

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: TAC Funding & Programming Committee

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

Requested action

Approve modal funding targets for the 2026 Regional Solicitation.

Recommended motion

Recommend that the Technical Advisory Committee recommend the following federal funding targets for the 2026 Regional Solicitation:

- 12% to Safety
- 15% 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.

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.

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.

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>

