

Action Transmittal

Transportation Advisory Board



Committee meeting date: November 19, 2025

Date: November 12, 2025

Action Transmittal: 2025-35

2026 Regional Solicitation Modal Funding Targets

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

Approve funding targets for the 2026 Regional Solicitation.

Recommended motion

That the Transportation Advisory Board approve the following federal funding targets for the 2026 Regional Solicitation:

- 12% to Safety
- 14% to Bike and Pedestrian
- 24% to Transit
- 44% to Roadways
- 6% to Environment

Background and purpose

Shown in Table 1 are funding targets proposed by the Policymaker Working Group (PWG) for the 2026 Regional Solicitation. The targets are based on approximate historic spending since 2014, adjusted for the new and consolidated application categories. For instance, \$25 million of the \$30 million target for Safety comes from what was the Roadways modal area since this is where most of these types of safety projects were funded in the past. The remaining \$5 million in Safety comes from the former bike/pedestrian modal area. TAB is being asked to include these targets as part of a 2026 Regional Solicitation package to be released for public comment. The \$15 million in Environment includes \$7 million for EV Charging, \$5.8 million for TMO base funding, and \$2.2 million for TDM projects.

Community Considerations is not recommended as an application category, but this will be revisited for the 2028 cycle once the Highway Harms Study is completed.

Table 1: Funding Target Options

TPP Goal Area	Safety	Dynamic and Resilient: Bike/Ped	Dynamic and Resilient: Transit	Dynamic and Resilient: Roadway	Environment
# of categories:	2	1	2	4	2
Funding Targets	\$30 Million (12%)	\$35 Million (14%)	\$60 Million (24%)	\$110 Million (44%)	\$15 Million (6%)

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

The federal funding targets make the following assumptions:

1. Assumes \$250 million of federal funding is available for the combined 2030 and 2031 program years. Funding levels, programs, and eligibility are subject to change pending a new federal surface transportation bill.
2. MnDOT Metro District competitive HSIP funding is approximately \$30 million and is not included in the funding targets.
3. Active transportation funding generated by the regional sales tax is not included in the funding targets. The target for active transportation funding is proposed to be \$50 million.

Committee comments and action

At its October 16, 2025, meeting, the TAC Funding & Programming Committee recommended that the Technical Advisory Committee recommend the following federal funding targets for the 2026 Regional Solicitation:

- 12% to Safety
- 14% to Bike and Pedestrian
- 24% to Transit
- 44% to Roadways
- 6% to Environment

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

- 12% to Safety
- 14% to Bike and Pedestrian
- 24% to Transit
- 44% to Roadways
- 6% to Environment

At both meetings, discussion included the question of why Environment is only targeted for 6%. The responses were that the category is narrowly focused on project types that are not very expensive such as marketing and outreach. Most of the other categories also have positive environmental impacts (e.g., the 14% for Bike and Pedestrian or the 24% for Transit) and could have been restructured into a different format to identify them as Environment projects.

Routing

To	Action Requested	Date Completed or <i>Scheduled</i>
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>

