

Action Transmittal

Transportation Advisory Board



Committee meeting date: November 5, 2025

Date: October 30, 2025

Action Transmittal: 2025-33

2026 Regional Solicitation Minimum and Maximum Federal Awards

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
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Requested action

Adopt minimum and maximum federal funding amounts for the 2026 Regional Solicitation.

Recommended motion

Recommend that the Transportation Advisory Board approve a minimum and maximum federal award for each 2026 Regional Solicitation funding category as follows:

- Proactive Safety – Minimum: \$2,000,000. Maximum: \$7,000,000.
- Reactive Safety – Minimum: \$2,000,000. Maximum: \$7,000,000.
- Regional Bike Facilities – Minimum: \$1,000,000. Maximum: \$5,500,000.
- Arterial Bus Rapid Transit – Minimum: \$30,000,000. Maximum: N/A.
- Transit Expansion – Minimum: \$500,000. Maximum: \$10,000,000.
- Transit Customer Experience – Minimum: \$500,000. Maximum: \$10,000,000.
- Congestion Management Strategies – Minimum: \$1,000,000. Maximum: \$10,000,000.
- Interchange Projects – Minimum: \$1,000,000. Maximum: \$20,000,000.
- Roadway Modernization – Minimum: \$1,000,000. Maximum: \$10,000,000.
- Bridge Connections – Minimum: \$1,000,000. Maximum: \$7,000,000.
- EV Charging Infrastructure – Minimum: \$500,000. Maximum: \$2,000,000.
- Travel Demand Management – Minimum: \$100,000. Maximum: \$750,000.

Background and purpose

Shown in Table 1 are proposed minimum and maximum federal funding amounts recommended by the Policymaker Working Group through the Regional Solicitation Evaluation process. Most of the proposed maximum awards either match or are moderately higher than the 2024 maximum awards. However, three new application categories do not have a 2024 baseline.

Table 1: Proposed Federal Minimum and Maximum Awards

Mode	Modal 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	Arterial Bus Rapid Transit	\$25,000,000	\$30,000,000	N/A
Transit	Transit Expansion	\$7,000,000	\$500,000	\$10,000,000
Transit	Transit Customer Experience	\$7,000,000	\$500,000	\$10,000,000
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 Bus Rapid Transit (ABRT) award, the Policymaker Working Group recommended a \$30,000,000 minimum award, which enables the flexibility to award more federal funds to an ABRT project, depending on the number and scores of other transit projects submitted for the other transit categories. Any additional funding above \$30,000,000 for ABRT would come out of the proposed transit funding target.

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 ABRT 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 aren't able to have this option.

Routing

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

