

# Active Transportation Work Group

Regional Solicitation Evaluation



October 27, 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 geographic balance considerations in the AT Solicitation and AT Planning funding target, continue future schedule discussion, discuss application scoring criteria and measures, next steps**

- Active Transportation Planning funding target (recommendation)
- Geographic Balance Considerations (recommendation)
- Active Transportation Solicitation Timing (continue discussion)
- Active Transportation Categories scoring measures and criteria (discussion)

# Key Items for AT Work Group 2025



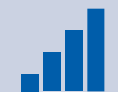
Recommend additional active transportation application categories (if any) that should be incorporated into proposed Regional Solicitation structure (March 2025)



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)

# Funding Target and Reserves



# Active Transportation

## Active Transportation Planning – Target Funds for 2026

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.*

### Staff and technical partnered recommended planning funding target for 2026

- Funding target: \$2,000,000
- Distribute grants to awarded projects for 2026 solicitation

### Considerations

- Consider 2050 comprehensive planning
  - Award grants for communities to support community comprehensive planning for bicycle and pedestrian elements
  - Not limited to comprehensive planning support – other planning which would support active transportation will be eligible as well
- Recommended from technical partners
- \$2 million target funds could support multiple comprehensive planning efforts and dedicated AT plans
- Overall demand is not yet known, will use 2026 to gauge demand for category.
  - \$2 million target is a good middle ground to support possible high planning demand and keep to focus on infrastructure funding

# Geographic Balance



# Geographic Balance for Active Transportation Funds

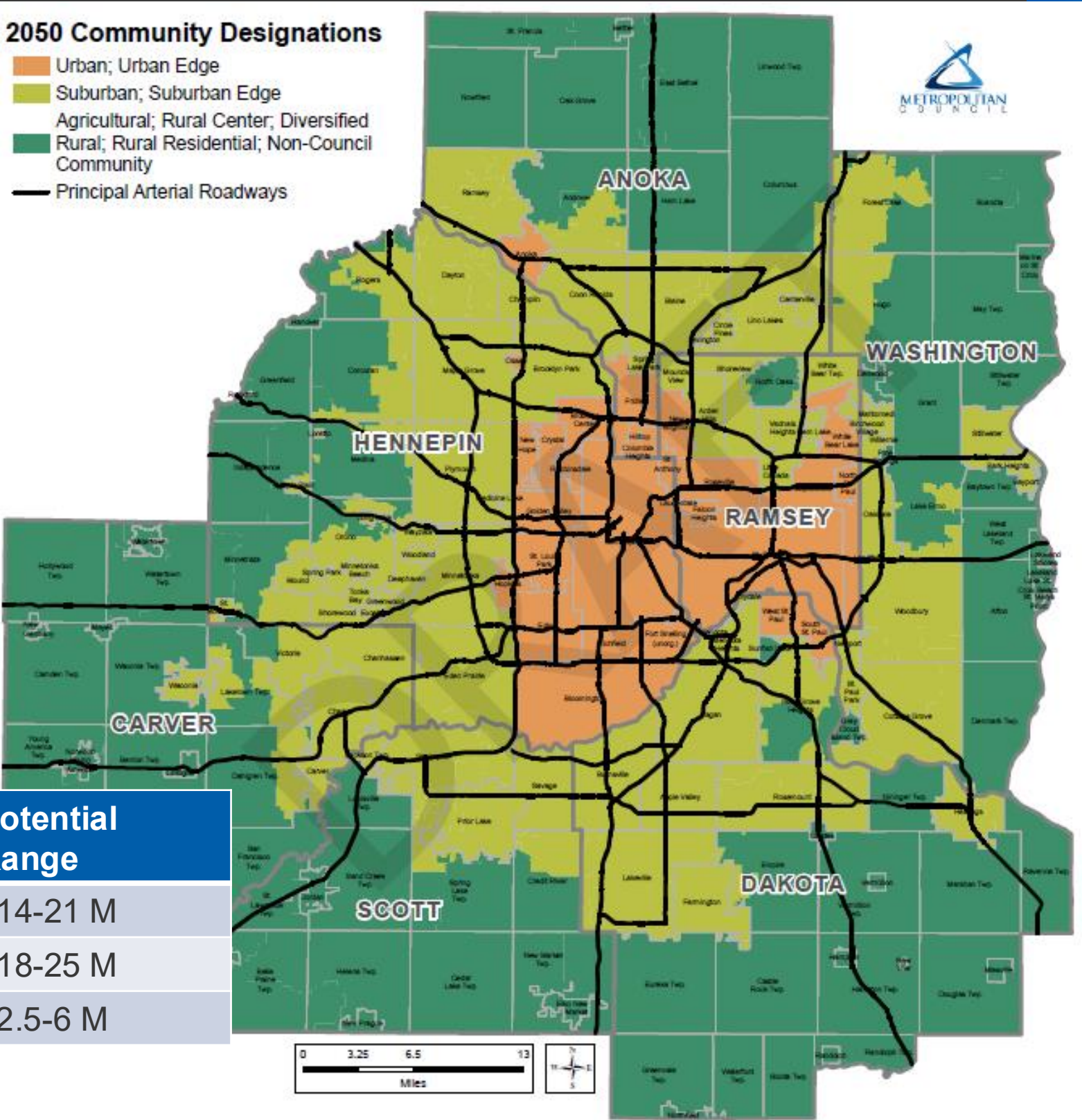
## Options for Active Transportation Funding

