

2026 Regional Solicitation

2026:32 Potential 2026 Regional Solicitation Scoring
Adjustment for the Excessive Delay Measure



June 3, 2026

Excessive Delay Measure in the Regional Solicitation



Regional Priorities for Reliability & Excessive Delay

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

Does the project location appear on any of the following?

A. 2050 TPP Map for Excessive Delay

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

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

2026 Goal-Based Solicitation Structure

Safety

Proactive Safety (All Modes):

Small Projects (HSIP)

Large Project
(Reg Sol Federal
Funding)

Reactive Safety (All Modes):

Small Projects (HSIP)

Large Projects
(Reg Sol Federal
Funding)

Regional Data

Dynamic and Resilient

Bicycle/Pedestrian

Federal Funding

Regional Bike Facilities

*Regional Active Transportation
Sales Tax Funding*

Local Bike Facilities

Local Pedestrian
Facilities

Active Transportation
Planning

Transit

Transit Expansion
(Including Microtransit)

Transit Customer
Experience

Arterial Bus Rapid
Transit

Roadway

Roadway
Modernization

Congestion
Management
Strategies

New Interchanges

Bridge Connections

Regional Modeling/Travel Behavior Inventory

Environment

EV Charging
Infrastructure

Travel Demand
Management (TDM)

