



# Active Transportation Work Group

Regional Solicitation Evaluation



September 29, 2025



# Objective of today's meeting



## Today's Discussion

**Review of past discussions and actions and recommendations before moving forward for public comment**

**Forward a recommendation on financial considerations for Active Transportation Program**

- Reserve funding and funding target for the 2026 Active Transportation Solicitation

**Discussion on items to be acted on in October meeting**

- Geographic Balance Considerations (discussion only)
- Active Transportation Solicitation Timing (discussion only)



# Active Transportation Projects

## Jordan Sunset Drive SRTS Project

First project to be completed in new program

- Project selected to receive AT funds in 2024
- Project broke ground in May 2025
- Project substantially complete by the end of August
- Ribbon cutting ceremony held on August 27<sup>th</sup>



# Key Items for AT Work Group 2025



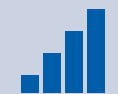
Recommend additional active transportation application categories (if any) that should be incorporated into proposed Regional Solicitation structure (March 2025)



Recommend to TAB how local active transportation and federal funds will be utilized within the overall Regional Solicitation structure (April 2025)



Review and recommend project funding considerations: required local match, minimum and maximum award amounts, reserves policy, and funding available for 2026 AT solicitation (July and August)



Review and gather feedback on solicitation details: application materials, **geographic balance**, and **solicitation timing** for active transportation categories (**September and October**)



Monitor progress of projects awarded active transportation funding (ongoing)



# Recap of Key Decisions



## Recommendations moving forward based on feedback

- Regional Solicitation Items will begin to go through the TAB/TAC review process in October to release for public comment in January
- AT Work Group has discussed and recommended multiple items over 2025 which will be included in the package going out with the overall Regional Solicitation for public comment
- Following slides will detail anticipated items which have been discussed and/or recommended by this group which is proposed to be included in overall package going out for public comment

# Recap of Key Decisions

## Recommendations moving forward based on feedback

Following discussions in 2025 and recommendations heard from policymakers, the following is recommended to be incorporated into the Active Transportation Solicitation

Items to go with action item to the Funding and Programming in October

- Project Categories:
  - Active Transportation funded projects separated from federally funded projects by solicitation project category
  - Create a new category for planning for active transportation
- Minimum and Maximum Awards:
  - Concur with proposed maximum awards for the Active Transportation infrastructure categories
  - Reduce minimum for local bicycle and pedestrian infrastructure to \$150,000
  - Active Transportation Planning to have no minimum award amount
- Funding target for the 2026 Active Transportation Solicitation:
  - To be recommended today



# Recap of Key Decisions



## Recommendations moving forward based on feedback

Following discussions in 2025 and recommendations heard from policymakers, the following is recommended to be incorporated into the Active Transportation Solicitation

Items to go with action item later

- Local match: No or small (5%) local match required for 2026 selected projects
- Project funding eligibility: Design and engineering of selected projects will be eligible for grant funding in addition to construction elements
- Project funding disbursement: Following feedback from grant administration staff and 2024 project applicants, awarded funds will be distributed via reimbursement only
- Active Transportation Planning: For 2026, approve funding grants for awarded applicants up to a target of \$2M



# Funding Target and Reserves





# Funding Target for 2026 Solicitation and Reserve Funds



## Estimated Potential Amount Available for a 2026 Solicitation

Total drawdown in 2025 from 2024 Selected Projects	\$1,000,000
Potential Unencumbered Real Dollars Undistributed - End of 2025	\$28,670,032
Potential Real Dollars Undistributed - End of 2025	\$47,698,221
Potential Total for 2026 Solicitation (Existing rev unencumbered + remainder of 2025 and 2026 estimated revenue + interest)	\$52,590,032
Potential Total for 2026 Solicitation if adding future years expected funding (2027 anticipated funding)	\$75,590,000



# Financial Discussion Considerations

## Amount of Funding to be Made Available for the 2026 Solicitation

- \$52,590,032 estimated to be available for 2026 Solicitation
  - Remainder of '23/'24 revenue plus '25/'26 revenue
- If future expected years added for 2026 Solicitation (2027)
  - Total available could be up to estimated \$70M

### Financial planning considerations

- Funding in account generates interest
- Leaving some funding in reserve ensures no cash flow issues as solicitation awards begin to overlap in future years and many projects are drawing funds out of account
- Any funds left unencumbered in account could be used by legislature in the future





# 2026 Active Transportation Solicitation Funding Target



## Recommendation

General discussion/consideration from members:

- Distribute enough funds each solicitation cycle to show the need for the program.
- Reserve a small percentage of funds in the account for future cash flow purposes.
- Avoid distributing possible future funds which are not already accrued in the program account by the solicitation year.
- Important to consider funding availability consistency from one solicitation to the next.

