



Technical Steering Committee

Regional Solicitation Evaluation

metro council.org



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Recent Project Updates

Recap

- **April:** Formed Special Issue Working Groups for initial engagement
- **April 25:** Special Issue Working Groups Workshop (Eligibility and scoring criteria)
- **April 28:** TAB Active Transportation Work Group (Application categories by funding source)
- **May 6:** Technical Steering Committee Feedback (Funding min/max, geographic balance)
- **May 30:** Special Issue Working Groups Workshop (Funding min/max, measures, scoring breakdown)

Special Issue Working Group Recap

Key Updates

- **Safety:** Recommended not to fund safety planning as part of the 2026 Regional Solicitation.
- **Roadway:** Recommended renaming from “Reliability/Excessive Delay” to “Congestion Management Process (CMP) Strategies” with two subcategories:
 - At-Grade Projects
 - New Interchanges
- **Bike/Pedestrian:** Recommended to decrease local funding category funding minimums to allow for smaller projects, and to replicate parts of MnDOT’s Active Transportation Planning grant program.

Current Proposed Modal+ Hybrid Structure

Safety

Proactive Safety (All Modes):

Small Projects (HSIP)
Large Project
(Reg Sol Federal
Funding)

Reactive Safety (All Modes):

Small Projects (HSIP)
Large Projects
(Reg Sol Federal
Funding)

Dynamic and Resilient

Bicycle/Pedestrian

Federal Reg Sol Funding

Regional Bike Facilities

Reg Active Transportation Funding

Local Bike Facilities

Local Pedestrian
Facilities

Active Transportation
Planning

Transit

Transit Expansion
(Including
Microtransit)

Transit Customer
Experience

Arterial Bus Rapid
Transit

Roadway

Roadway
Modernization

CMP Strategies

- At-Grade Projects
- New Interchanges

Bridge Connections

Environment

EV Charging
Infrastructure

TDM

Regional Data

Regional Modeling/Travel Behavior Inventory

Transit

Arterial Bus Rapid Transit – Project Selection

Proposed Application Category
Name:

**Arterial Bus Rapid Transit
(ABRT)**

The Arterial BRT application category seeks to fund projects that expand arterial bus rapid transit consistent with the definition in the 2050 Transportation Policy Plan.

Option #1

- Continue current process (at least for 2026) – Metro Transit brings their planning process and line recommendation to TAB for approval

Option #2

- Create a competitive process – Application for single corridor investment up to the maximum award

Considerations:

- Process was previously agreed upon and viewed as a success by TAB (and nationally)
- Only one transit provider with an arterial bus rapid transit corridor and system plan
- Arterial BRT is Metro Transit's #1 priority for Regional Solicitation funding and a high regional transit priority
- Current process limits option for other applicants to fund arterial BRT, though this can be revisited if new corridors emerge
- Application process creates additional work and uncertainty for planned arterial BRT system

CMP Strategies

New Interchanges Category

New Interchanges

General support for including a new interchange category to fund these large-scale, regional priority projects. This project type would have a larger maximum funding award.

Implementation Options

1. Interchange projects would apply in the CMP Strategies category and be scored in a New Interchanges sub-category separately from the At-Grade Projects sub-category.
2. Interchange projects would not need to apply (similar to Arterial Bus Rapid Transit category). The Met Council and MnDOT work together to identify and fund high priority projects from the Intersection Mobility and Safety Study based largely on project readiness.

Funding Min/Max



Draft Min/Max Awards for Discussion

2026 Proposed Category	Proposed 2026 Min	Proposed 2026 Max	2024 Average Award
Safety			
Proactive/Reactive Safety	\$2,000,000	\$7,000,000	N/A
Roadway			
CMP Strategies – At-Grade Strategies	\$1,000,000	\$10,000,000	\$10,000,000
CMP Strategies - Interchanges	\$1,000,000	\$20,000,000	N/A
Roadway Modernization	\$1,000,000	\$10,000,000	\$ 6,677,731
Bridge Connections	\$1,000,000	\$7,000,000	\$5,927,000
Transit			
Arterial BRT	N/A	TBD	\$25,000,000
Transit Expansion	\$500,000	\$10,000,000	\$3,935,962
Transit Customer Experience	\$500,000	\$10,000,000	\$4,112,886
Bike/Ped			
Regional Bike Facilities	\$1,000,000	\$5,500,000	\$3,630,409
Local Bike Facilities (Local Funding)	\$250,000	\$3,500,000	N/A
Local Pedestrian Facilities (Local Funding)	\$250,000	\$2,500,000	N/A
Active Transportation Planning (Local Funding)	\$50,000	\$200,000	N/A
Environment			
EV Charging Infrastructure	\$500,000	\$5,000,000	N/A
TDM	\$100,000	\$750,000	\$464,116