- Base Funding
- Competitive

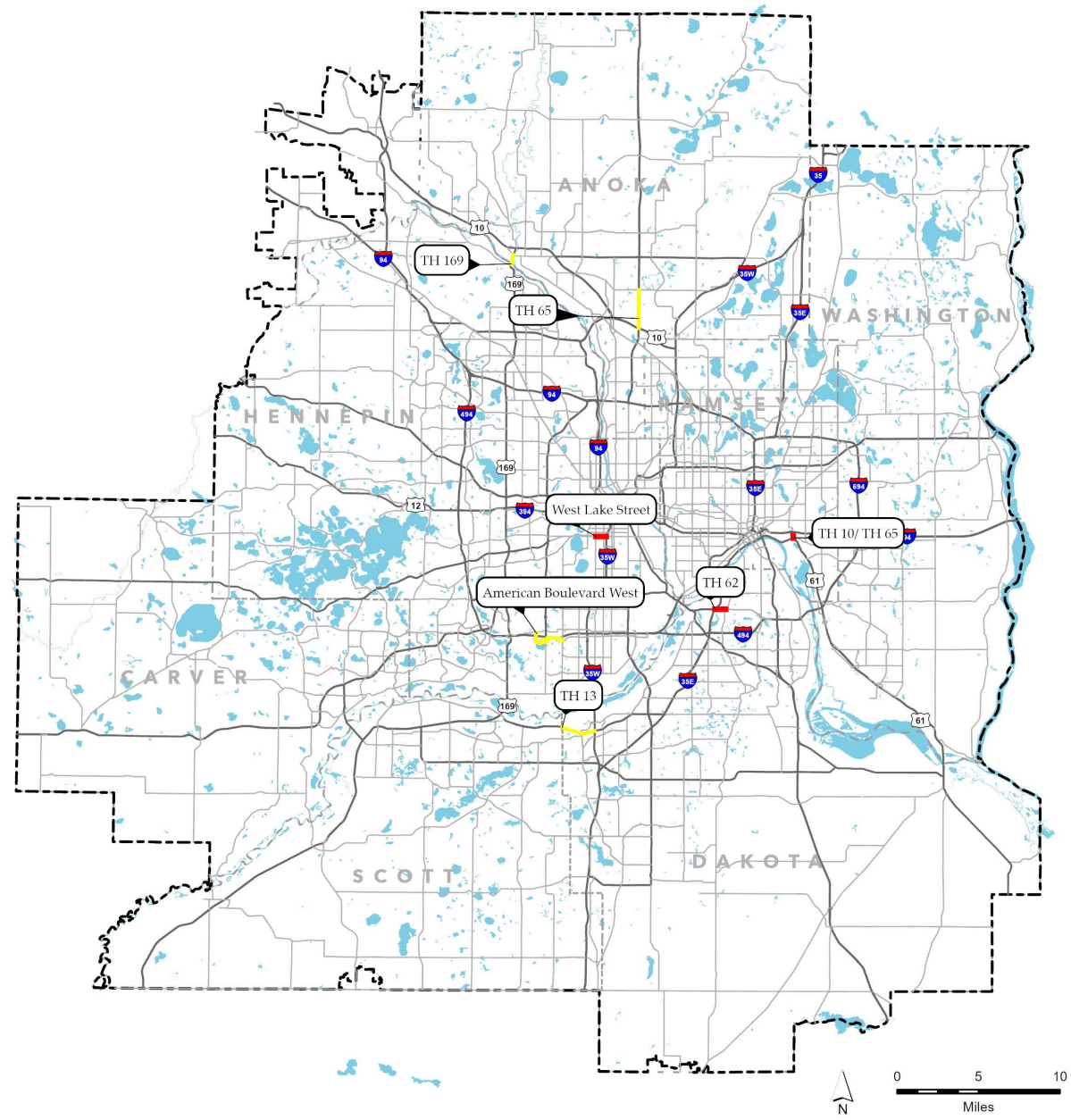
Use of the Map as a Scoring Measure

Limited Scoring Opportunities Diminish the Criterion's Overall Value in Project Scoring

- Updating the excessive delay map from the TPP with more recent data was as called for in the approved Regional Solicitation applications.
- Our data science team found an error in the data processing code used for building that map from Streetlight data. After substantial review and quality control of the entire process including the data, we have revised the maps to most correctly reflect the excessive delay definition in the TPP.
- Given the updated map, most of the locations showing 2 hours or more of excessive delay are on the freeway system.
 - However, freeways are not eligible for the Regional Solicitation.
 - Only 9 miles of eligible roadways have the potential to score any points.
- Given the new map, this measure would not likely have been used at all or in the same manner as what was approved by TAB.
- With limited scoring opportunities on the map, MTS staff want to bring this issue up to discuss potential remedies so that the total value of the criteria is not diminished.
- Additional details can be found on our Data Atlas: [Dynamic & Resilient | Regional Solicitation Data Atlas](#)

