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.

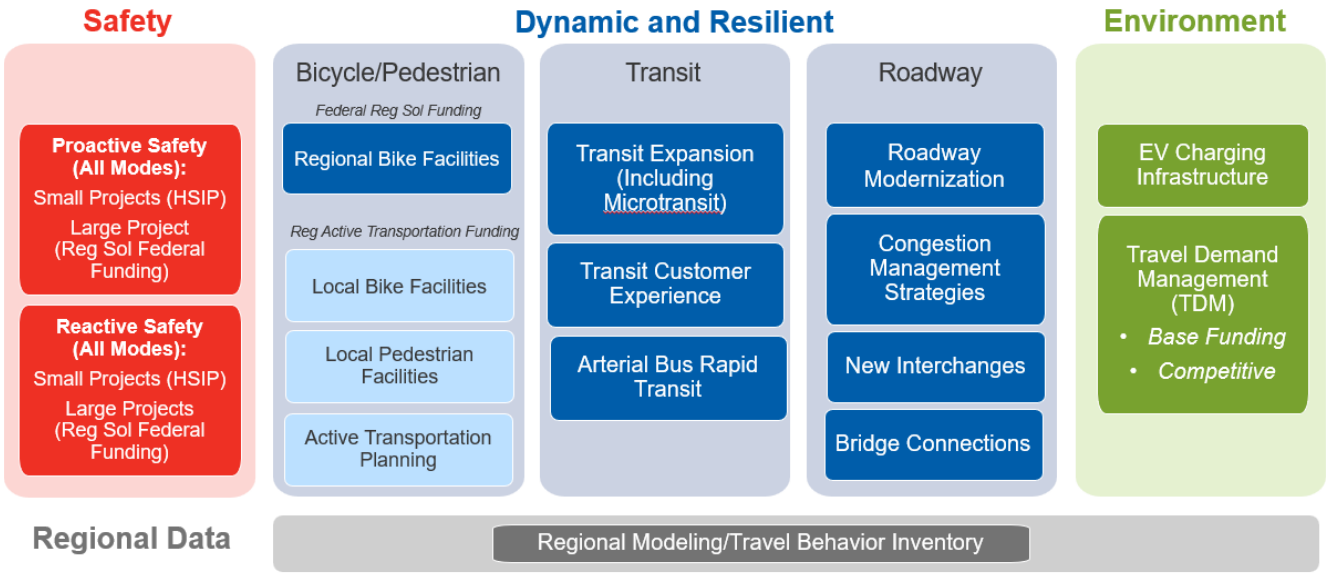
Funding Categories

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 mailto:*	(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	Cole Hiniker	Met Council	*Cole.Hiniker@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 Bobbit	Met Council	*bradley.bobbit@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

Application one-pagers will be added once finalized

ACTIVE TRANSPORTATION 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 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.

2. 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:

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

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

5. 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 and pedestrian facilities per state statute 473.4465 Subd. 3(7). All bicycle and pedestrian applications must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

   - 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.

6. 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.

7. 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.

8. 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.

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

10. Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization.

11. 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: _____

    ☐ The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

12. 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.

13. 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.

14. **Active Transportation Planning:** In order to apply in the Active Transportation Planning application category, the applicant must <u>not</u> 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.

15. **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.

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

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

Table 1: Scoring Criteria and Measures

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~~ 15**
Measure A – Community data and context	~~6.7~~ TBD
Measure B – Community need and future engagement	~~6.7~~ TBD
Measure C – Community benefits	~~6.7~~ TBD
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

Application Criteria and Measures

1. Complete Streets

This criterion measures the extent to which the applicant encourages or promotes complete streets planning, design, and construction in direct response to one of the statutory funding requirements.

A. Complete Streets Planning, Design, and Construction

If applicable, provide a link to the applicant agency’s complete streets policy, or another document that provides information on the agency’s practices: _

Additionally, provide a description of ways the agency encourages or promotes complete streets planning, design, and construction as part of its operations and how those practices will be applied to the project (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 be from agencies that have a strong adopted complete streets policy and show how the applicant generally encourages and promotes the use of complete streets principles as part of its operations. This may include citing specific requirements, practices, and examples. Agencies without an officially adopted complete streets policy may score highly with a strong narrative response that demonstrates how they employe similar practices as an organizational priority.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may be from agencies that have an adopted complete streets policy, but the policy may lack specifics, or the agency does/may not make a good case for how they encourage and promote complete streets on a daily basis. This may include a lack of specific examples.
- **Medium-Low**
- **Low:** Agencies that do not have an adopted complete streets policy and make minimal effort to follow complete streets principles should be rated low.
- **Non-responsive/Not relevant:** Agencies that do not have an adopted complete streets policy and do not provide evidence for how the applicant generally follows complete streets principles should receive zero points for this measure.

