

Agenda

TAB Technical Advisory Committee



Meeting date: November 5, 2025

Time: 9:00 AM

Location: Council Chambers

Public participation:

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAB Technical Advisory Committee by emailing us at public.info@metc.state.mn.us.

Dakota Land, Water, and People Acknowledgment

The Metropolitan Council acknowledges that the land we currently call Minnesota and specifically the seven-county region is the ancestral homeland of the Dakota Oyate who are present and active contributors to our thriving region. As part of the Metropolitan Council's commitment to address the unresolved legacy of genocide, dispossession, and settler colonialism and the fact that government institutions, including the Metropolitan Council, benefitted economically, politically, and institutionally after the forceable removal of the Dakota Oyate, the Metropolitan Council is dedicated to instilling Land, Water, and People Commitments in regional policy. These commitments support the Dakota Oyate, the eleven federally recognized Tribes in Minnesota, Ho-Chunk Nation, and the American Indian Communities representing over 150 diverse Tribal Nations that call the seven-county region home.

Call to order

1. Approval of the agenda (Agenda is approved without vote unless amended)
2. Approval of October 1, 2025, TAB Technical Advisory Committee Minutes

Public comment on committee business

TAB report

Committee reports and business

Executive Committee (Joe MacPherson, Chair)

1. 2025-38: 2026-2029 Streamlined TIP Amendment: Southwest Transit Station Rehabilitation (Robbie King, MTS)
2. 2025-39: 2026-2029 Streamlined TIP Amendment: Two Bicycle and Pedestrian Project Cost Increases (Robbie King, MTS)
3. 2025-40: 2026-2029 Streamlined TIP Amendment: Three MnDOT Project Adjustments (Robbie King, MTS)

TAC Bicycle-Pedestrian Planning Technical Working Group (Steve Elmer and Heidi Schallberg, MTS Planning)

Planning Committee (Gina Mitteco, Chair)

1. 2025-37: Recommendation of Regional Bicycle Transportation Network (RBTN) and Regional Bicycle Barrier map changes and related actions (Steve Elmer, MTS Planning)

Funding & Programming Committee (Jim Kosluchar, Chair)

1. 2025-30: Scope Change Request: Carver County CSAH 40 HSIP Project (Robbie King, MTS Planning)
2. 2025-31: 2026 Regional Solicitation Federal Funding Application Categories (Steve Peterson, MTS Planning)
3. 2025-32: 2026 Active Transportation Solicitation Funding Application Categories (Joe Widing, MTS Planning)
4. 2025-33: 2026 Regional Solicitation Minimum and Maximum Federal Awards (Steve Peterson, MTS Planning)
5. 2025-34: 2026 Active Transportation Minimum and Maximum Awards (Joe Widing, MTS Planning)
6. 2025-35: 2026 Regional Solicitation Modal Funding Targets (Steve Peterson, MTS Planning)
7. 2025-36: 2026 Active Transportation Funding Targets (Joe Widing, MTS Planning)

Information

1. Regional Solicitation and Active Transportation Update (Steve Peterson, MTS Planning)

Other business

Adjournment

Council contact:

Joe Barbeau, Planning Analyst
Joseph.Barbeau@metc.state.mn.us
651-602-1705



Minutes

TAB Technical Advisory Committee



Meeting date: October 1, 2025

Time: 9:00 AM

Location: Virtual

Members present:

- | | | |
|---|--|--|
| ☒ Anoka Co – Joe MacPherson (Chair) | ☒ Brooklyn Park – Marc Culver | ☐ MnDOT – Molly McCartney (Vice Chair) |
| ☒ Carver Co – Drew Pflaumer | ☒ Chanhassen – Charlie Howley | ☒ MPCA – Innocent Eyoh |
| ☒ Dakota Co – Erin Laberee | ☒ Eagan – Russ Matthys | ☒ MAC – Bridget Rief |
| ☒ Ramsey Co – Brian Isaacson | ☒ Eden Prairie – Robert Ellis | ☒ STA – Matt Fyten |
| ☒ Hennepin Co – Chad Ellos | ☒ Fridley – Jim Kosluchar | ☒ Metro Transit – Jonathan Ahn |
| ☒ Scott Co – Craig Jenson | ☒ Lakeville – Paul Oehme | ☐ Freight – Shelly Meyer |
| ☒ Washington Co – Lyssa Leitner | ☐ Plymouth – Michael Thompson | ☒ DEED – Colleen Eddy |
| ☒ Extended Urban Area – Chad Hausmann | ☒ Woodbury – Chris Hartzell | ☒ MnDNR – Nancy Spooner-Walsh |
| ☒ Council MTS – Steve Peterson | ☐ Minneapolis Engineering – Jenifer Hager | ☒ Bicycle – Kyle Sobota |
| ☒ Council CD – Patrick Boylan | ☒ Minneapolis Planning – Kathleen Mayell | ☒ Pedestrian – Mackenzie Turner Borgen |
| ☒ TAB – Elaine Koutsoukos | ☒ Saint Paul Engineering – Nick Peterson | ☐ FHWA – Scott Mareck (ex-officio) |
| | ☒ Saint Paul Planning – Reuben Collins | ☒ = present, E = excused |

Dakota Land, Water, and People Acknowledgment

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Call to order

A quorum being present, Chair MacPherson called the regular meeting of the TAB Technical Advisory Committee to order at 9:00 a.m.

Agenda approved

With no changes suggested for the agenda, Chair MacPherson declared it approved.

Approval of minutes

It was moved by Chris Hartzel, Woodbury, and seconded by Charlie Howley, Chanhassen, to approve the minutes of the August 6, 2025, regular meeting of the TAB Technical Advisory Committee. **Motion carried**

Public comment on committee business

TAB report

Elaine Koutsoukos, TAB Coordinator, reported on the September 17, 2025, regular meeting of the Transportation Advisory Board.

Business – Committee reports

Executive Committee (Joe MacPherson, Chair)

Chair MacPherson reported that the TAC Executive Committee met and discussed the action and information items along with potentially meeting in-person due to the number of Regional Solicitation items on the horizon. November is planned to be in-person, with December tentatively in-person as well. He invited Molly McCartney, MnDOT, to talk about the federal government shutdown. She said that a short shutdown will not be very impactful but a longer one could be.

1. **2025-29:** 2026-2029 Streamlined TIP Amendment Request – Reconnect Rondo's Reconnecting Communities Pilot Program planning grant

Robbie King, MTS, presented.

It was moved by Patrick Boylan, Met Council Community Development, and seconded by Brian Isaacson, Ramsey County, to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 TIP to add Reconnect Rondo's Reconnecting Communities Pilot Program planning grant.

McCartney stated that she will abstain from voting given that MnDOT is studying a land bridge over I-94 in the same area.

Motion carried

TAC Transit Planning Technical Working Group (Bradley Bobbitt, MTS Planning)

Joe Barbeau, MTS, said that the working group did not meet and there is no update.

Planning Committee (Gina Mitteco, Chair)

Chair Mitteco said that TAC Planning Committee met and had two information items.

Funding and Programming Committee (Jim Kosluchar, Chair)

Chair Kosluchar said that the TAC Funding & Programming Committee did not meet in September. Barbeau added that King surveyed members about ability to attend and the meeting will be kept at the scheduled time despite coinciding with the annual MEA Conference.

Information

1. Electric Vehicle Public Charging Needs Analysis (Tony Fischer, MTS)

Tony Fischer, MTS, presented.

Isaacson asked whether there is information on how many electric vehicle (EV) users are currently in multi-family housing without access to charging. Fischer said that while anecdotally, this seems to be a challenge, he does not have any data about this now. Chair MacPherson asked whether this leads to some people needing charging away from home. Fischer replied that lower-income users and users in older homes are more likely to need public or at-work charging. He added that 80% of overall charging is done at home.

Chair MacPherson asked about opportunities for public-private partnerships. He added that it is common to see broken-down and vandalized charging stations and asked about their up time. Fischer replied that reliability is a concern, adding that the federal National Electric Vehicle Infrastructure (NEVI) program has aggressive up-time requirements, as does MPCA. He added that the United States has adopted one reliability standard, which will likely help and

that the private sector is often a partner in charging station efforts as NEVI has funded stations at convenience stores.

Innocent Eyoh, MPCA, asked whether interest is higher for any location type versus others and if any location type could prompt people to purchase an EV. Fischer replied that users have different needs and interests.

2. Regional Solicitation Evaluation Update
 - a. Regional Solicitation Evaluation (Steve Peterson, MTS, and Molly Stewart, SRF)
 - b. Active Transportation (Joe Widing, MTS)

Molly Stewart, SRF, started the presentation by discussing funding categories. Steve Peterson, MTS, then discussed categorial funding distribution, federal minimum and maximum awards, and a new qualifying requirement to offset expansion projects per the state Greenhouse Gas Impact Assessment requirement.

Issacson asked how the \$15 million under the Environment heading will be split between EV Charging Infrastructure and Travel Demand Management (TDM). Steve Peterson said discussion has leaned towards \$8 million for TDM and \$7 million for EV Charging Infrastructure, with some flexibility. Chair MacPherson asked whether the EV money could be moved to something else if federal requirements necessitate it. Steve Peterson confirmed.

Isaacson asked whether the Arterial Bus Rapid Transit maximum award is unspecified and if it goes beyond \$30 million how it would be decided what transit projects would be sacrificed. Steve Peterson said that clarification from the Policy Working Group is needed. He added that flexibility could be used to enable Metro Transit to decide whether it wants to federalize its next project on the list, though it was framed as a TAB decision.

Emily Buell, Hennepin County, asked why the Roadway Modernization maximum award went from \$7 million to \$10 million while several others, including Bridge Connections, did not increase. Steve Peterson said that previous bridge applications tended to either be \$3 million to \$5 million or very large projects. He added that the bicycle maximum award of \$5.5 million has withstood previous moves to be reduced.

