

Action Transmittal

Transportation Advisory Board



Committee meeting date: November 19, 2025

Date: November 7, 2025

Action Transmittal: 2025-31

2026 Regional Solicitation Federal Funding Categories

To: Transportation Advisory Board
From: Technical Advisory Committee
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Requested action

Recommend the federal funding categories to be used for the 2026 Regional Solicitation.

Recommended motion

That the Transportation Advisory Board approve the following federal funding categories to be used for the 2026 Regional Solicitation:

1. Proactive Safety
2. Reactive Safety
3. Regional Bike Facilities
4. Transit Expansion
5. Transit Customer Experience
6. Arterial Bus Rapid Transit (non-competitive)
7. Roadway Modernization
8. Congestion Management Strategies
9. New Interchanges
10. Bridge Connections
11. Electric Vehicle Charging Infrastructure
12. Travel Demand Management (TDM)
 - Base funding (non-competitive)
 - Competitive funding
13. Regional Modeling/Travel Behavior Inventory (non-competitive)

Background and purpose

For nearly the past two years, the Metropolitan Council has been extensively updating its Regional Solicitation to more closely tie investment decisions to Imagine 2050 and the 2050 TPP goals, objectives, and policies. Following many listening sessions, meetings, and workshops with stakeholders, a set of funding categories were developed to allow for similar projects to compete against each other with applications and to accommodate other project selection processes that are not competitive. TAB is being asked to include these categories as part of a 2026 Regional Solicitation package to be released for public comment. The proposed funding categories are grouped under Imagine 2050 goals:

SAFETY

1. Proactive Safety
2. Reactive Safety

DYNAMIC AND RESILIENT

3. Regional Bike Facilities
4. Transit Expansion
5. Transit Customer Experience
6. Arterial Bus Rapid Transit (non-competitive)
7. Roadway Modernization
8. Congestion Management Strategies
9. New Interchanges
10. Bridge Connections

ENVIRONMENT

11. Electric Vehicle Charging Infrastructure
12. Travel Demand Management (TDM)
 - Base funding (non-competitive)
 - Competitive funding

REGIONAL DATA

13. Regional Modeling/Travel Behavior Inventory (non-competitive)

Note that the Proactive Safety and Reactive Safety categories are meant to fund larger safety projects than those that are targeted in the separate Highway Safety Improvement Program (HSIP) solicitation. Similarly, the Regional Bike Facilities category is aimed at accommodating regional projects (i.e., projects on the Regional Bicycle Transportation Network) while other non-motorized projects will be addressed within the three proposed funding categories funded through the Active Transportation Regional Sales Tax.

Relationship to regional policy

TAB develops and issues a Regional Solicitation for federal funding. The 2050 Transportation Policy Plan provides the goals, objectives, and policies that are the basis for the category structure of the Regional Solicitation. The 2050 TPP has an action that states “Consider equity and geographic balance principles when allocating federal funds. Ensure all community types have adequate opportunity to access regional transportation funding.” These draft targets represent the results of discussions that took that action into account.

The 2050 TPP also has a policy about shared decision making that includes community engagement, which this public comment period supports.

Staff analysis

These funding categories were recommended by the Policymaker Working Group at its 9/22/25 meeting. The structure includes most of the categories that have been included in the Regional Solicitation for many funding cycles, with new funding categories being added for safety (proactive and reactive) and electric vehicle (EV) charging (project selection will occur in 2028, closer to project implementation). The Travel Behavior Inventory and TDM funding split were added for transparency after discussion at Funding and Programming, but those funding categories have existed for many funding cycles.

Committee comments and action

At its October 16, 2025, meeting, the TAC Funding & Programming Committee recommended that the Technical Advisory Committee recommend approval of the following federal funding categories to be used for the 2026 Regional Solicitation:

1. Proactive Safety
2. Reactive Safety
3. Regional Bike Facilities
4. Transit Expansion
5. Transit Customer Experience
6. Arterial Bus Rapid Transit
7. Roadway Modernization
8. Congestion Management Strategies
9. New Interchanges
10. Bridge Connections
11. Electric Vehicle Charging Infrastructure
12. Travel Demand Management (TDM)

Discussion included the question of whether Arterial Bus Rapid Transit, Travel Demand Management base funding, and Regional Modeling/Travel Behavior Inventory (TBI) should be distinguished as separate from “application categories” since they are not competitive, per TAB history and recommendations from the Policymaking Working Group. Similarly, there was discussion of whether Electric Vehicle Charging Infrastructure should be flagged as being delayed until 2028. The committee recommended the original motion, but discussion requested staff to clarify the categories in response to the discussion at the meeting. Staff has addressed the categories and added notes on non-competitive categories to add clarity to the action.

At its November 5, 2025, meeting, the Technical Advisory Committee recommended that the Transportation Advisory Board approve the following federal funding categories to be used for the 2026 Regional Solicitation:

1. Proactive Safety
2. Reactive Safety
3. Regional Bike Facilities
4. Transit Expansion
5. Transit Customer Experience
6. Arterial Bus Rapid Transit (non-competitive)
7. Roadway Modernization
8. Congestion Management Strategies
9. New Interchanges
10. Bridge Connections
11. Electric Vehicle Charging Infrastructure
12. Travel Demand Management (TDM)
 - Base funding (non-competitive)
 - Competitive funding
13. Regional Modeling/Travel Behavior Inventory (non-competitive)

Routing

To	Action Requested	Date Completed or Scheduled
TAC Funding & Programming Committee	Review and recommend	October 16, 2025
Technical Advisory Committee	Review and recommend	November 5, 2025
Transportation Advisory Board	Review and approve	<i>November 19, 2025</i>

