement activities • Describes how specific communities will be included and prioritized in future engagement efforts	• References documented organizational policies, procedures and commitments that support future engagement with specific communities on the project, E.g. -Policy, procedure, and/or budget to compensate engagement participants -Formal, approved engagement plan -Anti-displacement policy, strategy, or funding -Reparative project goals shaped by community -Commitment to financial opportunity for local businesses and contractors -Advisory committee charter - Dedicated project engagement staff -Other governing board or council action demonstrating a commitment to community considerations

COMMUNITY CONSIDERATIONS

C. Community Benefits

The project application…

Low	Medium	High
• Does not describe project benefits for specific communities • Describes benefits in general terms for all users • Does not acknowledge potential project burdens, despite high potential for them to arise	• Describes benefits for specific communities • Ties benefits directly to community-identified needs • Describes how benefits were identified through engagement • Includes early mitigation plans for project burdens	• Describes how project repairs past burdens and removes barriers • Describes how project improves safe access to priority destinations • Describes how project adds context-sensitive features beyond transportation needs (e.g. art, greenspace, other community-influenced elements)