Amy Vennewitz, MTS, then discussed the Community Considerations criterion and measures. McCartney said that it will be difficult for any project to score high on all three measures given that no project scored that well during testing. Vennewitz added that two scorers will be used for Community Considerations in each category and that training is meant to prevent too many projects from scoring high on all three measures. Kathleen Mayell, Minneapolis Planning, suggested that if it is too difficult to score high on all three measures, another way should be found to guarantee funding one high-performing Community Considerations project. She then asked whether there are guarantees about funding in each category. Steve Peterson said that there are no written guarantees. Chad Ellos, Hennepin County, said that he does not support automatically funding any projects due to Community Consideration scoring due to how new the process is.

Joe Widing, MTS, presented on the Active Transportation Solicitation. Lyssa Leitner, Washington County, expressed a preference for running the application on a different cycle from the Regional Solicitation given how many applications applicants are submitting. Chair MacPherson stated that Met Council staff will be managing the funds as opposed to MnDOT. Widing confirmed this.

Other business

McCartney stated that the MnDOT Metro District Freight Plan is out for public comment.

Adjournment

Business completed; the meeting adjourned at 11:01 a.m.

Council contact:

Joe Barbeau, Planning Analyst
Joseph.Barbeau@metc.state.mn.us
651-602-1705

DRAFT



Metropolitan Council

Action Transmittal

Transportation Advisory Board



Committee meeting date: November 5, 2025

Date: October 29, 2025

Action Transmittal: 2025-38

Streamlined 2026-2029 TIP Amendment Request – Southwest Transit Station Rehabilitation

To: Technical Advisory Committee

Prepared by: Robbie King, Senior Planner, 651-602-1380

Requested action

SouthWest Transit requests an amendment to the 2026-2029 Transportation Improvement Program (TIP) to add its Southwest Transit Station Rehabilitation project.

Recommended motion

Recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 TIP to add Southwest Transit's Southwest Transit Station Rehabilitation project (SP# TRS-TCMT-26NEW).

Background and purpose

In 2024, SouthWest Transit was awarded funds in the Fiscal Year 2024 FTA Bus and Low- and No-Emission grant program for its Southwest Station rehabilitation. The award is to rehabilitate the Southwest Station Park and Ride and the bus garage. This project includes ADA and security improvements for riders, as upgrades to the maintenance facilities to improve safety for workers.

This project was not funded with Regional Solicitation funds.

Relationship to regional policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

Staff analysis

The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed (Date Scheduled)
Technical Advisory Committee	Review and recommend	<i>November 5, 2025</i>
Transportation Advisory Board	Review and recommend	<i>November 19, 2025</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>November 24, 2025</i>
Metropolitan Council	Review and adopt	<i>December 3, 2025</i>



2029-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) to add this project into fiscal year 2026. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq#	TBD
State Fiscal Year	2026
ATP/Dist	M
Route System	Transit
Project Number (S.P. #)	TRS-TCMT-26NEW
Agency	SouthWest Transit
Description	SECT 5339: SOUTHWEST TRANSIT STATION PARK AND RIDE, BUS GARAGE, MAINTENANCE FACILITY, ADA, AND SECURITY IMPROVEMENTS
Miles	0.0
Prog	BB-Bus and Bus Facilities - Section 5339
Type of Work	Transit Grant Capital Improvement (Nonvehicle)
Prog Funds	FTA Section 5339
Total \$	650,545
FTA \$	520,436
Other \$	130,109

Background and TIP Amendment Need

This amendment is needed to bring these funds into state fiscal year 2026. This project was awarded funds in the Fiscal Year 2024 FTA Bus and Low- and No-Emission Grant Awards.

Fiscal Constraint (as Required by 23 CFR 450.216)

FTA Bus and Low- and No-Emission Grant Awards funds were awarded for this project and this is new money. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

Action Transmittal

Transportation Advisory Board



Committee meeting date: November 5, 2025

Date: October 29, 2025

Action Transmittal: 2025-39

Streamlined 2026-2029 TIP Amendment Request – Two Bicycle and Pedestrian Project Cost Increases

To: Technical Advisory Committee

Prepared by: Robbie King, Senior Planner, 651-602-1380

Requested action

The City of Minneapolis and the City of Saint Paul request an amendment to the 2026-2029 Transportation Improvement Program to adjust the cost of Minneapolis' 21st Avenue South bicycle and pedestrian project and to adjust the cost and scope of Saint Paul's Payne Avenue bicycle and pedestrian project.

Recommended motion

Recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program to adjust the scope of Minneapolis' 21st Avenue South bicycle and pedestrian project (SP# 141-591-016) and to adjust the scope and cost of Saint Paul's Payne Avenue bicycle and pedestrian project (SP# 164-179-017).

Background and purpose

In the 2022 Regional Solicitation, the City of Minneapolis was awarded \$1,000,000 in the Safe Routes to School category for its South-Folwell Safe Routes to School project. This project runs along 21st Avenue South from 28th Street at the Midtown Greenway to 43rd Street in Minneapolis and will add pedestrian and bicycle improvements. This project connects five schools along 21st Avenue South; Adult Education Center, South High School, Corcoran, Folwell, and Sibley. The City of Minneapolis requests an amendment to the 2026-2029 TIP to increase the total cost of the project from \$1,489,158 to \$2,296,571. The cost increase is to be covered with local funds.

In the 2022 Regional Solicitation, the City of Saint Paul was awarded \$1,200,000 in the Pedestrian category for its Payne Avenue pedestrian safety improvements project to improve sidewalks and pedestrian ramps along Payne Avenue from Phalen Boulevard to Maryland Avenue. The City of Saint Paul requests an amendment to 2026-2029 TIP to add signal improvements being added as a result of an approved informal scope change, to the project scope and increase the total project cost from \$1,620,000 to \$1,780,000. The cost increase is to be covered with local funds.

Relationship to regional policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

Staff analysis

The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed (Date Scheduled)
Technical Advisory Committee	Review and recommend	<i>November 5, 2025</i>
Transportation Advisory Board	Review and recommend	<i>November 19, 2025</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>November 24, 2025</i>
Metropolitan Council	Review and adopt	<i>December 3, 2025</i>



2026-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project.

Project Identification

Seq #	TBD
Fiscal Year (State)	2026
ATP and District	METRO
Route System	LOCAL STREETS
Project Number (S.P. #)	141-591-016
Agency	MINNEAPOLIS
Description	21ST AVE S FROM MSAS 241 (E 28TH ST/MIDTOWN GREENWAY TO E 43RD ST IN MPLS-PEDESTRIAN AND BICYCLE IMPROVEMENTS
Miles	1.8
Program	BIKE TRAIL
Type of work	BIKE/PED
Proposed Funds	STBGP
Total \$	\$1,489,158 <u>2,296,571</u>
FHWA \$	\$1,000,000
State \$	NA
Other \$	\$489,158 <u>1,296,571</u>

Background and TIP Amendment Need

This TIP Amendment is needed to update the project total cost. No change in scope.

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funds remain the same. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

2026-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project.

Project Identification

Seq #	TBD
Fiscal Year (State)	2026
ATP and District	Metro
Route System	MSAS 179
Project Number (S.P. #)	164-179-017
Agency	Saint Paul
Description	MSAS 179 (PAYNE AVE) FROM MSAS 288 (PHALEN BLVD) TO CSAH 31 (MARYLAND AVE) IN ST PAUL - SIDEWALK, <u>SIGNAL</u> , PED RAMPS
Miles	0.8
Program	BIKE TRAIL
Type of work	SIDEWALK, SIGNAL, PED RAMPS
Proposed Funds	STBGP-TA
Total \$	\$1,620,000 <u>\$1,780,000</u>
FHWA \$	\$1,200,000
State \$	0.00
Other \$	\$420,000 <u>\$580,000</u>

Background and TIP Amendment Need

This amendment is needed to update the project description and total cost as a result of an approved informal scope change to add a signalized intersection to the project.

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funding remains the same. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

Action Transmittal

Transportation Advisory Board



Committee meeting date: November 5, 2025

Date: October 29, 2025

Action Transmittal: 2025-40

Streamlined 2026-2029 TIP Amendment Request – Three MnDOT Project Adjustments

To: Technical Advisory Committee

Prepared by: Robbie King, Senior Planner, 651-602-1380

Requested action

MnDOT requests an amendment to the 2026-2029 Transportation Improvement Program to adjust the scope and cost of three projects.

Recommended motion

Recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program to make the following adjustments to MnDOT-sponsored projects:

- Snelling Avenue mill and overlay from Highway 36 in Roseville to Grey Fox Road in Arden Hills (SP# 6216-142); minor terminus change, addition of trail and RTMC, and cost increase
- Cedar Avenue unbonded concrete overlay from 138th Street/Highway 23 to Dakota/Hennepin County line in Apple Valley (SP# 1929-50); cost increase and addition of ramps, loops, and RTMC
- US Highway 169 concrete pavement repair from .48 miles north of 85th Avenue North to 101st Avenue in Brooklyn Park and Osseo (SP# 2750-120); reduction in project length, replacement of concrete pavement rehabilitation with bituminous pavement rehabilitation, and additional of guardrail replacement

Background and purpose

MnDOT requests an amendment to the 2026-2029 TIP to adjust three projects.

- MnDOT requests an adjustment to the scope of its Snelling Avenue mill and overlay project from Highway 36 in Roseville to Grey Fox Road in Arden Hills to add trail and RTMC improvements to the project and to increase the total project cost from \$7,100,000 to \$8,500,000. To cover the cost increase, FHWA STP funding will be increased from \$5,701,028 to \$6,920,700 and state funding will be increased from \$1,300,972 to \$1,579,300.
- MnDOT requests an adjustment to the scope of its Cedar Avenue unbonded concrete overlay project from 138th Street/Highway 23 to the Dakota/Hennepin County line in Apple Valley to add ramps, loops, and RTMC improvements and to increase the total project cost from \$62,184,000 to \$64,484,000. To cover the cost increase, FHWA National Highway Performance Program funds are increasing in program year 2026 from \$42,592,317 to \$44,502,873. Existing funds in program year 2027 are unchanged at \$8,000,000, representing a total FHWA funding amount of \$52,502,873. Additionally, state funding is to

be increased from \$11,544,683 to \$11,981,127 while \$49,000 in local funding is removed.