Travel Time Index

2026 Regional Solicitation



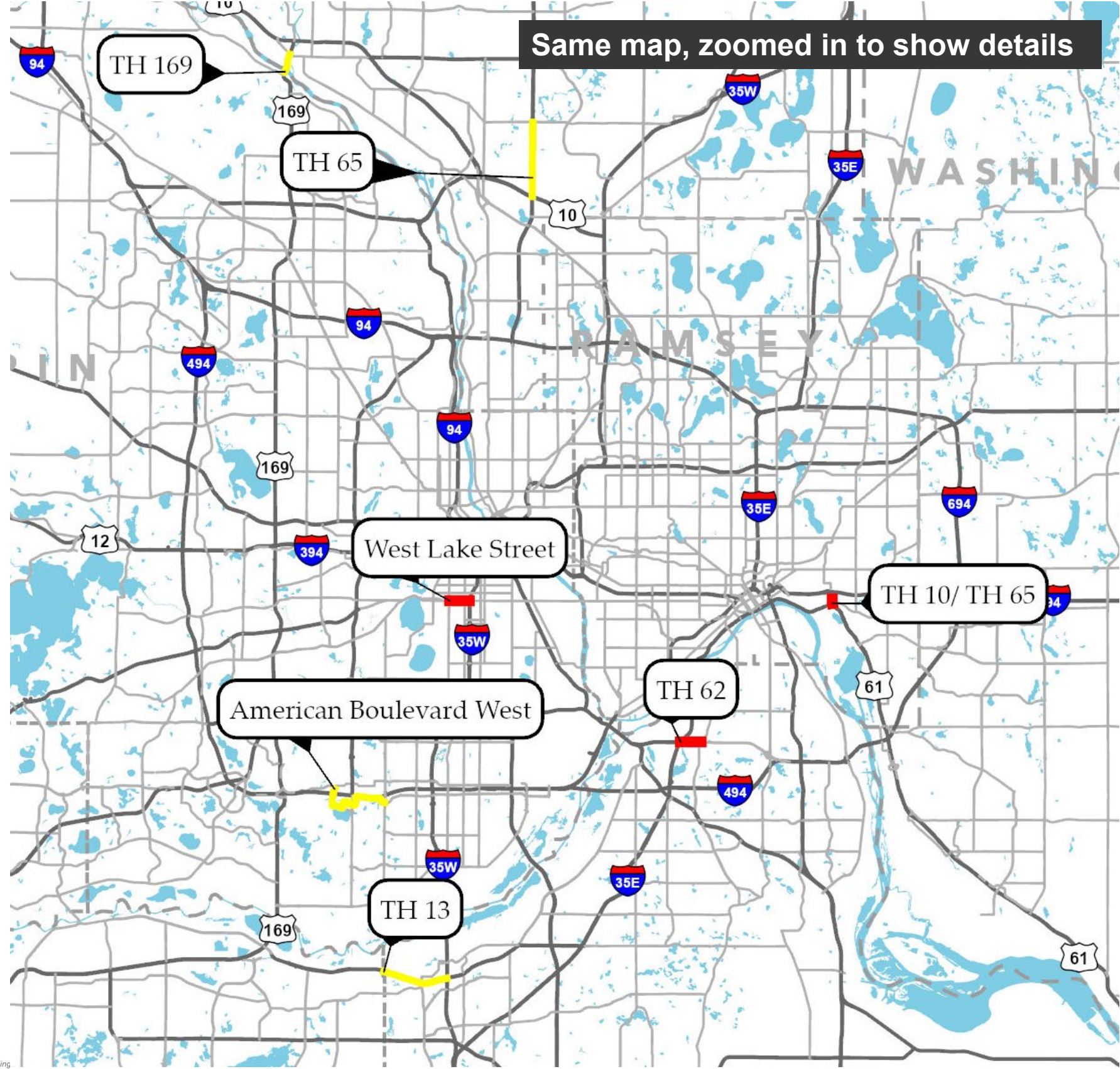
Travel Time Index - Selected Segments

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

Reference Layers

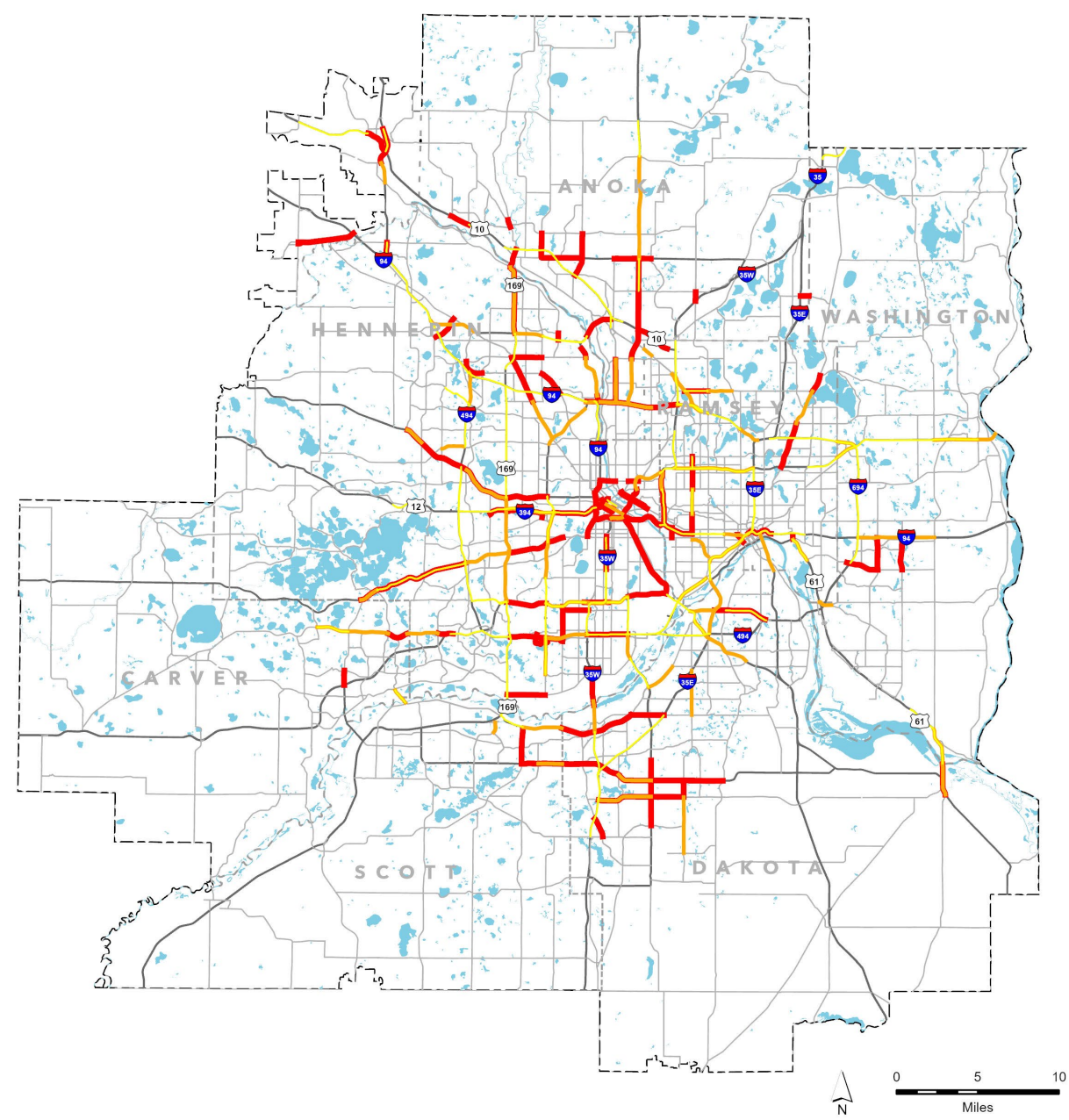
- Metropolitan Planning Area
- Counties
- Lakes and Rivers
- Principal Arterial
- Minor Arterials

