

Action Transmittal

Transportation Advisory Board



Committee meeting date: November 19, 2025

Date: November 12, 2025

Action Transmittal: 2025-33

2026 Regional Solicitation Minimum and Maximum Federal Awards

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

Adopt minimum and maximum federal funding amounts for the 2026 Regional Solicitation and an Arterial Bus Rapid Transit award amount.

Recommended motion

That the Transportation Advisory Board approve a minimum and maximum federal award for each 2026 Regional Solicitation funding category as listed in Table 1 and approve a proposed Arterial Bus Rapid Transit award as described in Table 2.

Table 1: Proposed Federal Minimum and Maximum Awards

Grouping	Funding Category	2026 Min	2026 Max
Safety	Proactive Safety	\$2,000,000	\$7,000,000
Safety	Reactive Safety	\$2,000,000	\$7,000,000
Bike/Ped	Regional Bike Facilities	\$1,000,000	\$5,500,000
Transit	Transit Expansion	\$500,000	\$10,000,000
Transit	Transit Customer Experience	\$500,000	\$10,000,000
Roadway	Congestion Management Strategies	\$1,000,000	\$10,000,000
Roadway	New Interchange Projects	\$1,000,000	\$20,000,000
Roadway	Roadway Modernization	\$1,000,000	\$10,000,000
Roadway	Bridge Connections	\$1,000,000	\$7,000,000
Environment	EV Charging Infrastructure	\$500,000	\$2,000,000
Environment	TDM	\$100,000	\$750,000

Table 2: Proposed Arterial Bus Rapid Transit Award

Grouping	Funding Category	2026 Award
Transit	Arterial Bus Rapid Transit	\$30,000,000*

*TAB can award additional funding to Arterial BRT only within the transit funding target and if all transit applications are funded and funding targets are met or close to met in other funding categories.

Background and purpose

Shown in Table 3 are minimum and maximum federal funding amounts recommended by the Policymaker Working Group through the Regional Solicitation Evaluation process. Most of the recommended maximum awards either match or are moderately higher than the 2024 maximum awards. However, three new application categories did not have a 2024 baseline.

Table 3: Regional Solicitation Evaluation Policymaker Working Group Recommendations

Grouping	Funding Category	2024 Max	2026 Min	2026 Max
Safety	Proactive Safety	N/A	\$2,000,000	\$7,000,000
Safety	Reactive Safety	N/A	\$2,000,000	\$7,000,000
Bike/Ped	Regional Bike Facilities	\$5,500,000	\$1,000,000	\$5,500,000
Transit	Transit Expansion	\$7,000,000	\$500,000	\$10,000,000
Transit	Transit Customer Experience	\$7,000,000	\$500,000	\$10,000,000
Transit	Arterial Bus Rapid Transit	\$25,000,000	\$30,000,000	N/A
Roadway	Congestion Management Strategies	\$10,000,000	\$1,000,000	\$10,000,000
Roadway	New Interchange Projects	\$10,000,000	\$1,000,000	\$20,000,000
Roadway	Roadway Modernization	\$7,000,000	\$1,000,000	\$10,000,000
Roadway	Bridge Connections	\$7,000,000	\$1,000,000	\$7,000,000
Environment	EV Charging Infrastructure	N/A	\$500,000	\$2,000,000
Environment	TDM	\$500,000	\$100,000	\$750,000

The new \$2,000,000 minimum federal award in the new Safety categories is designed to match the MnDOT-administered Highway Safety Improvement Program (HSIP) maximum federal award, thereby funding larger safety projects.

Following debate between a \$30,000,000 and \$35,000,000 maximum federal Arterial BRT award, the Policymaker Working Group recommended a \$30,000,000 minimum award, which enables the flexibility to award more federal funds to an Arterial BRT project depending on the number and scores of projects submitted for the other transit categories. Any additional funding above \$30,000,000 for Arterial BRT would come out of the proposed transit funding target. The Technical Advisory Committee recommended a different approach that would establish a \$30,000,000 maximum amount that could be increased only if all other transit projects are funded, and funding targets are met in other modal categories.

The Interchange Projects category is new and proposed with a \$20,000,000 maximum award to address the high cost of interchange projects. The \$10,000,000 maximum shown in Table 1 reflects the 2024 Strategic Capacity category, in which interchange projects were eligible.

TAB is being asked to include these maximum and minimum awards as part of a 2026 Regional Solicitation package to be released for public comment.

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 minimum and maximum awards 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

Table 1 shows the recommendations provided by the Policymaker Working Group. The recommendations are rooted in continuing to use the Regional Solicitation to fund a large number of projects throughout the region but include some recognition of the increasing costs of projects.

Committee comments and action

At its October 16, 2025, meeting, the TAC Funding & Programming Committee recommend that the Technical Advisory Committee recommend a minimum and maximum federal award for each 2026 Regional Solicitation funding category. Discussion included whether the Arterial BRT should have a maximum award due to the potential for the other two transit funding categories to be negatively impacted. The rationale for not including a maximum award is to allow for flexibility if there is lacking quality or quantity of transit applications. Also, if a Metro Transit project is the last funded project in the competitive categories, Metro Transit may prefer getting more funding for ABRT than federalizing another new project. Some members were concerned that other agencies do not to have this option.

At its November 5, 2025, meeting, the Technical Advisory Committee recommend that the Transportation Advisory Board approve a minimum and maximum federal award for each 2026 Regional Solicitation category as shown in table 1. TAC recommended a change to Arterial Bus Rapid Transit to set an award amount of \$30,000,000 with a footnote as shown in Table 2.

Discussion included whether to maintain the recommendation to not have a maximum award for Arterial BRT. The Policymaker Working Group had suggested not having a maximum award to create flexibility for TAB. However, the Technical Advisory Committee recommended a different approach that would establish a \$30,000,000 maximum award that could be increased only if all other transit projects are funded and other modal funding targets are met. A TAC member expressed concern that Arterial BRT could receive all the Regional Solicitation funding under the originally proposed language. There was also a statement that all competitive transit applications are for good projects that should be funded if there is enough available funding. Concern was expressed that the only way to consider increasing the Arterial BRT amount without funding all other transit application would be through a minimum scoring threshold for transit, which would be arbitrary and inconsistent with other application categories.

Further discussion suggested that because Arterial BRT is not competitive, it should be addressed in a separate action.

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>

