

Active Transportation Solicitation Update

Transportation Advisory Board



October 15, 2025

Proposed Modal+ Hybrid Structure

Safety

Proactive Safety (All Modes):

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

Reactive Safety (All Modes):

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

Dynamic and Resilient

Bicycle/Pedestrian

Federal Reg Sol Funding

Regional Bike Facilities

Reg Active Transportation Funding

Local Bike Facilities

Local Pedestrian
Facilities

Active Transportation
Planning

Transit

Transit Expansion
(Including
Microtransit)

Transit Customer
Experience

Arterial Bus Rapid
Transit

Roadway

Roadway
Modernization

Congestion
Management
Strategies

- At-Grade Projects
- New Interchanges

Bridge Connections

Environment

EV Charging
Infrastructure

Travel Demand
Management
(TDM)

Regional Data

Regional Modeling/Travel Behavior Inventory

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

TAB AT Working Group Decision Points



Key Policy Decisions



TAB Active Transportation Working Group

The group is meeting monthly to make recommendations on key policy topics for the upcoming active transportation solicitation

Key policy topics being discussed for recommendations

- **Local match requirements**
- **Minimum and maximum award amounts**
- **Target funding amount for 2026 Solicitation**
- **Geographic balance considerations**
- **Solicitation schedule / relationship with federal Regional Solicitation**
- All AT Working Group meeting materials can be found here:
 - [Regional Solicitation Evaluation - Metropolitan Council](#)

Recap of Key Decisions

Recommendations moving forward based on feedback

Following discussions in 2025 and recommendations heard from policymakers, the following is recommended to be incorporated into the Active Transportation Solicitation

Items to go with action item to the Funding and Programming in October

- Project Categories:
 - Active Transportation funded projects separated from federally funded projects by solicitation project category (Local Bike and Pedestrian)
 - Create a new category for planning for active transportation
- Minimum and Maximum Awards:
 - Concur with proposed maximum awards for the Active Transportation categories
 - Reduce minimum for bicycle and pedestrian infrastructure to \$150,000
 - Active Transportation Planning to have no minimum award amount
- Funding target for the 2026 Active Transportation Solicitation:
 - Funding target of \$50 million for the 2026 Active Transportation Solicitation with a 5% reserve
 - Funding sub-target of \$2 million for active transportation planning category

Recap of Key Decisions



Recommendations moving forward based on feedback

Following discussions in 2025 and recommendations heard from policymakers, the following is recommended to be incorporated into the Active Transportation Solicitation

Items to go with later action item

- Local match:
 - No or small (5%) local match required for 2026 selected projects
- Project funding eligibility:
 - Design and engineering of selected projects will be eligible for grant funding in addition to construction elements
- Project category application details:
 - Application questions, qualifying criteria and scoring measures
 - Designed to meet legislative requirements
- Geographic balance:
 - What measures (if any) should be established to ensure AT funds are distributed across the region (October decision)