- MnDOT requests an adjustment to its US Highway 169 concrete pavement repair project in Brooklyn Park and Osseo to change the scope and reduce the length. The type of work is changing from a concrete pavement repair to a bituminous mill and overlay and guardrail replacement has been added to the scope. The project is funded with FHWA National Highway Performance Program funds and state funds. The cost is not changing.

None of these projects were funded through the Regional Solicitation.

Relationship to regional policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

Staff analysis

The TIP amendment meets fiscal constraint because the federal, state, and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed (Date Scheduled)
Technical Advisory Committee	Review and recommend	<i>November 5, 2025</i>
Transportation Advisory Board	Review and recommend	<i>November 19, 2025</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>November 24, 2025</i>
Metropolitan Council	Review and adopt	<i>December 3, 2025</i>



2026-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project.

Project Identification

Seq #	TBD
Fiscal Year (State)	2026
ATP and District	Metro
Route System	MN51
Project Number (S.P. #)	6216-142
Agency	MNDOT
Description	MN51 (SNELLING AVE N), FROM NORTH END OF BRIDGE OVER MN36 IN ROSEVILLE TO <u>0.2</u> MI N OF GREY FOX RD IN ARDEN HILLS - BITUMINOUS MILL AND OVERLAY, GUARDRAIL, <u>TRAIL</u> , <u>RTMC</u> , AND ADA
Miles	3.3 <u>3.4</u>
Program	Resurfacing
Type of work	Mill and Overlay
Proposed Funds	STP/SM/Local Non-Par
Total \$	7,100,000 <u>8,500,000</u>
FHWA \$	5,701,028 <u>6,920,700</u>
State \$	1,300,972 <u>1,579,300</u>
Other \$	98,000 <u>NA</u>

Background and TIP Amendment Need

This amendment is for a scope and project cost change to add trail and RTMC and increase the length and total project cost.

Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost increased from \$7,100,000 to \$8,500,000 an increase of \$1,400,000. SP 1308-29 will be moving from SFY 2026 to SFY 2027 releasing \$21,917,500 MNDOT federal and state funds which is sufficient for this increase. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

2026-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project.

Project Identification

Seq #	TBD
Fiscal Year (State)	2026
ATP and District	Metro
Route System	MN77
Project Number (S.P. #)	1929-50
Agency	MNDOT
Description	**AC** : MN 77 (CEDAR), FROM 138TH ST (Hwy 23) TO DAKOTA/HENNEPIN COUNTY LINE IN APPLE VALLEY - UNBONDED CONCRETE OVERLAY ON SOUTH SEGMENT AND MEDIUM MILL AND OVERLAY ON NORTH SEGMENT, <u>RAMPS, LOOPS AND RTMC</u> (AC PROJECT, PAYBACK IN 2027)
Miles	5.27
Program	RESURFACING
Type of work	UNBONDED CONCRETE OVERLAY
Proposed Funds	NHPP/SF
Total \$	62,184,000 <u>64,484,000</u>
FHWA \$	52,502,873 (42,590,317 <u>44,502,873</u> IN 2026 / 8,000,000 IN 2027)
State \$	11,544,683 <u>11,981,127</u>
Other \$	49,000 <u>NA</u>

Background and TIP Amendment Need

This amendment is for a scope and project cost increase.

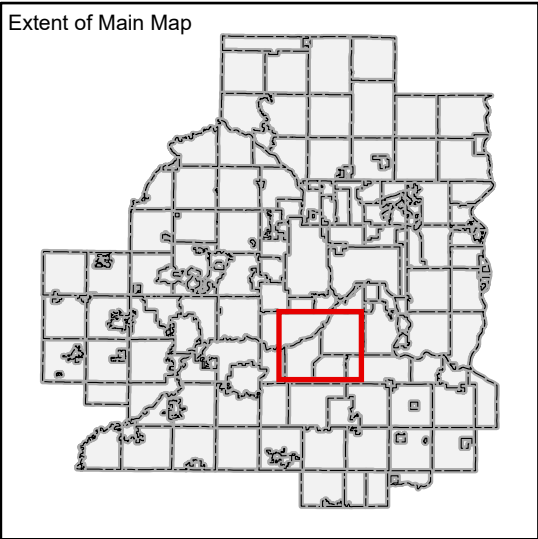
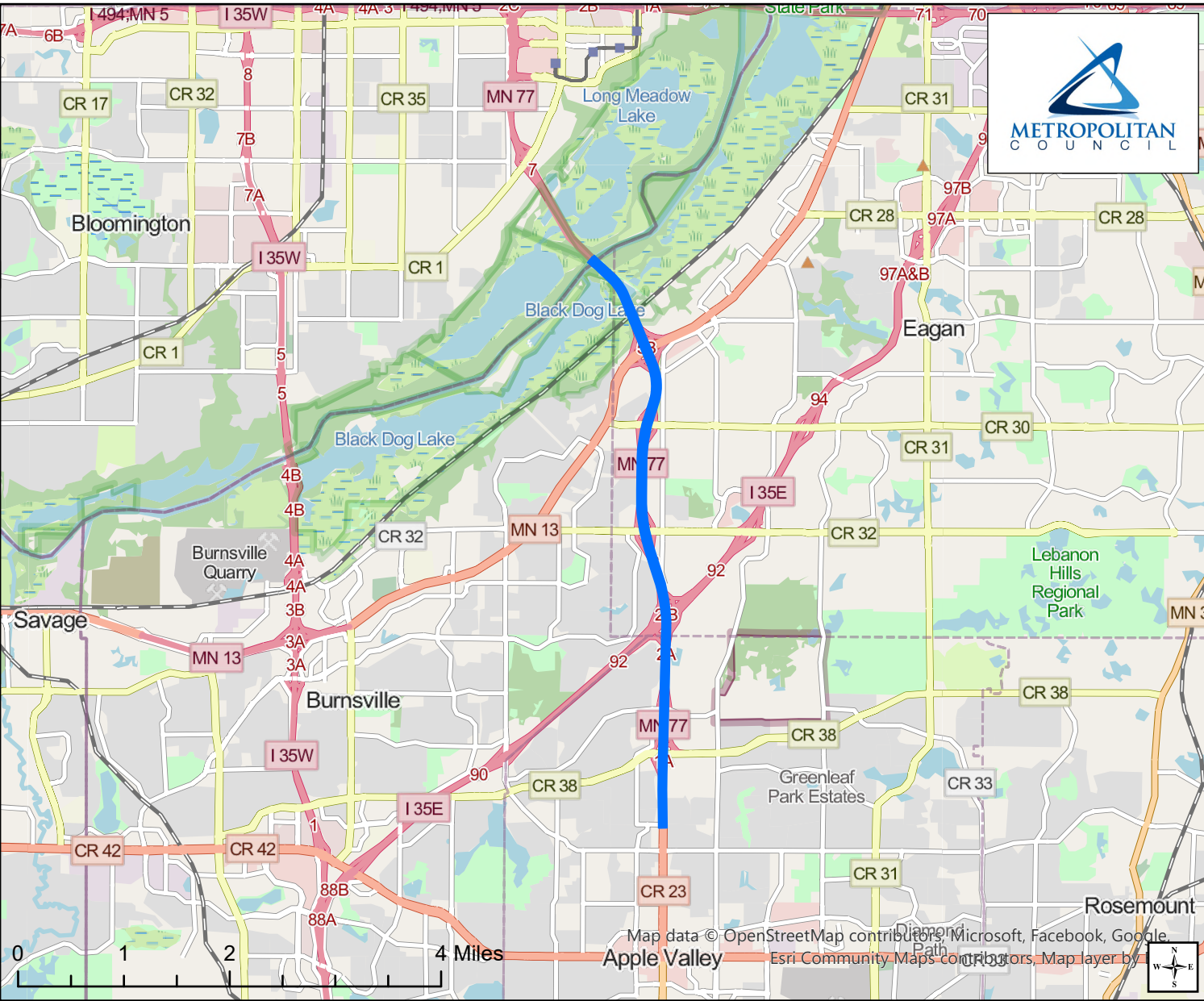
Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost increased from \$62,184,000 to 64,484,000. SP 1308-29 will be moving from SFY 2026 to SFY 2027 releasing \$21,917,500 MNDOT federal and state funds which is sufficient for this increase, therefore fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

2026-2029 Streamlined TIP Amendment: Three MnDOT Project Adjustments
Cedar Avenue unbonded concrete overlay from 138th Street/Highway 23 to Dakota/Hennepin County line in Apple Valley



Project Area

2026-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project.

Project Identification

Seq #	TBD
Fiscal Year (State)	2026
ATP and District	Metro
Route System	US169
Project Number (S.P. #)	2750-120
Agency	MNDOT
Description	US 169 FROM 0.48 MI N OF 85TH AVE N TO 0.08 MI N OF EAST HAYDEN LK RD E SOUTH OF 101 ST AVE IN BROOKLYN PARK AND OSSEO AND CHAMPLIN – CONCRETE BITUMINOUS PAVEMENT REHAB AND <u>GUARDRAIL REPLACEMENT</u>
Miles	4.0 1.54
Program	PREVENTATIVE MAINTENANCE
Type of work	CONCRETE PAVEMENT REPAIR
Proposed Funds	NHPP/SF
Total \$	3,250,000
FHWA \$	2,646,150
State \$	603,850
Other \$	NA

Background and TIP Amendment Need

This amendment is to reduce the total project length from 4.0 miles to 1.54 miles and change the scope by adding guardrail replacement and changing from concrete pavement to bituminous pavement.

Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost remains the same. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

Action Transmittal

TAC Planning Committee



Committee meeting date: November 5, 2025

Date: October 29, 2025

Action Transmittal: 2025-37

Regional Bicycle Barrier and Regional Bicycle Transportation Network (RBTN) Updates for 2026 Regional Solicitation

To: Technical Advisory Committee
From: TAC Planning Committee
Prepared by: Cole Hiniker, Senior Manager, 651-602-1748
Steve Elmer, Planning Analyst, 651-602-1756
Jed Hanson, Senior Planner, 651-602-1716

Requested action

Recommend release of the updated Regional Bicycle Barriers and Regional Bicycle Transportation Network (RBTN) maps for public comment as part of the 2026 Regional Solicitation and to inform a future 2050 Transportation Policy Plan administrative modification.

