

Action Transmittal

Transportation Advisory Board



Committee meeting date: January 21, 2026

Date: January 12, 2026

Action Transmittal: 2026-03

2026 Active Transportation Solicitation Qualifying Requirements

To: Transportation Advisory Board
From: Technical Advisory Committee
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Requested action

Approve qualifying requirements for the 2026 Active Transportation Solicitation.

Recommended motion

Recommend approval of the qualifying requirements for the 2026 Active Transportation Solicitation for the purpose of release for public comment as shown in Attachment 2.

Background and purpose

TAB must approve qualifying requirements as part of the overall application. The attachment shows several requirements that have been discussed by the Technical Steering Committee and Policy Working Group. These include requirements such as:

- All projects must relate to surface transportation.
- The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per state statute [473.4465 Subd. 3\(7\)](#). All bicycle and pedestrian applications must include information on how the requirement to maintain facilities for year-round use will be met. This information may include either certifying that the agency will handle snow clearance or providing information on the agency's current snow removal policy, such as if property owners or a separate agency is responsible for snow clearance.
- Applicants must be a public entity (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization.
- Projects must exclude right-of-way acquisition costs, though projects within these categories can include costs for studies, preliminary engineering, design, or construction engineering.
- To apply in the Active Transportation Planning application category, the applicant must not have an existing equivalent plan that is less than 10 years old. The proposed plan must address active transportation at a system level. The plan must not be used to advance design for a single corridor or facility.

Relationship to regional policy

The Minnesota Legislature dedicated a portion of the regional sales tax to active transportation projects. Active transportation projects are those that support walking, biking, and rolling for transportation. Per the legislation, the selection process must include criteria and prioritization of projects based on the following seven requirements, the relationship between the requirements and how they are addressed in the solicitation is included:

Legislative Requirement	Local Bicycle and Pedestrian Facilities	AT Planning
The project's inclusion in a municipal or regional nonmotorized transportation system plan.	Qualifying criterion: <i>A project must be included in an adopted plan or programming document to be eligible.</i>	Intent of the application category is to aid communities in being eligible for facilities projects in the future.
The extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction.	Scoring criterion: <i>Complete Streets</i>	Scoring criterion: <i>Complete Streets</i>
The extent to which the project supports connections between communities and to key destinations within a community.	Scoring criterion: <i>Connection to Key Destinations</i>	Scoring criterion: <i>Complete Streets</i>
Identified barriers or deficiencies in the nonmotorized transportation system.	Scoring criterion: <i>Identified Gaps, Barriers, or Deficiencies</i>	Scoring criterion: <i>Complete Streets</i>
Identified safety or health benefits.	Scoring criterion: <i>Safety</i>	Scoring criterion: <i>Safety</i>
Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning.	<ul style="list-style-type: none">Scoring criterion: <i>Community Considerations</i>Project selection process that considers geographic balance	<ul style="list-style-type: none">Scoring criterion: <i>Community Considerations</i>Project selection process that considers geographic balance
The ability of a grantee to maintain the active transportation infrastructure following project completion.	Qualifying criterion: <i>Communities must provide evidence of year-round maintenance process, including snow clearance for funded facilities.</i>	Qualifying criterion: <i>Communities must provide evidence of year-round maintenance process, including snow clearance for funded facilities.</i>

Committee comments and action

At its December 18, 2025, meeting, the TAC Funding & Programming Committee recommended approval of the qualifying requirements for the 2026 Active Transportation Solicitation with addition of “or a long-term plan for snow removal as part of a designated route” to item 5 under “All projects” along with clarification in item 13 that exclusion of right-of-way costs refers to right-of-way acquisition. Discussion included difficulties around year-round maintenance like snow and ice removal, and the potential for that to impede the desire of smaller cities to apply for funds.

At its January 7, 2025, meeting, the Technical Advisory Committee recommended approval of the qualifying requirements for the 2026 Active Transportation Solicitation for the purpose of release for public comment. Discussion led to removal of “or a long-term plan for snow removal as part of a

designated route" shown in the Funding & Programming summary above given that the language is vague and referenced a specific unique situation. This language was not included in the attached language and therefore did not impact the committee's motion. Discussion included concerns that small communities may not be able to apply due to the winter maintenance requirement as they may not have the staff, equipment, or budget to do winter maintenance on these facilities.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review and recommend	December 18, 2025
Technical Advisory Committee	Review and recommend	January 7, 2026
Transportation Advisory Board	Review and approve	January 21, 2026