Potential # of Projects Funded

2026 Proposed Category	Proposed 2026 Min	Proposed 2026 Max	2024 Average Award	Projects at Avg or Midpoint	2024 Projects
Safety				6	8
Proactive/Reactive Safety	\$2,000,000	\$7,000,000	N/A	6	8
Roadway				12	19
CMP Strategies – At-Grade Strategies	\$1,000,000	\$10,000,000	\$10,000,000	2	6
CMP Strategies - Interchanges	\$1,000,000	\$20,000,000	N/A	1	N/A
Roadway Modernization	\$1,000,000	\$10,000,000	\$ 6,677,731	7	11
Bridge Connections	\$1,000,000	\$7,000,000	\$5,927,000	2	2
Transit				8	9
Arterial BRT	N/A	TBD	\$25,000,000	1	1
Transit Expansion	\$500,000	\$10,000,000	\$3,935,962	4	4
Transit Customer Experience	\$500,000	\$10,000,000	\$4,112,886	3	4
Bike/Ped				11	17
Regional Bike Facilities	\$1,000,000	\$5,500,000	\$3,630,409	11	9
Local Bike Facilities (Local Funding)	\$250,000	\$3,500,000	N/A	See Below	N/A
Local Pedestrian Facilities (Local Funding)	\$250,000	\$2,500,000	N/A	See Below	8
Active Transportation Planning (Local Funding)	\$50,000	\$200,000	N/A	See Below	N/A
Environment				4	3
EV Charging Infrastructure	\$500,000	\$5,000,000	N/A	2	N/A
TDM	\$100,000	\$750,000	\$464,116	3	3
Total Federally Funded Projects				41	56
Potential Active Transportation Projects				20	

Transit

Arterial Bus Rapid Transit – Proposed Project Award Min/Max

**Proposed Application Category
Name:**

**Arterial Bus Rapid Transit
(ABRT)**

The ABRT application category seeks to fund projects that expand arterial bus rapid transit consistent with the definition in the 2050 Transportation Policy Plan.

Proposed project award min/max

- Min: \$1,000,000
- Max: \$25,000,000

Considerations

- Project costs increasing because of inflation
- Project size increasing with longer corridors
- Federal funds becoming a smaller portion of the overall project from around 33-40% to less than 25%
- Current max award based on previous history of four max transit awards totaling \$28 million, new max recommended at \$10 million

Discussion

- Should the max funding be changed? What factors to consider?

Geographic Balance Discussion



How is federal funding generated?

Most of the federal funds are earned by population

- Surface Transportation Block Grant (STBG) and the Transportation Alternatives set-aside within this program are earned **by existing population**. \$81M/year
- Carbon Reduction Program is a new program that is earned **by existing population**. \$7M/year
- PROTECT Resiliency Program is given to the state and MnDOT is giving a portion of this new funding source to locals in Minnesota based **on existing population**. \$3.5M/year
- Congestion Mitigation and Air Quality (CMAQ) is for air quality improvement projects and is **not generated by population**. \$33.5M/year
 - Most of the CMAQ funding in this region has gone to transit and TDM projects.

Geographic Balance

Rules Currently in Place that Encourage Geographic Balance

- Fund at least one roadway project of each of the five eligible functional classifications (4 minor arterial types and one non-freeway principal arterial)
- Transit New Market Guarantee: Fund at least one project that serve areas outside of Transit Market Areas 1 and 2

Guidelines Currently in Place that Encourage Geographic Balance

- Retain a lower maximum award amount to encourage smaller projects and help distribute funding to more parts of the region (rather than funding a few, larger projects, particularly for multiuse trail projects)
- The final funding scenario often selected by TAB is, in part, based on geographic balance discussions related to one part of the metro not receiving adequate funding
- In a future Regional Solicitation, geographic balance could be included into the rules, scoring, or project selection

Functional Class Eligibility

Should collectors be eligible for Roadway Modernization and CMP Strategies Applications?*

Functional Classification	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington	Total
Principal Arterials	3%	4%	5%	4%	4%	4%	2%	4%
	83	46	141	250	83	55	51	740
All Minor Arterials	11%	15%	11%	12%	16%	17%	14%	13%
	296	199	325	643	331	232	305	2,378
Major Collector	9%	10%	10%	10%	8%	8%	8%	9%
	244	126	275	534	165	116	162	1,688
Minor Collector	5%	6%	9%	8%	7%	9%	8%	7%
	145	68	267	436	150	126	179	1,387

Metropolitan Council

Total eligible mileage would increase from 3,118 to 6,193 if collectors are added.

**Collectors will be eligible for Safety and Bridge application categories*

County Active Transportation Eligibility

As part of the same 2023 bill that established the active transportation sales tax, counties received their own dedicated active transportation funding.

Should counties be eligible to compete for TAB's active transportation funding through the regional solicitation process?