Recommended motion

Recommend that the Transportation Advisory Board release the updated Regional Bicycle Barriers and RBTN maps for public comment as part of the 2026 Regional Solicitation.

Background and purpose

The Regional Bicycle Transportation Network (RBTN) was established in the 2040 Transportation Policy Plan (TPP) in 2015 as the prioritized network for regional bicycle planning and investment. It was last updated in 2023. The goal of the RBTN is to develop an integrated, seamless network of on- and off-street bikeways to effectively improve conditions for daily bicycle transportation.

Regional bicycle barriers (RBBs) were added to the TPP in 2018 and were last updated in 2021. They are defined as the major physical barriers to bicycle transportation and include the region's freeways, expressways, rail corridors, and streams.

The Metropolitan Council provided an opportunity last spring for local implementing agencies to propose changes to RBBs, RBB crossing improvement areas, and changes or additions to the RBTN. The open period for local agencies to submit proposals was from May 7 through June 30, 2025. As a result of that process, the Met Council received three proposals for new RBBs, 1 proposed shift to RBB crossing improvement area, and 78 proposed new or revised RBTN routes.

The proposed RBTN and RBB changes were presented by Council staff and reviewed by the Bicycle-Pedestrian Planning Technical Working Group at its August 27, 2025, meeting. In addition to 48 RBTN proposals recommended by staff for acceptance, the merits of 6 proposed route additions that scored below the original scoring threshold were reviewed with the work group. At the conclusion of that discussion, the work group agreed to recommend acceptance of the 6 proposals. The group also agreed with the staff recommendation to advance the four Regional

Action purpose

The purpose of this action is to provide a public comment opportunity to:

1. Review the updated Regional Bicycle Barriers (RBBs) and Regional Bicycle Transportation Network (RBTN) maps (Figures 1 and 2) to be included in the 2026 Regional Solicitation for use as an evaluation criterion during scoring, and
2. Review the updated RBBs and RBTN maps for incorporation in the 2050 TPP as a future administrative modification.

Relationship to regional policy

The RBTN and RBBs are established investment priority tools for regional bicycle system planning in the 2050 Transportation Policy Plan (TPP), adopted in 2025. The 2050 Transportation Policy Plan outlines processes for updating both in order to inform investment processes like the Regional Solicitation. Both the RBTN and RBBs are used as selection criteria in the Regional Solicitation. These updates will be incorporated into the 2026 Regional Solicitation release and the 2050 Transportation Policy Plan, pending public comments.

Staff analysis

Regional Bicycle Barrier reviews

Through the open process for agencies to propose new Regional Bicycle Barriers or new or revised RBB crossing improvement areas, Met Council received 3 new bike barrier proposals and one request to shift an existing RBB crossing area to better align with a planned trail crossing of adjacent railroad and expressway barriers. Staff reviews determined that the 3 proposed RBBs and 1 minor shift to a RBB crossing improvement area are consistent with TPP definitions and Regional Bicycle Barrier Study guidelines and are thus recommended for approval. These four proposals are described in Table A.

RBTN reviews

Met Council received 78 proposed RBTN route additions or changes from 11 local agencies across the region. Four of the proposed routes were divided into two discrete segments to allow for more accurate and balanced assessments creating a total of 82 routes to be reviewed. Council staff applied measures developed through the RBTN Guidelines and Measures Study and established in the TPP to evaluate the proposed changes. The measures addressed four primary evaluation criteria including connectivity, corridor spacing, social/economic equity, and proximity to jobs and population. Staff reviews resulted in the following conclusions and recommendations:

- 8 RBTN proposals were deemed as minor adjustments/corrections eligible for administrative acceptance with no scoring review or committee action required. These proposals will be accepted administratively and are described in Table B.
- 16 RBTN proposed routes connecting to rural centers or other rural/out-of-region trails are being deferred to Met Council's forthcoming rural connections analysis set to begin in 2026. These proposals are listed in Table C.
- 48 RBTN proposals are recommended for approval based on analyses that yielded scores of at least 40% of total points available. These proposals are described in Table D.
- 6 proposals that scored below the original scoring threshold (40% of available points) were reviewed with the Bike-Ped Planning Technical Working Group and are recommended for approval with exceptions to preferred spacing guidelines. These proposals are described in Table E.
- 4 proposals are not recommended for approval and are listed in Table F.

Committee comments and action

At its October 9, 2025, meeting the TAC Planning Committee recommended that the Technical

Advisory Committee (TAC) recommend to the Transportation Advisory Board to release the updated Regional Bicycle Barriers and RBTN maps for public comment as part of the 2026 Regional Solicitation.

Supporting attachments

Figure 1. Updated RBTN map with recommended changes highlighted

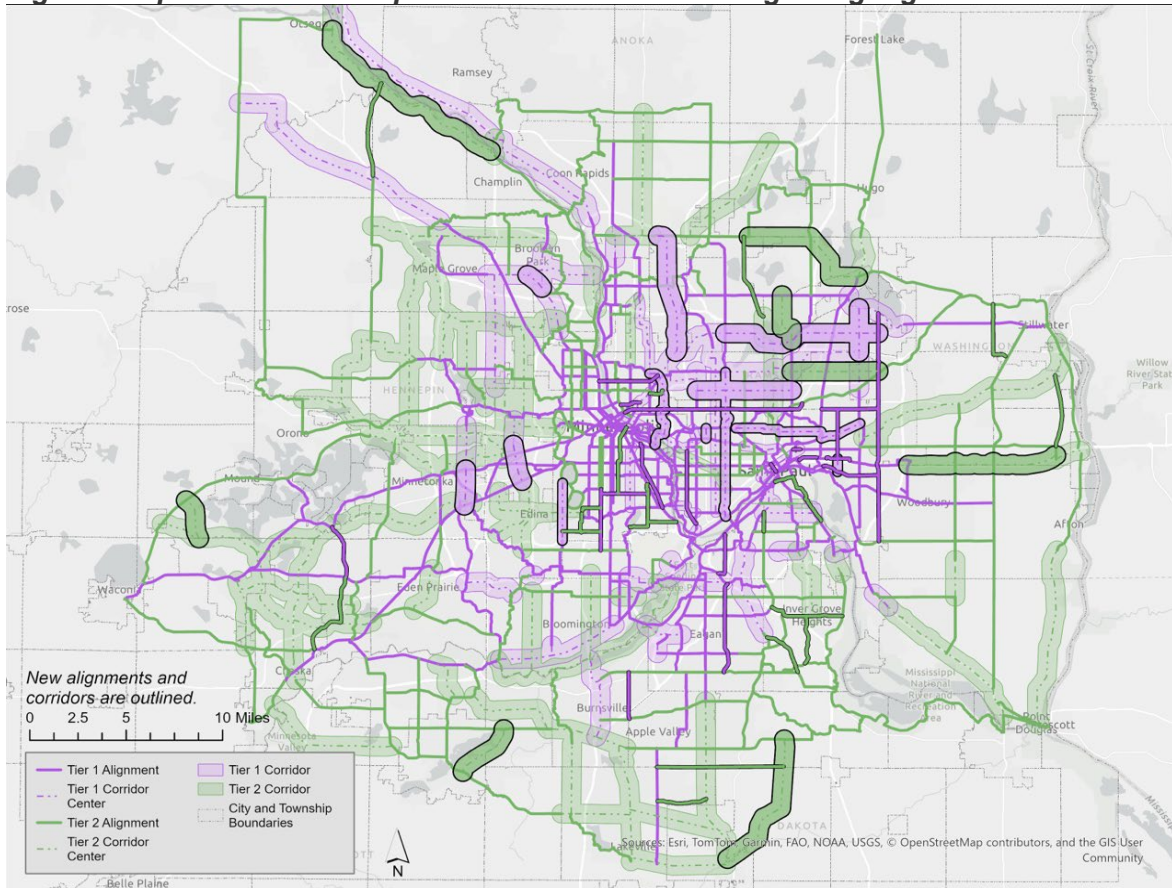


Figure 2. Updated Regional Bicycle Barriers map with recommended changes highlighted