- 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.
  - TAB could conduct typical balance decision making at project selection period.
- 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 Active Transportation Funds

## Summary of Previous Discussion

Members generally thought that of the options presented

- Options 2 and 3 did not get at true regional balance as the geographic bucket concepts could still concentrate projects to a single county.
- For the options presented, not enough funding available to really get at balance if split by options 2 or 3.
- For rural areas, option 2 and 3 are functionally the same as the funding reserved for rural areas would likely only account for one or two projects.
- “Do nothing” would mean defaulting to TAB’s typical balance discussion and decision making during the project selection period, which most members thought brought about positive outcomes.
- Some agreement that the additional funds themselves and lower minimum award amount (\$150,000) could naturally spread projects around the region as more projects would be selected.

# Geographic Balance for Active Transportation Funds

## Options for Recommendation

1. **Do nothing.** Additional funding may naturally lead to geographic balance. TAB would conduct typical balance decision making at project selection.
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 needs

# Annual AT Solicitation

## Pros

- Can distribute funds for projects every year
- Annual distributions could be hedge against inflation
- Annual solicitation would differentiate from biennial federal solicitation
- Would provide more opportunities for local partners to apply for funding

## Cons

- Internal staffing needs would increase significantly (set up of solicitation, scoring, project selection, grant execution, etc.)
- External support (scoring support from regional partners) needs would increase
- Additional burden on applicants with more grant application windows
- Smaller amount of funding available for each solicitation
- Increased TAB time needs to select projects

# Biennial AT Solicitation (off-cycle)

## Pros

- Larger amount of funding available for each solicitation
- Biennial solicitation in the off-year from the federal solicitation would clearly differentiate the AT solicitation
- Would even out internal staffing burden to set up and administer solicitations
- Would even out external staffing burden for project scoring and project selection

## Cons

- Internal staffing needs would increase (set up of solicitation, scoring, project selection, etc.)
- External support (scoring support from regional partners) needs would increase
- Additional burden on applicants with more grant application windows
- Increased TAB time needs to select projects

# Biennial AT Solicitation (in-line with federal)

## Pros

- Larger amount of funding available for each solicitation
- Would reduce internal staffing burden to set up and administer solicitations (one effort to administer both solicitations simultaneously)
- Would reduce external staffing burden for project scoring and project selection (just one time to score both solicitations)
- No increase in TAB time needs for solicitation and selection (can be done in conjunction with federal process)

## Cons

- Biennial solicitation in-line with the federal solicitation would be more difficult to distinguish the AT solicitation from federal
- Increased applicant needs to apply for both solicitations at the same time
- Scoring needs for regional partners would be increased with both solicitation applications scoring simultaneously

# Active Transportation Solicitation Schedule - Discussion

## Active Transportation Solicitation Beyond 2026

Should the Active Transportation Solicitation occur:

- Annually, or
- Biennially
  - In-line with the federal Regional Solicitation
  - On an off-year cycle

Should the Active Transportation Solicitation be released on a cycle

- Concurrent with release of the Regional Solicitation (same time), or
- Staggered from the federal regional solicitation (its own time of the year)
- What needs to be considered for regional technical partners on this question?
  - On the applicant side?
  - On the scoring side?