2. Connection to Key Destinations

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

A. 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.

B. Connection to K-12 Schools

Projects that improve safe connections to K-12 schools are eligible for additional points as a way to continue implementing the principles of providing Safe Routes to Schools.

Select all that apply:

☐ This project provides a direct connection to a K-12 school by constructing improvements that directly border school property or provide direct access to school property. List the school(s): __

☐ This project provides an indirect connection to a K-12 school by constructing improvements that come within ¼ mile of a K-12 school. List the school(s): __

☐ This project does not provide a direct or indirect connection to a K-12 school.

Scoring Guidance

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

- **5 points:** Project provides a direct connection to a K-12 school.
- **3 points:** Project provides an indirect connection to a K-12 school
- **0 points**: Projects that are not within 1/4 mile of a K-12 school will receive zero points.

C. Active Transportation Demand

Identify the project location's score on MnDOT's *Suitability for the Pedestrian and Cycling Environment (SPACE)* tool. This score measures the location's estimated latent demand for active transportation based on a variety of environmental, physical and demographic factors.

Use the SPACE tool to roughly draw the project alignment or location using the drawing tools. Then, upload a screenshot of the SPACE tool showing the calculated score.

Scoring Guidance

The applicant with the highest SPACE score will receive the full points available to this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a SPACE score of 50, and the top project had score of 75, this applicant would receive (50/75) * 5points, or 3.33 points.

3. Identified Gaps, Barriers, or Deficiencies

This criterion measures the project's contribution toward creating a connected, accessible, and comfortable active transportation network.

A. Gaps, Barriers, or Deficiencies Addressed

Projects will be scored based on a tiered system that prioritizes filling network gaps.

Select all that apply:

☐ This project fills a network gap or improves a barrier by constructing a new facility that connects to other existing facilities or a community destination and serves users of all ages and abilities.

☐ This project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation from motor vehicles on an existing facility to increase comfort and safety on the bicycle system.

☐ This project constructs a new bicycle facility but does not currently connect to another existing bicycle facility.

☐ This project addresses a deficiency by improving the condition of an existing facility, but no additional improvements are anticipated.

Please provide a written response (300 words or less) that explains the ways this project addresses a gap, barrier, or deficiency on the existing system.

Scoring Guidance

Scoring for this measure will be based on the tiered system listed below. Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below. Scores will be based upon the scorer's discretion and the information provided in the written response, with the option to provide reduced points if the scorer does not believe the gap, barrier or deficiency cited is adequately addressed to a level that makes the facility comfortable for all ages and abilities. Projects that checked multiple boxes will receive the highest tier of points that is adequately supported by the applicant's response.

- **25 points:** Project fills a network gap or barrier by constructing a new facility that connects to other existing bicycle facilities or a key community destination.
- **20 points:** Project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation on an existing facility.
- **15 points**: Project constructs a new bicycle facility but does not currently connect to another existing facility.
- **10 points**: Project addresses a deficiency by improving facility condition but no additional improvements are anticipated.

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, local or district Safe Routes to School 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 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.

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

Table 1: Scoring Criteria and Measures

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~~ 15**
Measure A – Community data and context	~~6.7~~ TBD
Measure B – Community need and future engagement	~~6.7~~ TBD
Measure C – Community benefits	~~6.7~~ TBD
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

Application Criteria and Measures

1. Complete Streets

This criterion measures the extent to which the applicant encourages or promotes complete streets planning, design, and construction in direct response to one of the statutory funding requirements.

A. Complete Streets Planning, Design, and Construction

If applicable, provide a link to the applicant agency’s complete streets policy, or another document that provides information on the agency’s practices: _

Additionally, provide a description of ways the agency encourages or promotes complete streets planning, design, and construction as part of its operations and how those practices will be applied to the project (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 score at any point along the scale based on their performance against the stated criteria.