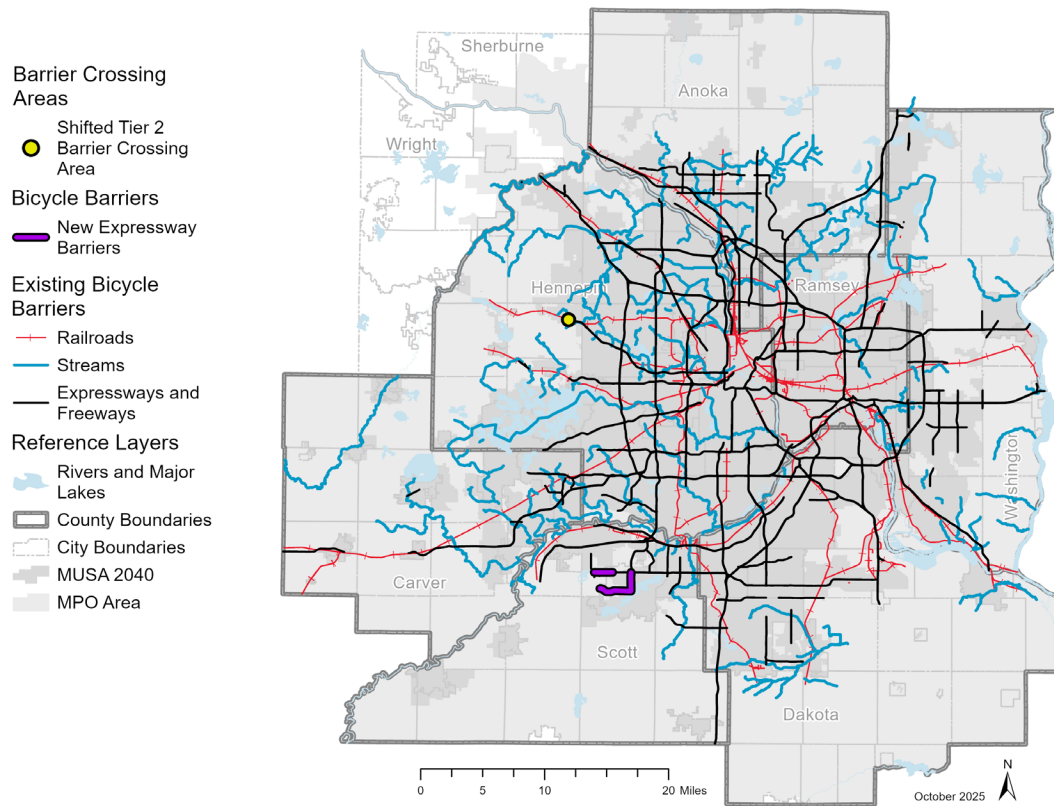


Table A: Regional Bicycle Barrier proposals recommended for approval

ID	Agency	Change name	Location	Change type	Rationale
1A	Scott County	CSAH 42	CSAH 17 to CSAH 83 in Shakopee/Prior Lake	Expressway Barrier extension	Expressway conversion
1B	Scott County	CSAH 82	CSAH 17 to CSAH 21 in Prior Lake	New expressway barrier	Expressway conversion
1C	Scott County	CSAH 21	CSAH 42 to CSAH 82 in Prior Lake	Expressway Barrier extension	Expressway conversion
2	City of Medina	Diamond Lake Reg. Trail Crossings	TH 55 at Tamarack Drive in Medina	Expressway & Rail Barrier crossing areas shift	Minor shift of expressway and railroad barrier crossing areas (~ 0.10 mi) to accommodate planned regional trail crossings.

Table B: RBTN proposals to be administratively accepted

ID	Agency	Change name	Location	Change type	Rationale
1	Three Rivers PD	Louisiana Ave Corridor Shift	W. Franklin Ave to Green Line Extension	Minor corridor shift	Pivot of existing corridor centerline to accommodate request while still maintaining RBTN connections.
4	City of St Paul	Euclid St/Wilson Ave Alignment Shift	Between Maria Ave & Ruth Street	Minor alignment shift	Corridor shift within 1/4-mile buffer of existing alignment; include connection via Ruth St to retained alignment segment on Hudson Rd.
10	City of St Paul	Margaret Street alignment adjustment	East 7th Street to Bruce Vento Trail	Minor alignment extension	Minor extension of Tier 1 alignment within existing Tier 1 corridor.
24	City of St Paul	Capital City Bikeway Shift	Saint Peter Street to Wabasha Street	Minor alignment shift	Minor alignment shift of within 1/4-mile buffer.
27	Hennepin County	Shift to CSAH 42	Nicollet Ave to 30th Ave South	Minor alignment shift	Alignment shift w/in 1/4-mile buffer of existing alignment.
34	City of St Paul	Robert Piram Trail	Harriett Island Park to S. St Paul	Alignment designation	Alignment designation within an existing corridor.
46	Hennepin County	CSAH 152 Connection	71st Ave to CSAH 14 in Brooklyn Park	Minor alignment extension	Simple extension of existing corridor centerline within already established Tier 1 corridors.
70	City of Minneapolis	Xerxes Avenue Adjustment	W 38th Street to TH 62 bridge	Revert to corridor status	Reverse action of alignment designation.

Table C: RBTN proposals deferred to rural evaluation

ID	Agency	Proposed route	Rationale
11	Carver County	City of Carver to Belle Plaine via CSAH 40 and TH 25	Consider in rural connectors analysis (2026 Council Work Plan)
12	Scott County	City of Carver to Jordan via Carver CR 11/TH 282	Consider in rural connectors analysis (2026 Council Work Plan)
14	Scott County	Elmo New Market to Dakota CSAH 9 via CSAH 2	Consider in rural connectors analysis (2026 Council Work Plan)
15	Scott County	Jordan to New Prague via TH 21	Consider in rural connectors analysis (2026 Council Work Plan)
16	Scott County	Belle Plaine to Jordan via CR 66	Consider in rural connectors analysis (2026 Council Work Plan)
17	Scott County	Jordan to Prior Lake via TH 282	Consider in rural connectors analysis (2026 Council Work Plan)
18	Scott County	New Prague to Elko New Market via CSAH 2	Consider in rural connectors analysis (2026 Council Work Plan)
19	Scott County	Prior Lake to CSAH 2 via TH 13	Consider in rural connectors analysis (2026 Council Work Plan)
20	Scott County	TH 13 to Lakeville via CSAH 8 and Dakota CSAH 70	Consider in rural connectors analysis (2026 Council Work Plan)
21A	Scott County	Prior Lake to CSAH 17/TH 282 via TH 13	Consider in rural connectors analysis (2026 Council Work Plan)
25	Carver County	Waconia to E/W Trail NE of L. Waconia via CR 10	Non-RBTN route connection, consider in 2026 analysis
26	Carver County	Waconia to Norwood Young America via TH 5	Consider in rural connectors analysis (2026 Council Work Plan)
43	Dakota County	Hastings to Goodhue Co. line via CSAH 54	Non-RBTN route connection, consider in 2026 analysis
49	Dakota County	Lakeville to Scott CSAH 2 via CSAH 9 (Dodd Blvd)	Consider in rural connectors analysis (2026 Council Work Plan)
50	Dakota County	Lakeville to Carver CSAH 8 via CSAH 70	Consider in rural connectors analysis (2026 Council Work Plan)
53	Dakota County	Milltowns State Trail Addition	Non-RBTN route connection, consider in 2026 analysis

Table D: RBTN proposals recommended for approval

ID	Agency	Proposed change location	Directness*	Spacing	Connectivity	Equity benefits	Proximity	Composite score	% of total points	Tier	Rationale
6	Minneapolis Park Board	Add Grand Rounds Missing Link bet. Stinson/St. Anthony Pkwy to Franklin at 27th Ave SE	NA	2	1.5	2	2	7.5	94%	1	Long urban corridor connecting multiple Tier 1 routes across 2 cities.
23	City of St Paul	Add Maryland/Jessamine corridor bet. Como Ave E and Johnson Parkway	NA	2	1.5	2	2	7.5	94%	1	East-west, cross-city connector bet. Tier 1 routes.
38	Dakota County	Add CSAH 11 bet. Cliff Rd and McAndrews in Burnsville	NA	2	0.75	2	2	6.75	84%	1	Urban corridor provides access across two regional expressway barriers.

ID	Agency	Proposed change location	Directness*	Spacing	Connectivity	Equity benefits	Proximity	Composite score	% of total points	Tier	Rationale
51	Washington County	Add TH 120/CSAH 25 Addition (Century Ave) bet. S. Shore Blvd Trail and CSAH 18 (Bailey Rd)	NA	2	1.75	2	1	6.75	84%	1	Long intercity route connecting numerous Tier 1 and Tier 2 routes.
75	Ramsey County	Add Long Lake Rd corridor bet. CR J (Mounds View) and CR D in New Brighton	NA	2	1.75	2	1	6.75	84%	1	Long intercity corridor connecting multiple Tier 1/Tier 2 routes.
5	City of St Paul	Snelling Ave addition bet. Como Ave and Pierce Butler Route	NA	2	1.5	2	1	6.5	81%	1	Connects bet. multiple Tier 1 alignments.
7	Minneapolis Park Board	Add Ridgeway Parkway between Stinson Ave to St. Anthony Blvd	NA	2	1.5	2	1	6.5	81%	2	Provides short, minor connection between two Tier 1 corridors.
28	Hennepin County	CSAH 48 (Minnehaha Ave) addition between Riverside Ave to Minnehaha Pkwy	NA	2	0.5	2	2	6.5	81%	1	Extends from & connects bet. multiple Tier 1 routes; high score.
37	Dakota County	Add Lexington Ave bet. TH 13 to TH 55 in Mendota Heights & bet. TH 55 to Cliff Rd in Eagan	NA	2	1.5	1	2	6.5	81%	1	Extends from & connects bet. multiple Tier 1 routes; high score.
54	Washington County	CSAH 15 Addition (Manning Ave) bet. Brown's Crk Trail and Stillwater Blvd	NA	2	1.5	1	2	6.5	81%	2	Suburban/rural connector bet. two Tier 2 routes.
2	City of St Paul	Add Lexington Ave bet. Larpenteur and Montreal Avenues	NA	2	1	2	1	6	75%	1	Access to regional transit; high eval. score and cross-city corridor.
47	Hennepin County	Add CSAH 153 (Lowry Ave/Kenzie Terrace) bet. 2nd St N to St Anthony Blvd in Mpls	NA	2	1	2	1	6	75%	1	Intersects with multiple Tier 1 routes and provides river barrier crossing.
65	Ramsey County	Extend County Rd E between 2nd Street N to St Anthony Blvd in Mpls	NA	2	2	0	2	6	75%	1	Extension of Tier 1 corridor connecting mult. Tier 1/Tier 2 routes.