October Decisions



Geographic Balance for Active Transportation Funds

Options Being Considered for Active Transportation Funding

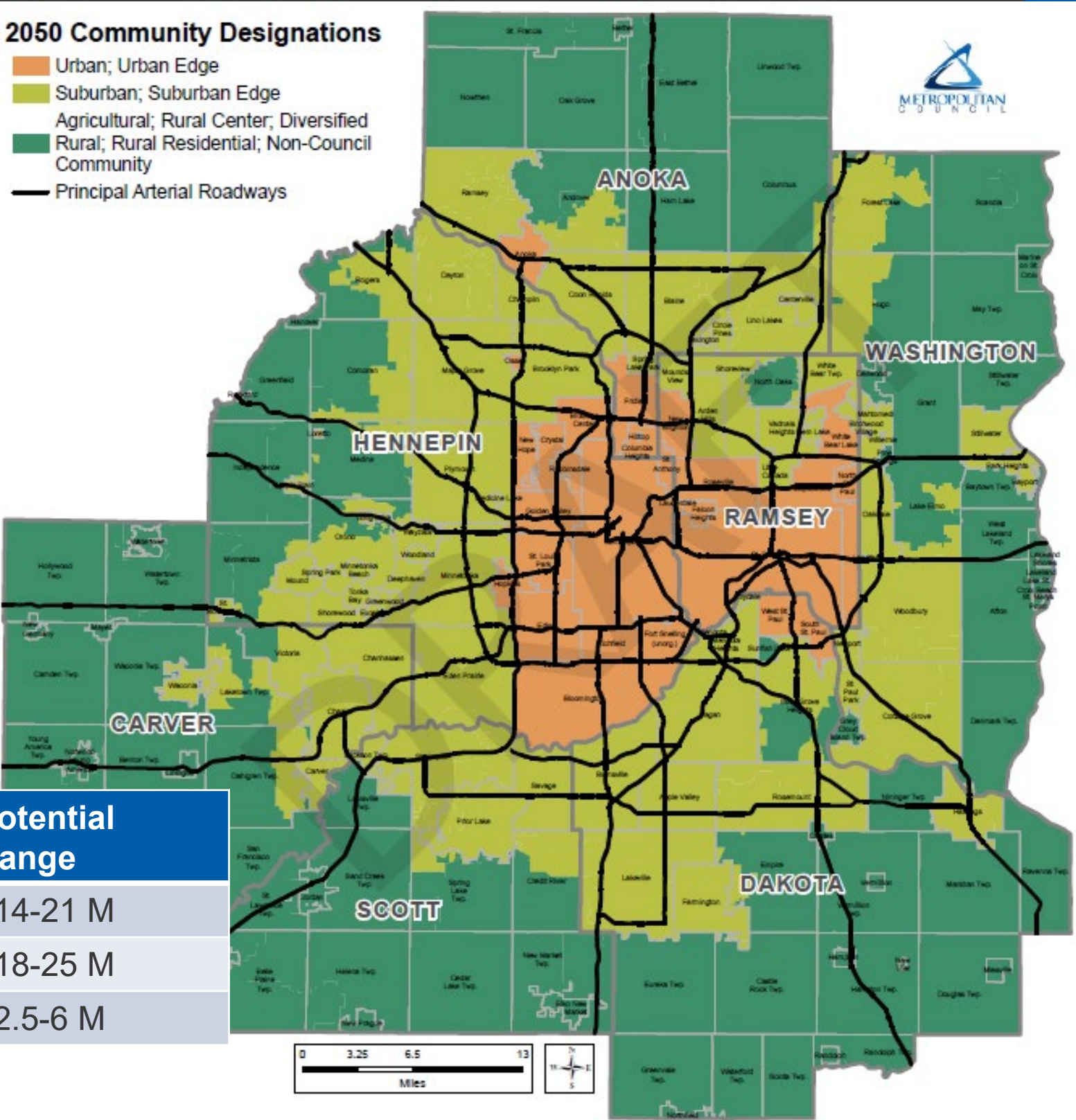
1. **Do nothing.** Additional funding may naturally lead to geographic balance.
2. **Split into three geographic buckets** based on Imagine 2050 Community Designations. Distribute the available funding based on population or employment.
3. **Guarantee at least one project from the urban, suburban, and rural areas or limit the number of applications** for each agency to ensure the funding is spread around the region.
4. Open to other considerations for discussion and recommendation

Geographic Balance for AT

Potential Funding Splits

An example of how funds could be marked for each geographical bucket of the region

Designation	Population	Jobs	Potential 2 Year Funding	Potential Range
Urban	42%	53%	\$17.6 M	\$14-21 M
Suburban	52%	45%	\$21.84 M	\$18-25 M
Rural	6%	2%	\$2.52 M	\$2.5-6 M



Active Transportation Solicitation Schedule Options Under Consideration

Active Transportation Solicitation Beyond 2026

Policy Questions on Solicitation Schedule

Should the Active Transportation Solicitation occur:

- Annually, or
- Biennially (in-line with the federal Regional Solicitation)
- Biennially (off-year cycle with federal Regional Solicitation)

Should the Active Transportation Solicitation be released on a cycle

- Concurrent with release of the Regional Solicitation, or
- Staggered from the federal regional solicitation / its own time of the year
 - An option for discussion for 2026 – consider to release the Active Transportation Solicitation earlier in the year than the federal solicitation to give applicants more time with a new program