Same map, zoomed in to show details



Reliability: Buffer Index

2026 Regional Solicitation



Buffer Index

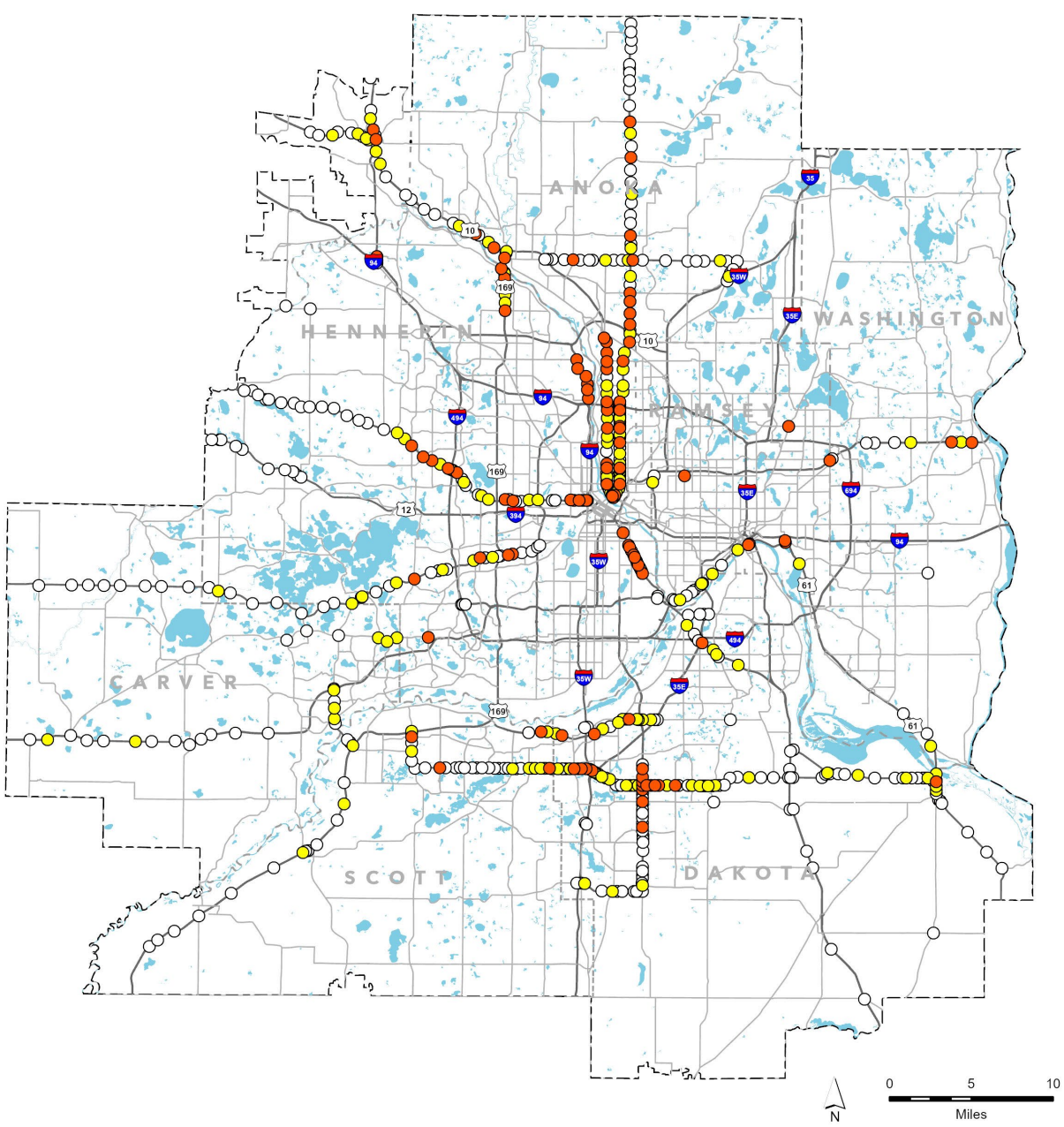
- Greater than 1
- 0.75 to 1
- 0.5 to 0.75