ID	Agency	Proposed change location	Directness*	Spacing	Connectivity	Equity benefits	Proximity	Composite score	% of total points	Tier	Rationale
3	City of St Paul	Flandrau Street addition bet. Larpenteur Ave and Upper Afton Rd	NA	2	0.75	2	1	5.75	72%	1	Provides access to future reg. transit with multiple connections to Tier 1 alignments
36	Hennepin County	CSAH 52 (Nicollet Ave) bet 62nd & 66th in Richfield	NA	2	0.75	2	1	5.75	72%	1	Continuation of new Tier 1 alignment in Minneapolis.
63	Ramsey County	County Rd B Addition bet. Cleveland Ave and Edgerton Street in Roseville	NA	2	1.75	1	1	5.75	72%	1	Suburban commercial corridor connecting mult. Tier 1/Tier 2 routes.
73.1	Ramsey County	Larpentuer Ave Corridor Addition (east) bet. Bruce Vento Trail and TH 120 (Century Ave)	NA	2	0.75	2	1	5.75	72%	1	Suburban connector bet. mult. Tier 1 routes.
48	City of St Paul	UP Railroad corridor addition bet. McKnight Rd & Johnson Pkwy	NA	2	0.5	2	1	5.5	69%	1	Urban intercity connector intersects multiple Tier 1 alignments.
66	City of Minneapolis	Spring/Summer Street addition between 5th/Washington St NE & I-35W bike bridge	NA	1	0.5	2	2	5.5	69%	1	Connects several routes & crosses reg. freeway barrier.
77	Ramsey County	Add Shoreview to White Bear Lake corridor bet. Ash/Ware St. to downtown White Bear Lake	NA	2	2	0	1	5	63%	2	Inter-suburban corridor connects bet. several Tier 2 routes.
29	Three Rivers PD	Minnetrista N/S corridor addition from Luce Line Trail to TH 7 /Victoria Drive	NA	2	0.75	1	1	4.75	59%	2	Suburban connector between Tier 2 corridors.
40	Dakota County	Add CSAH 46 (160th ST) bet. Akron Ave and Cedar Ave (CSAH 23) in Apple Valley	NA	2	1.75	0	1	4.75	59%	2	Suburban connector between Tier 2 corridors.
58	City of Minneapolis	Add Nicollet Ave bet. 40th Street & 62nd Street	NA	2	0.75	1	1	4.75	59%	1	Extends from & connects bet. Tier 1 routes.
76	Ramsey County	Extend McKnight Rd corridor from South Shore Blvd to CR D in White Bear Lake	NA	2	0.75	1	1	4.75	59%	1	Extended Tier 1 corridor connecting mult. Tier 1 routes; crosses reg. barrier.

ID	Agency	Proposed change location	Directness*	Spacing	Connectivity	Equity benefits	Proximity	Composite score	% of total points	Tier	Rationale
9	Three Rivers Park Dist.	Add West Miss. River Trail (same as #44) bet. Champlin and Otsego	NA	2	1.5	0	1	4.5	56%	2	Connects bet. Tier 2 corridors thru suburban/rural developing areas.
44	Hennepin County	Add CSAH 12 (same as #9) bet. Champlin & Otsego	NA	2	1.5	0	1	4.5	56%	2	Connects bet. Tier 2 corridors thru suburban/rural developing areas.
30	Dakota County	Extend CSAH 63 (Delaware) N to TH 149 in W St Paul	NA	2	0.25	1	1	4.25	53%	2	Extension of existing Tier 2 alignment.
35.2	Dakota County	Add CSAH 28 (80th St) bet. Barnes & Concord Ave's	NA	2	0.25	1	1	4.25	53%	2	Suburban connector between Tier 2 routes.
42	Dakota County	Add Vermillion Highlands Greenway bet. CSAH 42 (145th St) & 3rd St in Farmington	NA	2	1.25	0	1	4.25	53%	2	Rural/suburban connector between Tier 2 routes.
72	Ramsey County	Extend CR C corridor bet. Edgerton St & TH 120	NA	2	1.25	0	1	4.25	53%	2	Medium length suburban connector.
45	Hennepin County	CSAH 13 (Brockton Ave) addition bet. CSAH 81 and CSAH 12 in Dayton*	1	2	0.75	0	1	3.75	42%	2	Suburban connector between Tier 1/Tier 2 routes.
13.2	Carver County	Add CSAH 17 & Henn Co. CSAH 82 bet. TH 5 and L. Minnetonka Trail in Excelsior	NA	2	1	0	1	4	50%	1	Inter-county suburban route fills N/S gap & crosses reg. expressway barrier.
35.1	Dakota County	Add CSAH 28 bet. Argenta Trail & 80th St via Amana Trail and TH 3 in Eagan	NA	2	0	1	1	4	50%	2	Suburban connector between Tier 2 routes.
60	City of Minneapolis	E Lake Nokomis/56th St/54th St addition bet. Cedar Ave & MN Valley State Trail	NA	2	1	0	1	4	50%	2	Urban E/W connector bet. Tier 1/Tier 2 alignments.
73	Ramsey County	Add Larpenteur Ave bet. Hennepin Co line and Gateway State Trail in Maplewood	NA	-1	2	2	1	4	50%	1	Long intercity route connecting numerous Tier 1 and Tier 2 routes.

ID	Agency	Proposed change location	Directness*	Spacing	Connectivity	Equity benefits	Proximity	Composite score	% of total points	Tier	Rationale
22	City of Hopkins	Extend Hopkins Crossroad corridor S to MN River Bluffs Reg. Trail	NA	1	0.75	1	1	3.75	47%	1	Tier 1 Corridor extension; connects to regional transit.
52	City of Minneapolis	Add Southside Greenway bet. W River Pkwy and 42nd Street S	NA	-1	0.75	2	2	3.75	47%	2	Creates spacing overlaps with parallel established Tier 1 routes.
59	City of Minneapolis	Add Nokomis Ave bet. E 38th and 56th Streets	NA	2	0.75	0	1	3.75	47%	2	Relatively short urban connector Intersects with several routes.
64	City of Minneapolis	58th Street addition bet. Nicollet Ave & Xerxes Ave	NA	2	0.75	0	1	3.75	47%	2	Short urban connector bet. several routes.
68	Ramsey County	Edgerton-McMenemy extension bet. CSAH 96 and Centerville Rd/Vadnais Hts Blvd	NA	2	0.75	0	1	3.75	47%	2	Suburban connector between two Tier 1 alignments.
71	Ramsey County	Add CSAH 49 (Hodgson Rd) bet. CSAH 96 and Gramsie Rd	NA	2	0.75	0	1	3.75	47%	2	Suburban connector bet. Tier 2 routes.
78	Ramsey County	Upper Afton Rd addition bet. T-1 align. W/of Burns Ave/US 61 to TH 120 (Century Ave) in Maplewood	NA	-1	1.75	2	1	3.75	47%	1	Urban connector bet. mult. Tier 1 routes & crossing two regional bike barriers.
21	Scott County	Add TH 13 bet. CSAH 42 and CSAH 21 in Prior Lake	NA	2	0.5	0	1	3.5	44%	2	Suburban connector between Tier 2 corridors.
57	Washington County	Add Hudson Blvd corridor bet. Helmo Ave in Oakdale to Stage Coach Trail (CSAH 14)	NA	-1	1.5	2	1	3.5	44%	2	Suburban/rural connector between several Tier 2 routes.
61	City of Minneapolis	Add Humboldt/Irving Ave bet. Lynnwood Rec Center and W 58th Street	NA	2	0.5	0	1	3.5	44%	2	Short route extension of Tier 2 alignment.
62	Ramsey County	Extend Transfer Ave align on Cleveland/St Paul Ave bet. University Ave & Edgcumbe Rd in St Paul	NA	1	0.5	0	2	3.5	44%	1	Extension of Tier 1 align on cross-city route connecting mult. T-1 routes.

ID	Agency	Proposed change location	Directness*	Spacing	Connectivity	Equity benefits	Proximity	Composite score	% of total points	Tier	Rationale
67	City of Minneapolis	Add W 48th Street bet. Girard and Nicollet Ave's	NA	2	0.5	0	1	3.5	44%	2	Urban connector extending from Tier 2 corridor.
31	Hennepin County	Add CSAH 52 (Hennepin Ave) bet. Central Ave and Co. line W/of TH 280	NA	-1	1.25	1	2	3.25	41%	1	Long intercity route connects mult. Tier 1 routes and crosses reg. bike barrier.

*Directness measure only used to compare conflicting and/or redundant proposals. Hennepin County proposal #45 conflicts with Three Rivers #8.1; directness analysis shows the Hennepin CSAH 13 route to be 2.45 miles shorter than #8.1 along common origin-destination routes and thus, is recommended for approval.

Table E: RBTN proposals recommended for approval with exceptions to spacing guidelines

ID	Agency	Proposed Change Location	Connectivity	Equity benefits	Proximity	Non-spacing criteria score	Non-spacing criteria % of avail. points	Tier	Rationale
74	Ramsey County	Add Lexington Ave bet. Larpenteur Ave and County Rd C in Roseville	1	2	1	4	67%	1	Continuation of Tier 1 corridor in St Paul; connects to multiple Tier 1 routes in Roseville.
41	Dakota County	Add CSAH 9 (179th St.) bet. Cedar Ave and Eclipse Ave in Apple Valley	0.75	1	1	2.75	46%	2	Suburban connector between Tier 2 corridors.
55	Washington County	Add CSAH 21 (Stagecoach Trail) bet. 10th St N and 40th St N near Bayport	0.75	1	1	2.75	46%	2	Suburban/rural connector between Tier 2 routes.
13.1	Carver County	Add CSAH 17/CSAH 15 (south seg.) bet. TH 5 and CSAH 10 in Chaska	1.5	0	1	2.5	42%	2	Connects bet. and runs parallel to multiple Tier 2 corridors.
32	Dakota County	Extend CSAH 73 (Barnes Ave) bet. CSAH 28 (80th St.) to Veteran's Mem. Trail	0.25	1	1	2.25	38%	2	Suburban/rural connector between Tier 2 routes.
33	Dakota County	Add CSAH 71 (Rich Valley Blvd) bet. TH 149 (Jefferson Trail) and Cliff Rd	0	1	1	2	33%	2	Suburban/rural connector between Tier 2 routes.

Table F: RBTN proposals not recommended for approval

ID	Agency	Proposed Change Location	Connectivity	Equity benefits	Proximity	Non-spacing criteria score	Non-spacing criteria % of avail. points
8.1	Three Rivers Park Dist.	Diamond Lake Trail (north segment) bet. CSAH 81 and W. Dayton Road*	1	0	1	2	33%
69	Ramsey County	Extend Fairview Ave corridor bet. CR C and Lake Johanna Blvd	0.5	0	1	1.5	25%
39	Dakota County	Add CSAH 73 (Akron Ave) bet. Cliff Rd and CSAH 42 (150th St.) in Rosemount	1	1	-1	1	17%
8.2	Three Rivers Park Dist.	Diamond Lake Trail (full length) bet. CR 19 in Medina and W. Dayton Rd in Dayton	2	0	-1	1	17%

*Conflicts with Hennepin Co. #45 (CSAH 13); directness analysis shows this route to be 2.45 miles longer than #45 along common origin-destination routes and thus, is not recommended for approval.