Options:

1. **Yes – Counties are eligible alongside all other applicants**
2. **No – Counties are not eligible.**
3. **Some – Counties are eligible if the project is truly local (i.e., doesn't cross jurisdictional lines, county is applying on behalf of a city, etc.)**

Geographic Balance for AT

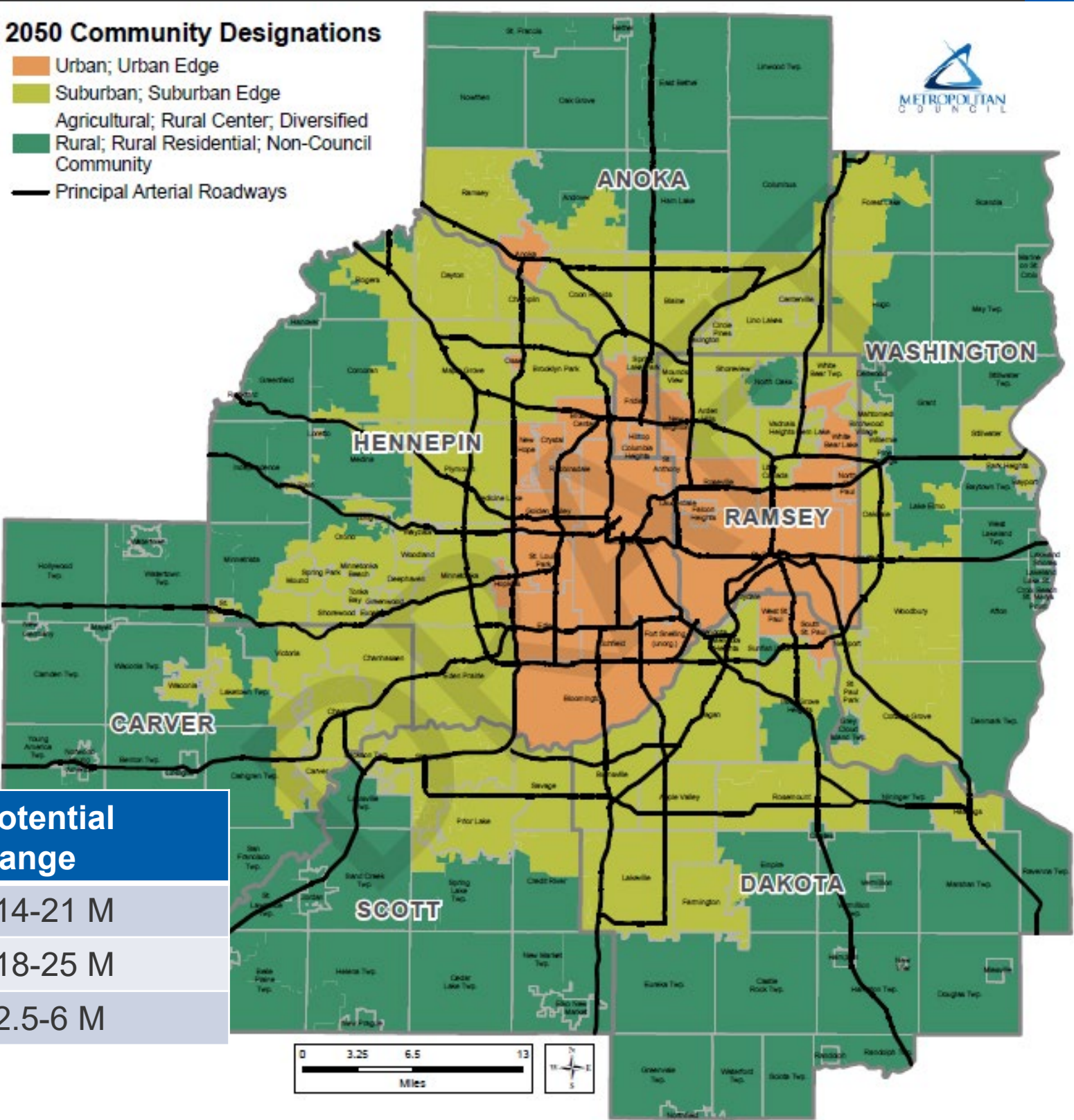
Options for Active Transportation Funding

1. **Do nothing.** The addition of the AT funding may help funding be more balanced. Revisit for the 2028 cycle.
2. **Keep the AT maxes low** enough to guarantee a certain number of projects in urban, suburban, or rural areas.
3. **Split into three geographic buckets** based on Imagine 2050 Community Designations. Distribute the available funding based on population.

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



Next steps



Next steps:

1. Policymaker Working Group Meeting – July 16
2. Draft applications for Special Issue Working Groups to review – July
3. Technical Steering Committee Meeting – July 24
4. Draft applications for Technical Steering Committee to review – July/August