- **High:** The highest rated projects in this measure will be from agencies that have a strong adopted complete streets policy and show how the applicant generally encourages and promotes the use of complete streets principles as part of its operations. This may include citing specific requirements, practices, and examples. Agencies without an officially adopted complete streets policy may score highly with a strong narrative response that demonstrates how they employ similar practices as an organizational priority.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may be from agencies that have an adopted complete streets policy, but the policy may lack specifics, or the agency does not cite evidence for how they encourage and promote complete streets on a daily basis. This may include a lack of specific examples.
- **Medium-Low**
- **Low:** Agencies that do not have an adopted complete streets policy and make minimal effort to follow complete streets principles should be rated low.
- **Non-responsive/Not relevant:** Agencies that do not have an adopted complete streets policy and do not provide evidence for how the applicant generally follows complete streets principles should receive zero points for this measure.

2. Connection to Key Destinations

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

A. 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.

B. Connection to K-12 Schools

Projects that improve safe connections to K-12 schools are eligible for additional points as a way to continue implementing the principles of providing Safe Routes to Schools.

Select all that apply:

☐ This project provides a direct connection to a K-12 school by constructing improvements that directly border school property or provide direct access to school property. List the school(s): _

☐ This project provides an indirect connection to a K-12 school by constructing improvements that come within ¼ mile of a K-12 school. List the school(s): __

☐ This project does not provide a direct or indirect connection to a K-12 school.

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

- **5 points:** Project provides a direct connection to a K-12 school.
- **3 points:** Project provides an indirect connection to a K-12 school
- **0 points**: Projects that are not within 1/4 mile of a K-12 school will also receive zero points.

C. Active Transportation Demand

Identify the project location's score on MnDOT's *Priority Areas for Walking (PAWS)* Tool. This score measures the location's relative priority for pedestrian improvements based on a variety of environmental, physical and demographic factors.

Use the PAWS tool to identify the highest score in the project area. PAWS scores will be verified as part of the scoring process.

Highest PAWS score: _____

Scoring Guidance
The applicant with the highest PAWS score will receive the full points available to this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a PAWS score of 10, and the top project had score of 15, this applicant would receive (10/15)*5 points, or 3.33 points. Rounded to the nearest integer, this application would receive 3 points.

3. Identified Gaps, Barriers, or Deficiencies

This criterion measures the project's contribution toward creating a connected, accessible, and comfortable active transportation network.

A. Gaps, Barriers, or Deficiencies Addressed

Projects will be scored based on a tiered system that prioritizes filling network gaps.

Select all that apply:

- ☐ This project fills a network gap or improves a barrier by constructing a new facility that connects to other existing facilities or a community destination and serves users of all ages and abilities.
- ☐ This project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation from vehicles on an existing facility to increase comfort and safety on the active transportation system.
- ☐ This project constructs a new facility but does not currently connect to another existing facility.
- ☐ This project addresses a deficiency by improving the condition of an existing facility, but no additional improvements are anticipated.

Please provide a written response (300 words or less) that explains the ways this project addresses a gap, barrier, or deficiency on the existing system.

Scoring Guidance
Scoring for this measure will be based on the tiered system listed below. Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below. Scores will be based upon the scorer's discretion and the information provided in the written response, with the option to provide reduced points if the scorer does not believe the gap, barrier or deficiency cited is adequately addressed to a level that makes the facility comfortable for all ages and abilities. Projects that checked multiple boxes will receive the highest tier of points that is adequately supported by the applicant's response.

- **25 points:** Project fills a network gap or barrier by constructing a new facility that connects to other existing facilities or a key community destination.
- **20 points:** Project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation on an existing facility.

- **15 points**: Project constructs a new facility but does not currently connect to another existing facility.
- **10 points**: Project addresses a deficiency by improving facility condition, but no additional improvements are anticipated.

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, local or district Safe Routes to School 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 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.

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

Table 1: Scoring Criteria and Measures

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~~ 15**
Measure A – Community Considerations	~~20~~ 15
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

Application Criteria and Measures

1. Proposed Planning Effort

This criterion measures the project's ability to help the community fulfill the eligibility requirements for infrastructure funds by developing and adopting a nonmotorized plan that includes identified future infrastructure projects.

A. Project Identification (including connection to key destinations; gaps, barriers, or deficiencies addressed)

Please provide a written response (600 words or less) that details the desired work plan and approach for the proposed planning effort.