Routing

To	Action Requested	Date Completed or Scheduled
TAC Planning Committee	Review and recommend	October 6, 2025
Technical Advisory Committee	Review and recommend	<i>November 5, 2025</i>
Transportation Advisory Board	Review and release for public comment	<i>November 19, 2025</i>
Transportation Advisory Board	Review and adopt	<i>TBD</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>TBD</i>
Metropolitan Council	Concurrence	<i>TBD</i>



Action Transmittal

Transportation Advisory Board



Committee meeting date: November 5, 2025

Date: October 29, 2025

Action Transmittal: 2025-30

Scope Change Request – Carver County CSAH 40 HSIP Project

To: Technical Advisory Committee
From: TAC Funding and Programming Committee
Prepared by: Robbie King, Senior Planner, 651-602-1380

Requested action

Carver County requests a scope change to reduce the length of its CSAH 40 improvements with full retention of federal funds.

Recommended motion

Recommend that the Transportation Advisory Board approve Carver County's scope change request to reduce the length of its CSAH 40 improvement project and retain full federal funding.

Background and purpose

In 2022, Carver County was awarded \$2,000,000 in Highway Safety Improvement Program (HSIP) funding to widen shoulders, provide a safety edge, and provide signing and pavement markings on County State Aid Highway (CSAH) 40 from CSAH 52 to CSAH 50 (SP# 010-640-017). The local match funding for this project is \$3,401,440 or 63% of a total project cost of \$5,401,440. The program year for this project is 2027.

The project currently is in preliminary design phase and through this work the county has identified issues north of Bevens Creek Bridge No. 10545 and south of CSAH 50 that has precipitated this request. In this area of the project, the following issues are present:

1. Presence of cultural and environmental elements
 - Prehistoric mound
 - Endangered butternut trees
 - A high potential zone for the endangered rusty patch bumble bee
2. Residential driveway connections requiring regrading may encroach on septic fields
 - In the area nearest the intersection of CSAH 50 and CSAH 40, residential driveway connections are steep in the existing condition and improvements would make those connections steeper.
 - Regrading is required to lessen the driveway grade, which may result in encroaching on existing septic drain fields in the area.
3. A 2022 study has identified a need to potentially realign CSAH 40 north of the Bevens Creek bridge to accommodate future corridor needs.

Carver County requests retention of its full federal funding amount to maintain project feasibility.

Relationship to regional policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The Scope Change Policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

Staff analysis

Approval/Denial of the Scope Change

Scoring and Ranking: The [Scope Change Policy](#) directs the TAC Funding & Programming Committee to consider whether an HSIP project would have scored fewer points than the highest-scoring unfunded project. There are elements being added and removed from the scope in this request. However, added elements do not represent a significant improvement in the proposed scope. The highest-scoring unfunded project in the 2022 HSIP Proactive Category was awarded 385 points representing a 73-point gap between this unfunded project and the original Carver County CSAH 40 project scope. While staff interpret the removal of an intersection from this safety project to represent a minor reduction in score, the reduction would likely be far less than the 73-point gap. Staff does not see a rationale to deny the request based on scoring.

Table 1: Scoring Analysis

Measure	Max Score	Original Score	Scope Change	Notes
Connection to SHSP	100	90	0	
Cost per Exposure	300	20	0	
Correctable F&A Crashes	100	0	0	
Crash Modification Factor	200	138	0	
Part of a Plan	200	200	0	
Ped and Bike Safety	100	10	0	
Total	1000	458	-	

* 0 = no change

+ = small improvement, ++ = moderate improvement, +++ = large improvement

- = small diminishment, -- = moderate diminishment, --- = large diminishment



Options for Funding

The original application budget is displayed in Table 2a below. Table 2b and table 2c provide two options to be considered for funding.

Table 2a: Original Application Funding

Funding Source	Total
2027 HSIP Award (Proactive Category)	\$2,000,000
Local Match	\$3,401,440
Total	\$5,401,440

Table 2b: Requested Scope Change Funding with Full Federal Funding Retained

Funding Source	Total
2027 HSIP Award (Proactive Category)	\$2,000,000
Original Local Match Funding	\$3,401,440
Local Match Cost Increase for new elements*	\$242,560
Total	\$5,644,000

*Carver County's request includes new elements and results in an increase of \$242,560 covered by Carver County's local match.

Table 2c: Scope Change Funding with Federal Funding Reduction

Funding Source	Total
2027 HSIP Award (Proactive Category)	\$2,000,000
Federal Funds Returned*	(\$280,000)
Original Local Match Funding	\$3,401,440
Local Match Cost Increase for new elements^	\$242,560
Total	\$5,364,000

*Removed elements are valued at \$751,000 (2022 dollars) and represent 14% of the original project cost. Therefore, the federal funds recommended to be returned represent 14% of \$2M – the original federal fund award.

^ Carver County's request includes new elements and results in an increase of \$242,560 covered by Carver County's local match.

Analysis of Funding Options

Carver County requests retention of its federal funding. Scope Change Policy directs the TAC Funding & Programming Committee to ensure that HSIP projects continue to maintain at least a 10% non-federal match. Table 2b shows funding with full federal funding retained and in this scenario Carver County's local match is 60% which is well above the 10% requirement.

Additionally, the [Scope Change Policy](#) directs the TAC Funding & Programming Committee to allow new eligible elements to be added to a project scope. However, federal funds cannot be shifted from removed elements to new project elements unless those removed elements are being done as part of some other programmed project. The elements removed in this scope change request are projected to be a part of a project within the next 15 years but are not yet programmed. Therefore, it can be argued that federal funds be removed proportional to the value of the removed elements as a percentage of the entire project. The value of the removed elements is estimated at \$751,000 or 14% of the total project cost, therefore the applicant may be directed to return \$280,000 (or 14% of \$2,000,000).

Given these two components, staff presents the following two options for discussion:

1. Retention of all federal funding because the applicant is overmatched.

2. The applicant return \$280,000 of the federal funds, which represents 14% of the original federal fund award. The return of 14% of the federal fund award is proportionate to the value of the removed elements.

Committee comments and action

At its October 16, 2025, meeting the TAC Funding & Programming voted to recommend adoption of an amendment to the 2026-2029 TIP to reduce the length of Carver County's CSAH 40 improvement project and retain federal funds. Metropolitan Transportation Services staff clarified that the Scope Change Policy allows for the committee to use its discretion in deciding whether a project change necessitates returning federal funds proportionate to the value of the removed elements.

Routing

To	Action Requested	Date Completed (Date 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 adopt	<i>November 19, 2025</i>



Options for Funding

The original application budget is displayed in Table 2a below. Table 2b and table 2c provide two options to be considered for funding.

Table 2a: Original Application Funding

Funding Source	Total
2027 HSIP Award (Proactive Category)	\$2,000,000
Local Match	\$3,401,440
Total	\$5,401,440

Table 2b: Requested Scope Change Funding with Full Federal Funding Retained

Funding Source	Total
2027 HSIP Award (Proactive Category)	\$2,000,000
Original Local Match Funding	\$3,401,440
Local Match Cost Increase for new elements*	\$242,560
Total	\$5,644,000

*Carver County's request includes new elements and results in an increase of \$242,560 covered by Carver County's local match.

Table 2c: Scope Change Funding with Federal Funding Reduction

Funding Source	Total
2027 HSIP Award (Proactive Category)	\$2,000,000
Federal Funds Returned*	(\$280,000)
Original Local Match Funding	\$3,401,440
Local Match Cost Increase for new elements^	\$242,560
Total	\$5,364,000

*Removed elements are valued at \$751,000 (2022 dollars) and represent 14% of the original project cost. Therefore, the federal funds recommended to be returned represent 14% of \$2M – the original federal fund award.

^ Carver County's request includes new elements and results in an increase of \$242,560 covered by Carver County's local match.

Analysis of Funding Options

Carver County requests retention of its federal funding. Scope Change Policy directs the TAC Funding & Programming Committee to ensure that HSIP projects continue to maintain at least a 10% non-federal match. Table 2b shows funding with full federal funding retained and in this scenario Carver County's local match is 60% which is well above the 10% requirement.

Additionally, the [Scope Change Policy](#) directs the TAC Funding & Programming Committee to allow new eligible elements to be added to a project scope. However, federal funds cannot be shifted from removed elements to new project elements unless those removed elements are being done as part of some other programmed project. The elements removed in this scope change request are projected to be a part of a project within the next 15 years but are not yet programmed. Therefore, it can be argued that federal funds be removed proportional to the value of the removed elements as a percentage of the entire project. The value of the removed elements is estimated at \$751,000 or 14% of the total project cost, therefore the applicant may be directed to return \$280,000 (or 14% of \$2,000,000).

Given these two components, staff presents the following two options for discussion:

1. Retention of all federal funding because the applicant is overmatched.
2. The applicant return \$280,000 of the federal funds, which represents 14% of the original federal fund award. The return of 14% of the federal fund award is proportionate to the value of the removed elements.

Routing

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



FUNDING DATA FOR SCOPE CHANGE

Original Application:

Regional Solicitation Year	2022
Application Funding Category	HSIP
HSIP Solicitation	Yes
Application Total Project Cost	\$5,401,440
Federal Award	\$2,000,000
Application Federal Percentage of Total Project Cost	37%

Project Elements Being Removed	Original Application Cost
Widen shoulders, provide a safety edge, signing and pavement markings on CSAH 40 from Bridge No. 10545 to CSAH 50.	\$751,000

New Project Elements	Cost (Based on Year of Costs in Original Application)
Provide curb and gutter in large cut area from STA 353+79 to STA 365+75 to reduce limits in large cut area. Reconstruct section of CSAH 40 from STA 313+00 TO STA 345+00, need determined with GPR data.	\$993,560

Current Funding vs. Proposed Funding:

Federal	\$2,000,000
Local Match	\$3,644,000
Total Project Cost	\$5,644,000
% Federal	35%
% Local	65%
Note: - Includes added scope needs identified in preliminary design. Spot reconstruction, storm water BMP, urban curb section to reduce project footprint.	