# Active Transportation Application scoring criteria and measures overview



# Overview of AT Solicitation Categories



## Qualifying Criteria

Qualifying criteria impacting Active Transportation Solicitation categories are designed to meet legislative and other requirements

- The project must be included in a local planning or programming document.\*
- The project complies with the Americans with Disabilities Act (ADA).
- The project must be accessible and open to the general public.
- The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement.
- The project must represent a permanent improvement with independent utility.
- All projects must relate to surface transportation.
- Projects must exclude any ROW costs.
- **Planning:** applicant either has no plan for proposal or plan is 10 years or older.
- **Planning:** No corridor or project specific planning

# Local Bike Facilities

## (Active Transportation Regional Sales Tax Funded)

| Criteria and Measures                                                                                                                                                           | %    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| <b>1. Complete Streets*</b><br>Measure A – Complete streets planning, design, and construction                                                                                  | 5%   |
| <b>2. Connection to Key Destinations*</b><br>Measure A – Connections to key destinations<br>Measure B – Connections to K-12 schools<br>Measure C – Active transportation demand | 30%  |
| <b>3. Identified Gaps, Barriers, or Deficiencies*</b><br>Measure A – Gaps, barriers or deficiencies addressed                                                                   | 25%  |
| <b>4. Safety*</b><br>Measure A – Connection to existing safety planning efforts<br>Measure B – Safety improvements for people outside of vehicles                               | 20%  |
| <b>5. Community Considerations*</b><br>Measure A – Community Data and Context<br>Measure B – Community Engagement<br>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><br>Measure A – Complete streets planning, design, and construction                                                                                  | 5%   |
| <b>2. Connection to Key Destinations*</b><br>Measure A – Connections to key destinations<br>Measure B – Connections to K-12 schools<br>Measure C – Active transportation demand | 30%  |
| <b>3. Identified Gaps, Barriers, or Deficiencies*</b><br>Measure A – Gaps, barriers or deficiencies addressed                                                                   | 25%  |
| <b>4. Safety*</b><br>Measure A – Connection to existing safety planning efforts<br>Measure B – Safety improvements for people outside of vehicles                               | 20%  |
| <b>5. Community Considerations*</b><br>Measure A – Community Data and Context<br>Measure B – Community Engagement<br>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. Proposed Project*</b>                                       | <b>50%</b>  |
| Measure A – Project identification                                | 40%         |
| Measure B – Complete streets planning, design and construction *  | 10%         |
| <b>2. Safety*</b>                                                 | <b>30%</b>  |
| Measure A – Safety improvements for people outside of vehicles    |             |
| <b>3. Community Considerations*</b>                               | <b>20%</b>  |
| Measure A – Community considerations (data, engagement, benefits) |             |
| <b>Total</b>                                                      | <b>100%</b> |

\* Direct connection to legislative requirements

# AT Solicitation Applications

## Scoring Measures and Application Details

Discussion:

Score weighting – do you agree with how scores have been weighted in the draft application categories?

Application measures – are there changes or considerations for reworking drafted measures?

Active Transportation funded categories are focused on meeting the state legislation requirements.

- Is there anything missing for scoring measures in the proposed applications?
- Are there ways to address other state requirements like VMT reduction goals?



# Regional AT Legislative Language

## Relevant Session Law Language

- (a) Sales tax revenue allocated to the Transportation Advisory Board under subdivision 2, clause (1), is for grants to support active transportation within the metropolitan area.*
- (b) The Transportation Advisory Board must establish eligibility requirements and a selection process to provide the grant awards. The process must include: solicitation; evaluation and prioritization, including technical review, scoring, and ranking; project selection; and award of funds. To the extent practicable and subject to paragraph (c), the process must align with procedures and requirements established for allocation of other sources of funds.*
- (c) 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.*



# Next Steps



# Items for Future Solicitation



## Looking ahead to future solicitations

Number of outstanding items not addressed in this process due to need to establish solicitation.

Project types which could be considered for future eligibility or would need changes to future program to ensure competitiveness for funding

- Programmatic project types
  - Cargo bike library
  - Adult learn to ride or safety training programs
  - Operational/maintenance costs support
  - Equipment support (snow clearance vehicles or other equipment)
  - Bike share programs
- Quick-build/demonstration projects
- Other infrastructure types
  - Bridge barriers for suicide prevention
  - Bike rack installations/secure bike parking projects
- Coordination with county share of regional sales tax AT funding

# Items for Future Solicitation



## Looking ahead to future solicitations

Discussion:

Other than the list of identified items, are there other outstanding issues or opportunities that should be considered for the future?

# Next steps



## Next steps:

1. Solicitation details to begin review process for public comment
  - First batch of items (project categories, funding target, min/max awards) to TAB in November
  - Second batch of items (application details - qualifying reqs., scoring measures, etc.) to TAB in December
  - Comment opportunity until November 10<sup>th</sup>
    - [Regional Solicitation Application Drafts](#)
2. Next TAB AT Work Group meeting
  - IF NECESSARY: Hold time in January to review public comments and discuss any potential final changes for solicitation