In your response, please provide the following information:

- Identify the proposed study area, the agency that will approve or adopt the plan, how the applicant will utilize the plan once adopted;
- How the proposed plan will identify future active transportation projects for implementation;
- How the proposed plan will support connections between communities and to key destinations within the community;
- How the proposed plan will identify and address barriers or deficiencies in the nonmotorized transportation system.

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 provide a well thought-out project approach that addresses all the required information. It is clear this project will lead to a final document that will promote a safe, accessible active transportation system for users of all ages and abilities.
- **Medium-High**

- **Medium:** Mid-range projects in this measure may provide fewer details or speak in more generalities about the desired outcomes of the project. These responses may address some, but not all, of the required information.
- **Medium-Low**
- **Low:** Low-rated projects will provide few details about the project approach and may not provide all of the required information.
- **Non-responsive/Not relevant:** Projects that do not adequately address any of the required information beyond identifying the study area and agency should receive zero points.

B. Complete Streets Planning, Design, and Construction

One of the goals of the sales tax program is for agencies to promote and support complete streets planning and design. Please provide a written response (400 words or less) outlining how the plan will encourage or promote a complete streets approach to planning, design and construction. In your response, please outline the community's current policy and practices (if applicable), or detail how the plan will aid in the improvement of complete streets practices in the community. Please outline any specific desired outcomes from the planning process that would promote complete streets practices (such as an adopted complete streets policy, design guidelines, etc.).

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 provide a clearly thought-out approach to using the planning efforts to promote or improve complete streets practices within the agency.
- **Medium-High**
- **Medium:** Mid-range projects may lack specifics or may provide only general examples of how the agency will incorporate complete streets.
- **Medium-Low**
- **Low:** Projects that provide minimal details should receive a low rating for this measure.
- **Non-responsive/Not relevant:** Projects that do not have a complete streets policy and make no attempt to follow complete streets principles should receive zero points.

2. Safety

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

A. Safety Approach for People Outside of Vehicles

Please provide a written response (600 words or less) that identifies any existing known safety challenges in the study area impacting people outside of vehicles, and how the project will approach improving those conditions.

If safety conditions are currently unknown, please provide information on how the plan will analyze, identify, and document known safety challenges and seek to identify potential solutions.

Consider the following:

- The agency's current approach to safety for bicyclists and pedestrians, and how the plan may help promote and encourage safety at all levels of planning, design, and construction;

- Safety stakeholders that will be identified, considered and engaged in the planning process (including emergency services, schools, and other community groups);
- How the plan will identify and incorporate potential safety recommendations;
- Related planning efforts that will be incorporated or built upon through this plan (such as a regional or local safety action plan).

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 clearly identify an understanding of including safety at all levels of the planning process and define clear steps for ensuring safety is adequately addressed throughout the plan.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may provide an understanding of the importance of safety for people outside of vehicles but not define clear steps the plan will take.
- **Medium-Low**
- **Low:** Projects that provide minimal details should receive a low rating for this measure.
- **Non-responsive/Not relevant:** Projects that do not identify ways the project will assess existing safety risk factors or address safety in project recommendations should receive zero points.

3. Community Considerations

The Community Considerations criterion will seek to award points to projects that demonstrate an understanding of the importance of community-centered planning, and a commitment to advancing community benefits through the planning process.

See the Community Considerations Reference Document for additional background information on the Community Considerations criteria.

A. Community Considerations

Please provide a written response (400 words or less) about how the project will promote community engagement and the distribution of community benefits.

Consider the following:

- **Community Data and Context**: How will the project advance the community's understanding of the specific communities near or adjacent to the project, and how will this inform the planning process?
- **Community Need and Future Engagement**: How will the planning effort incorporate community engagement, and how will the feedback received inform the planning process?
- **Community Benefits**: How will the planning process seek to ensure that project benefits address the identified transportation needs of the communities?

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 clearly identify a planning process that utilizes community engagement best practices, supports a strong understanding of the surrounding community and its transportation needs, and a process that will prioritize an equitable distribution of benefits that directly responds to community needs. These projects will identify approaches and engagement activities that go above and beyond in an effort to lead to equitable planning outcomes.
- **Medium-High**
- **Medium:** Mid-range projects in this measure will identify a planning process that follows general best practices but does not go above and beyond.
- **Medium-Low**
- **Low:** Projects that provide minimal details or generally describe a project approach without providing specifics should receive a low rating for this measure.
- **Non-responsive/Not relevant:** Projects that do not identify ways the project will assess existing safety risk factors or address safety in project recommendations should receive zero points.