Action Transmittal

Transportation Advisory Board



Committee meeting date: November 5, 2025

Date: October 28, 2025

Action Transmittal: 2025-31

2026 Regional Solicitation Federal Funding Categories

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Barbeau, Planning Analyst, 625-602-1705

Requested action

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

Recommended motion

Recommend 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.

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>



Action Transmittal

Transportation Advisory Board



Committee meeting date: November 5, 2025

Date: October 28, 2025

Action Transmittal: 2025-32

2026 Active Transportation Solicitation Funding Application Categories

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Widing, Senior Planner, 651-602-1822
Joe Barbeau, Planning Analyst, 625-602-1705

Requested action

Recommend the funding categories to be used for the 2026 Active Transportation Solicitation.

Recommended motion

Recommend that the Transportation Advisory Board approve the funding categories to be used for the 2026 Active Transportation Solicitation:

1. Local Bike Facilities
2. Local Pedestrian Facilities
3. Active Transportation Planning

Background and purpose

In 2023, the Minnesota Legislature approved a regional sales tax for the seven-county Twin Cities region to support various transportation improvements. A portion of this funding is dedicated to active transportation (AT) projects with projects being selected by the Transportation Advisory Board (TAB). The grants are managed by the Metropolitan Council. Following selection of projects from the 2024 Regional Solicitation, Council staff worked closely with applicants for 10 projects as part of a AT pilot program.

Over nearly the past two years, the Active Transportation Working Group discussed how to clearly define and differentiate the active transportation sales tax funds and federal funds for active transportation related projects. The Work Group recommended splitting these funds by project category by funding regional bicycle projects with federal funds while funding pedestrian projects and local bicycle projects with non-federal Active Transportation funds. During the process, participants suggested creating and funding active transportation planning efforts to aid communities to help meet the seven state legislative requirements once they eventually applied for a capital project.

TAB is being asked to include these categories as part of a 2026 Active Transportation package to be released for public comment. The recommended AT funding categories are:

1. Local Bike Facilities
2. Local Pedestrian Facilities
3. Active Transportation Planning

Relationship to regional policy

The Minnesota Legislature dedicated a portion of the regional sales tax to active transportation projects. Per the legislation, the selection process must include criteria and prioritization of projects based on the following seven requirements:

1. the project's inclusion in a municipal or regional nonmotorized transportation system plan;
2. the extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;
3. the extent to which the project supports connections between communities and to key destinations within a community;
4. identified barriers or deficiencies in the nonmotorized transportation system;
5. identified safety or health benefits;
6. geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
7. the ability of a grantee to maintain the active transportation infrastructure following project completion.

Staff analysis

These categories follow the recommendations of the Active Transportation Working Group. The three categories may be revisited for future funding cycles.

Committee comments and action

At its October 16, 2025, meeting, the TAC Funding & Programming Committee recommended that the Technical Advisory Committee recommend the funding categories to be used for the 2026 Active Transportation Solicitation:

1. Local Bike Facilities
2. Local Pedestrian Facilities
3. Active Transportation Planning

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>



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
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Barbeau, Planning Analyst, 625-602-1705

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>



Action Transmittal

Transportation Advisory Board



Committee meeting date: November 5, 2025

Date: October 30, 2025

Action Transmittal: 2025-34

2026 Active Transportation Minimum and Maximum Awards

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Widing, Senior Planner, 651-602-1822
Joe Barbeau, Planning Analyst, 625-602-1705

Requested action

Approve minimum and maximum funding amounts for the 2026 Active Transportation Solicitation.

Recommended motion

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

- Local Bike Facilities -- Minimum: \$150,000. Maximum: \$3,500,000.
- Local Pedestrian Facilities -- Minimum: \$150,000. Maximum: \$2,500,000.
- Active Transportation Funding -- Minimum: N/A. Maximum: \$200,000.

Background and purpose

Shown in Table 1 are proposed minimum and maximum award amounts recommended by the Active Transportation Working Group through the Regional Solicitation Evaluation process.

Table 1: Proposed Active Transportation Minimum and Maximum Awards

Proposed Category	2024 Max	2026 Min	2026 Max
Local Bike Facilities	\$5,500,000	\$150,000	\$3,500,000
Local Pedestrian Facilities	\$2,000,000	\$150,000	\$2,500,000
Active Transportation Planning	N/A	None	\$200,000

The 2024 Local Bike Facilities maximum award shown in Table 1 is based on the Multiuse Trails and Bicycle Facilities category in the 2024 Regional Solicitation. The currently proposed 2026 Regional Solicitation federal maximum (See 2024-33) is \$5,500,000. The \$3,500,000 maximum award recommended for Local Bike Facilities reflects the smaller average award amount in the 2024 funding cycle (\$3.6M) along with the more localized nature of projects in this category. It also allows for the funding to be awarded to more potential projects across the region. The slight increase of the Local Pedestrian Facilities maximum award is based on inflation and responds to the applications in 2024, when over one-half of all requests were at the maximum award amount. Note that there is no pedestrian category proposed in the Regional Solicitation for federal funds.

The Active Transportation Planning minimum and maximum awards are identified to allow for a wide range of planning project types to apply including comprehensive planning support, dedicated active transportation plans and other types of unique planning activities to support active transportation in the region. The Active Transportation Working Group recommended these minimum and maximum awards for the 2026 Active Transportation Solicitation.

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

Relationship to regional policy

The Minnesota Legislature dedicated a portion of the regional sales tax funding to TAB for active transportation. Per the legislation, the selection process must include criteria and prioritization of projects based on:

1. the project's inclusion in a municipal or regional nonmotorized transportation system plan;
2. the extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;
3. the extent to which the project supports connections between communities and to key destinations within a community;
4. identified barriers or deficiencies in the nonmotorized transportation system;
5. identified safety or health benefits;
6. geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
7. the ability of a grantee to maintain the active transportation infrastructure following project completion.

Staff analysis

Table 1 shows the recommendations provided by the Active Transportation Working Group. The recommendations recognize the Active Transportation Solicitation as local, as opposed to the regional nature of the Regional Solicitation for federal funds.

Committee comments and action

At its October 16, 2025, meeting, the TAC Funding & Programming Committee recommended that the Technical Advisory Committee recommend a minimum and maximum award for each 2026 Active Transportation funding category.

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>



Action Transmittal

Transportation Advisory Board



Committee meeting date: October 16, 2025

Date: October 9, 2025

Action Transmittal: 2025-35

2026 Regional Solicitation Modal Funding Targets

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Barbeau, Planning Analyst, 625-602-1705

Requested action

Approve funding targets for the 2026 Regional Solicitation.

Recommended motion

Recommend 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.

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

Discussion included the question of why Environment is only targeted for 6%. Staff response is 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 easily been restructured into a different format to identify them as Environment projects.

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>



Action Transmittal

Transportation Advisory Board



Committee meeting date: November 5, 2025

Date: October 29, 2025

Action Transmittal: 2025-36

2026 Active Transportation Funding Targets

To: TAC Funding & Programming Committee

Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Widing, Senior Planner, 651-602-1822
Joe Barbeau, Planning Analyst, 625-602-1705

Requested action

Approve modal funding targets for the 2026 Active Transportation Solicitation.

Recommended motion

Recommend that the Transportation Advisory Board approve a \$50 million funding target for the 2026 Active Transportation Solicitation and a sub-target of \$2 million for the active transportation planning category.

Background and purpose

In 2023, the Minnesota Legislature approved a regional sales tax for the seven-county Twin Cities region to support various transportation improvements. A portion of this funding is dedicated to active transportation projects to be distributed by the Transportation Advisory Board (TAB).

As part of the Regional Solicitation Evaluation, a subgroup of TAB and technical members was established called the Active Transportation Working Group to discuss and provide recommendations on the Active Transportation (AT) regional sales tax solicitation. These discussions included identifying specific project types to be funded through the regional sales tax and recommending funding targets for the three proposed application categories.

AT Working Group discussions centered on available funding anticipated by 2026 and whether any future year's expected revenue would be considered for the 2026 Solicitation. Based on the revenue accrued from 2023 to 2025 with anticipated funding generated in 2026 minus grants previously awarded, staff anticipate approximately \$52.5 million to be available by the end of 2026. The Working Group did not want to commit future revenues. The Working Group recommended a funding target of \$50 million for the active transportation funded categories and is anticipated to recommend a \$2 million sub-target for the Active Transportation Planning category from the \$50 million overall at its October meeting. The Working Group did not recommend targets for the Local Bicycle and Local Pedestrian application categories to retain flexibility during project selection.

The Active Transportation Working Group recommended the following funding targets:

- Active Transportation Solicitation (all funded categories): \$50 million
 - Active Transportation Local Bicycle and Pedestrian infrastructure categories: \$48 million
- Active Transportation Planning category target: \$2 million

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

Relationship to regional policy

The Minnesota Legislature dedicated a portion of the regional sales tax funding to TAB for distribution to active transportation projects. Per the legislation, the selection process must include criteria and prioritization of projects based on the following seven requirements:

1. the project's inclusion in a municipal or regional nonmotorized transportation system plan;
2. the extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;
3. the extent to which the project supports connections between communities and to key destinations within a community;
4. identified barriers or deficiencies in the nonmotorized transportation system;
5. identified safety or health benefits;
6. geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
7. the ability of a grantee to maintain the active transportation infrastructure following project completion.

Staff analysis

The targets follow the discussion and recommendations of the Active Transportation Working Group.

Committee comments and action

At its October 16, 2025, meeting, the TAC Funding & Planning Committee recommended that the Technical Advisory Committee recommend a \$50 million funding target for the 2026 Active Transportation Solicitation and a sub-target of \$2 million for the active transportation planning category.

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>