Reference Layers

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

Intersection Mobility and Safety Study

2026 Regional Solicitation



Tier

- High
- Medium
- Low

Reference Layers

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

Congestion Management Strategies

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

New Interchanges

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

Next steps



Next steps:

1. Action item considered by TAB on June 17th
 - As proposed in the motion, the action only goes into effect if no applicant scores any points for the excessive delay measure.
2. Regional Solicitation applications due June 25th

Recommended Motion

In the event that no project receives the excessive delay points in the New Interchanges and Congestion Management Strategies application categories, the TAC recommends that the TAB approve one of the following scoring adjustment options:

1. No change to the excessive delay scoring measure (all projects receive 0 points).
2. Instead of using the map for the excessive delay scoring measure, assign points proportionately based on the total amount of delay for the worst two hours of the delay in a day (utilizing data already collected as part of the cost effectiveness of delay reduced scoring measure).
3. Remove the excessive delay measure from the New Interchanges and Congestion Management Strategies application categories and reallocate the points to the reliability measure under the same criterion (Regional Priorities for Reliability and Excessive Delay).

Thank You

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Project Contributors

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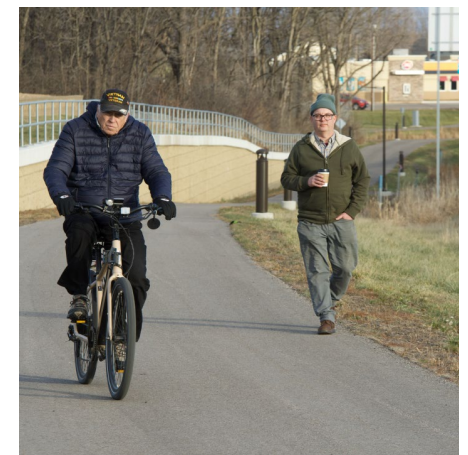
Other Regional Solicitation Reference Slides



Regional Solicitation Schedule

Met Council approved the applications on April 22

- **Trainings:** Multiple opportunities/past webinars listed on the [Training Opportunities](#) page
- **Fluxx registration deadline:** June 11, 4 p.m.
- **Applications due:** June 25, 4 p.m.
- **Scoring and evaluation:** Summer 2026
- **Project selection:** Winter 2026/2027



Highway Safety Improvement Program (HSIP) Solicitation



Administered by MnDOT, Approved by Met Council

- **Expected Application Period:** June 1 – July 23, 2026
 - Information sessions on June 11 and June 30
- **Maximum Award:** \$2 million
- **Program Year:** 2030 and 2031
- **Cost Participation:** Federal share up to 90% of total project
- **Total Available:** \$30 million available

Questions? Contact Kaare Festvog, MnDOT
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