Based on feedback and discussion, **staff recommends a funding target of \$50 million for the 2026 Active Transportation Solicitation and to leave a 5% reserve (\$2.5M)**

- Funding target for Active Transportation Planning: \$2M
- Based on anticipated total revenue of \$52.5M by the end of 2026.



# Active Transportation

## Active Transportation Planning – Proposed Project Award Min/Max

Proposed Application Category  
Name:

**Active Transportation  
Planning**

*The Active Transportation Planning category intends to help communities establish plans to prioritize future investments in active transportation.*

### Recommended project award min/max

- Min: No minimum
- Max: \$200,000
- Funding target: \$2,000,000
- Distribute grants to awardees

### Considerations

- No minimum would allow for a range for different scales of planning projects (supplementing comprehensive planning resources to communities that would like to do a dedicated plan or other planning projects)
- Consider 2050 comprehensive planning
  - Award grants for communities to support comprehensive planning and improved bicycle and pedestrian elements
- Do not centrally contract to allow for comprehensive planning assistance
  - Cities likely to have larger staffing/consulting for city comp plans – funds could supplement comp planning process
  - 2026 likely a unique year and comprehensive planning assistance will not be needed for subsequent years

# Geographic Balance





# Geographic Balance for Active Transportation Funds

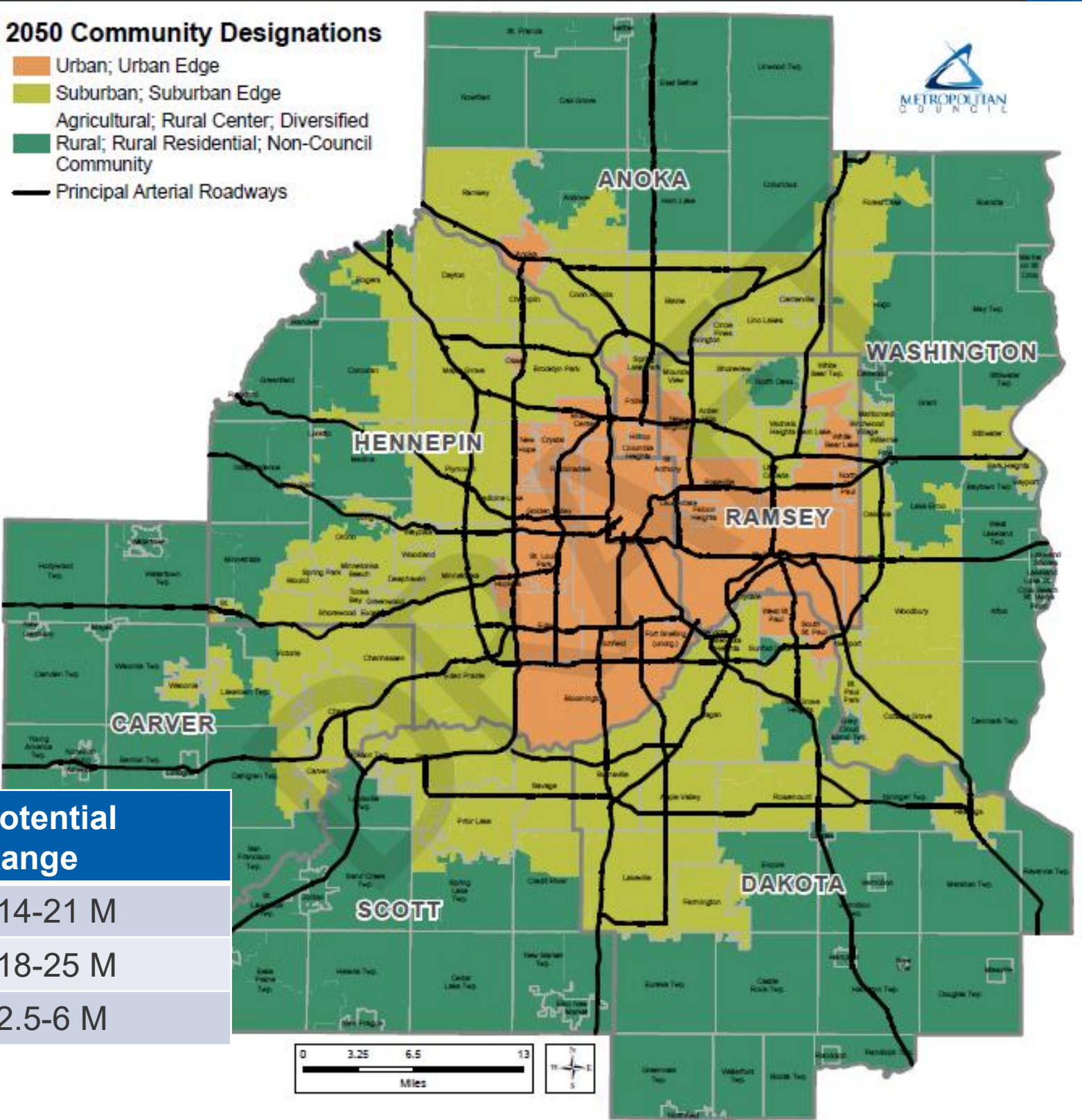
## Options for Active Transportation Funding

