

Action Transmittal

Transportation Advisory Board



Committee meeting date: January 21, 2026

Date: January 13, 2026

Action Transmittal: 2026-08

2026 Active Transportation Solicitation Scoring Criteria and Measure Weighting

To: Transportation Advisory Board
From: Technical Advisory Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
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Requested action

Recommend approval of the weighting of scoring criteria and measures for the 2026 Active Transportation Solicitation as attached.

Recommended motion

Recommended approval of the weighting of the scoring criteria and measures for the 2026 Active Transportation Solicitation for the purpose of release for public comment with one of two options for weighing the Community Considerations criterion as shown in Attachments 7 and 8:

- Attachment 7 (Funding & Programming Committee Recommendation):
 - Adjustment of the Community Considerations criterion downward from a total of 20% to 15% in the Active Transportation application categories; setting each Community Considerations measure at one-third of the criterion; and
 - Adjustment of another criterion and measure(s) in Active Transportation application categories upward by 5%.
- Attachment 8 (Policy Working Group Recommendation):
 - No changes. Maintains the 20% weighting for Community Considerations for all three Active Transportation categories.
- Direct the applicable special issue working groups to make a recommendation during the public comment period on how to reallocate any unallocated points.

Background and purpose

The proposed Active Transportation Solicitation is structured similarly to the Regional Solicitation. Each criterion contains one or more measures, the weighting for which are determined by the Transportation Advisory Board (TAB) following TAC recommendation. The attached recommendations came from the Regional Solicitation Evaluation process and were developed by the Bike and Pedestrian Special Issue Working Group and reviewed by the Active Transportation Working Group and the Regional Solicitation Policymaker Working Group and Technical Steering Committee.

Relationship to regional policy

The Minnesota Legislature dedicated a portion of the regional sales and use 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: Community ConsiderationsProject selection process that considers geographic balance	<ul style="list-style-type: none">Scoring criterion: Community ConsiderationsProject 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 criteria: <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 adoption of the weighting of the scoring criteria and measures for the 2026 Active Transportation Solicitation as shown in the attachment, with a reduction in weighting for Community Considerations criteria from a total of 20% to 15%. Redistribution of the reduced 5% weighting among the Community Considerations measures and which measures should be increased by 5% for the Active Transportation application categories was not discussed or recommended as part of the motion. The rationale for the reduction was to remain consistent with the Regional Solicitation weighting of Community Considerations (AT 2026-07), excluding the Safety application categories.

At its January 7, 2026, meeting, the Technical Advisory Committee recommended that the Transportation Advisory Board approve the weighting of the scoring criteria and measures for the 2026 Active Transportation Solicitation for the purpose of release for public comment with one of two options for weighing the Community Considerations criterion as shown in Attachments 7 and 8:

- Attachment 7 (Funding & Programming Committee Recommendation):
 - Adjustment of the Community Considerations criterion downward from a total of 20% to 15% in the Active Transportation application categories; setting each Community Considerations measure at one-third of the criterion; and
 - Adjustment of another criterion and measure(s) in Active Transportation application categories upward by 5%.
- Attachment 8 (Policy Working Group Recommendation):
 - No changes. Maintains the 20% weighting for Community Considerations for all three Active Transportation categories.
- Direct the applicable special issue working groups to make a recommendation during the public comment period on how to reallocate any unallocated points.

The committee had little discussion. The motion was meant to reflect the motion in 2026-07.

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



Attachment 7: F&P Weighting Recommendation for Active Transportation

Criteria and Measures	Local Bike	Local Pedestrian	Planning
Complete Streets and Proposed Planning Effort	5	5	50
Project identification	-	-	40
Complete streets planning, design construction	5	5	10
Connection to Key Destinations	30	30	-
Connection to key destinations	20	20	-
Connection to K-12 schools	5	5	-
Active transportation demand	5	5	-
Identified Gaps, Barriers, or Deficiencies	25	25	-
Gaps, barriers, deficiencies addressed	25	25	-
Safety	20	20	30
Connection to existing safety planning	5	5	-
Safety for people outside of vehicles	15	15	30
Community Considerations	20 15	20 15	20-15
Community data and context	6.67 5	6.67 5	-
Community need and future engagement	6.67 5	6.67 5	-
Community benefits	6.67 5	6.67 5	-
Community considerations	-	-	20 15
Subtotal	100 95	100 95	100 95
Uncommitted	5	5	5



Attachment 8: PWG Weighting Recommendation for Active Transportation

Criteria and Measures	Local Bike	Local Pedestrian	Planning
Complete Streets and Proposed Planning Effort	5	5	50
Project identification	-	-	40
Complete streets planning, design construction	5	5	10
Connection to Key Destinations	30	30	-
Connection to key destinations	20	20	-
Connection to K-12 schools	5	5	-
Active transportation demand	5	5	-
Identified Gaps, Barriers, or Deficiencies	25	25	-
Gaps, barriers, deficiencies addressed	25	25	-
Safety	20	20	30
Connection to existing safety planning	5	5	-
Safety for people outside of vehicles	15	15	30
Community Considerations	20	20	20
Community data and context	6.67	6.67	-
Community need and future engagement	6.67	6.67	-
Community benefits	6.67	6.67	-
Community considerations	-	-	20
Subtotal	100	100	100

