

# Action Transmittal

Transportation Advisory Board



**Committee meeting date:** October 16, 2025

**Date:** October 9, 2025

## Action Transmittal: 2025-34

2026 Active Transportation Minimum and Maximum Awards

**To:** TAC Funding & Programming Committee

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### Requested action

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

### Recommended motion

Recommend that the Technical Advisory Committee recommend a minimum and maximum federal award for each 2026 Active Transportation funding category.

### 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.

### 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.

### Routing

To	Action Requested	Date Completed or 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 approve	<i>November 19, 2025</i>