1. **Do nothing.** Additional funding may naturally lead to geographic balance.
  - Smaller max award per project (\$3.5M) and additional funding (\$50M) may be enough to get to more projects spread around the region without further action.
2. **Split into three geographic buckets** based on Imagine 2050 Community Designations. Distribute the available funding based on population.
  - Ensuring that each community type receives a proportion of funds for awarded projects by either population, employment or some other means.
3. **Guarantee at least one project from the urban, suburban, and rural areas or limit the number of applications** for each agency to ensure the funding is spread around the region.
  - Ensuring at least one project from each community type is selected, but no proportional division of funds.

# Geographic Balance for AT

## Potential Funding Splits

Designation	Population	Jobs	Potential 2 Year Funding	Potential Range
Urban	42%	53%	\$17.6 M	\$14-21 M
Suburban	52%	45%	\$21.84 M	\$18-25 M
Rural	6%	2%	\$2.52 M	\$2.5-6 M





# Geographic Balance for AT (2)

## Breakdown of geographic buckets from past solicitations (all categories)

Community Designation Type	Solicitation Year	Project Applied	Project Funded	Funding Amount	Percent Projects	Percent Funding
Rural	2024*	3	1	\$ 1,000,000.00	3%	1%
Suburban	2024*	29	10	\$ 11,488,389.00	29%	17%
Urban	2024*	33	23	\$ 56,312,584.00	68%	82%
<b>Total</b>	<b>2024*</b>	<b>65</b>	<b>34</b>	<b>\$ 68,800,973.00</b>	<b>N/A</b>	<b>N/A</b>
Rural	2022	1	1	\$ 5,500,000.00	6%	8%
Suburban	2022	31	5	\$ 18,479,373.00	28%	28%
Urban	2022	20	12	\$ 42,466,336.00	67%	64%
<b>Total</b>	<b>2022</b>	<b>52</b>	<b>18</b>	<b>\$ 66,445,709.00</b>	<b>N/A</b>	<b>N/A</b>
Rural	2020	2	1	\$ 256,800.00	4%	1%
Suburban	2020	31	11	\$ 10,887,380.00	44%	30%
Urban	2020	19	13	\$ 25,408,676.00	52%	70%
<b>Total</b>	<b>2020</b>	<b>52</b>	<b>25</b>	<b>\$ 36,552,856.00</b>	<b>N/A</b>	<b>N/A</b>
Rural	All Years	6	3	\$ 6,756,800.00	4%	4%
Suburban	All Years	91	26	\$ 40,855,142.00	34%	24%
Urban	All Years	72	48	\$ 124,187,596.00	62%	72%
<b>Total</b>	<b>All Years</b>	<b>169</b>	<b>77</b>	<b>\$ 171,799,538.00</b>	<b>N/A</b>	<b>N/A</b>

\*includes both federal and AT funded projects

# Geographic Balance for Active Transportation Funds

## Options for Active Transportation Funding

1. **Do nothing.** Additional funding may naturally lead to geographic balance.
2. **Split into three geographic buckets** based on Imagine 2050 Community Designations. Distribute the available funding based on population.
3. **Guarantee at least one project from the urban, suburban, and rural areas or limit the number of applications** for each agency to ensure the funding is spread around the region.
4. Any other potential means to spread distribution around the region?



# Active Transportation Solicitation Timing and Relationship with other TAB distributed Funds



# Active Transportation Solicitation Schedule – Solicitation Differences

## Federal Regional Solicitation (Including HSIP)

- Released every other year
- Selected projects typically multiple years in the future
  - Due to future federal funding availability
- Large and complex
  - Applications and awards for many different types of projects
  - Larger funding dispersed (~\$250M per solicitation)
  - Detailed TAB process to selected and balance modal investments
  - Federal requirements and processes
- Includes infrastructure projects only
- Selected projects managed by MnDOT
  - Dedicated staff resources

## Active Transportation Solicitation

- Could be released annually or every other year
- Selected projects can be funded immediately
  - Pilot projects required to begin before end of 2026
  - One project completed within a year
- Smaller and more precise
  - Application and awards only for active transportation related projects
  - Smaller funding dispersed (\$20M-\$25M generated annually)
  - Local funds without federal process or documentation requirements
- Will fund both infrastructure and planning projects initially
- Selected projects managed by Met Council
  - No dedicated staff and external scoring



# Active Transportation Solicitation Schedule – Other Program Comparisons

## MnDOT Active Transportation Solicitation – Planning

- Released annually
- Selected projects typically begin soon after selection
  - Consultant contracted centrally from MnDOT and can begin soon after projects selected and scoped with awardees
- Selected projects managed by MnDOT staff
- Includes planning projects for system planning, corridor planning and SRTS planning
- Dedicated staff resources for non-infrastructure program

## MnDOT Active Transportation Solicitation – Infrastructure & SRTS

- Released annually (will not be held in 2026 due to funding limitations)
- Selected projects must begin construction within 2 years of selection
- Smaller program
  - Awarded funds \$10M-\$20M per year
    - 10-20 selected projects for infrastructure
    - 10-20 selected projects for SRTS
- Selected projects managed by MnDOT staff
- Fluctuating budget
  - Dependent on state budget allocations and must reassess program often dependent on new budget situation
- Includes project selection for infrastructure and SRTS – internal team scores projects
- State-Aid manages infrastructure program

# Active Transportation Solicitation Schedule - Discussion

## Active Transportation Solicitation Beyond 2026

Should the Active Transportation Solicitation occur:

- Annually, or
- Biennial (in-line with the federal Regional Solicitation)

Should the Active Transportation Solicitation be released on a cycle

- Concurrent with release of the Regional Solicitation, or
- Staggered from the federal regional solicitation / its own time of the year
  - An option for discussion – in 2026 release the Active Transportation Solicitation earlier in the year than the federal solicitation to give applicants more time with a new program



# Next steps



## Next steps:

1. Next TAB AT Work Group meeting
  - Will schedule time for October meeting following this one
2. Expected Items for October:
  - Recommendation on geographic balance considerations
  - Direction on Active Transportation Solicitation timing/relationship to overall federal Regional Solicitation
  - Review list of items for future consideration and discussion

# Local Bike Facilities

## (Active Transportation Regional Sales Tax Funded)

Criteria and Measures	%
<b>1. Complete Streets*</b> Measure A – Complete streets planning, design, and construction	5%
<b>2. Connection to Key Destinations*</b> Measure A – Connections to key destinations Measure B – Safe Routes to School connection Measure C – Active transportation demand	30%
<b>3. Identified Gaps, Barriers, or Deficiencies*</b> Measure A – Gaps, barriers or deficiencies addressed	25%
<b>4. Safety*</b> Measure A – Connection to existing safety plans Measure B – Safety improvements for people outside of vehicles	20%
<b>5. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
<b>Total</b> * Direct connection to legislative requirements	100%



# Local Pedestrian Facilities

## (Active Transportation Regional Sales Tax Funded)

Criteria and Measures	%
<b>1. Complete Streets*</b> Measure A – Complete streets planning, design, and construction	5%
<b>2. Connection to Key Destinations*</b> Measure A – Connections to key destinations Measure B – Safe Routes to School connection Measure C – Active transportation demand	30%
<b>3. Identified Gaps, Barriers, or Deficiencies*</b> Measure A – Gaps, barriers or deficiencies addressed	25%
<b>4. Safety*</b> Measure A – Connection to existing safety plans Measure B – Safety improvements for people outside of vehicles	20%
<b>5. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
<b>Total</b> * Direct connection to legislative requirements	100%

# Active Transportation Planning

## (Active Transportation Regional Sales Tax Funded)

Criteria and Measures	%
<b>1. Connection to Existing Plan*</b> Measure A – Project identification	20%
<b>2. Complete Streets*</b> Measure A – Complete streets planning, design, and construction	10%
<b>3. Connection to Key Destinations*</b> Measure A – Connections to key destinations Measure B – Active transportation demand	15%
<b>3. Identified Gaps, Barriers, or Deficiencies*</b> Measure A – Gaps, barriers or deficiencies addressed	15%
<b>5. Safety*</b> Measure A – Safety improvements for people outside of vehicles	20%
<b>6. Community Considerations</b> Measure A – Community Data and Context Measure B – Community Engagement Measure C – Community Benefits	20%
<b>Total</b> * <i>Direct connection to legislative requirements</i>	100%