

Regional Solicitation Update

Scoring, Overprogramming, Shared Mobility, and Funding Option Development



Oct 7, 2026

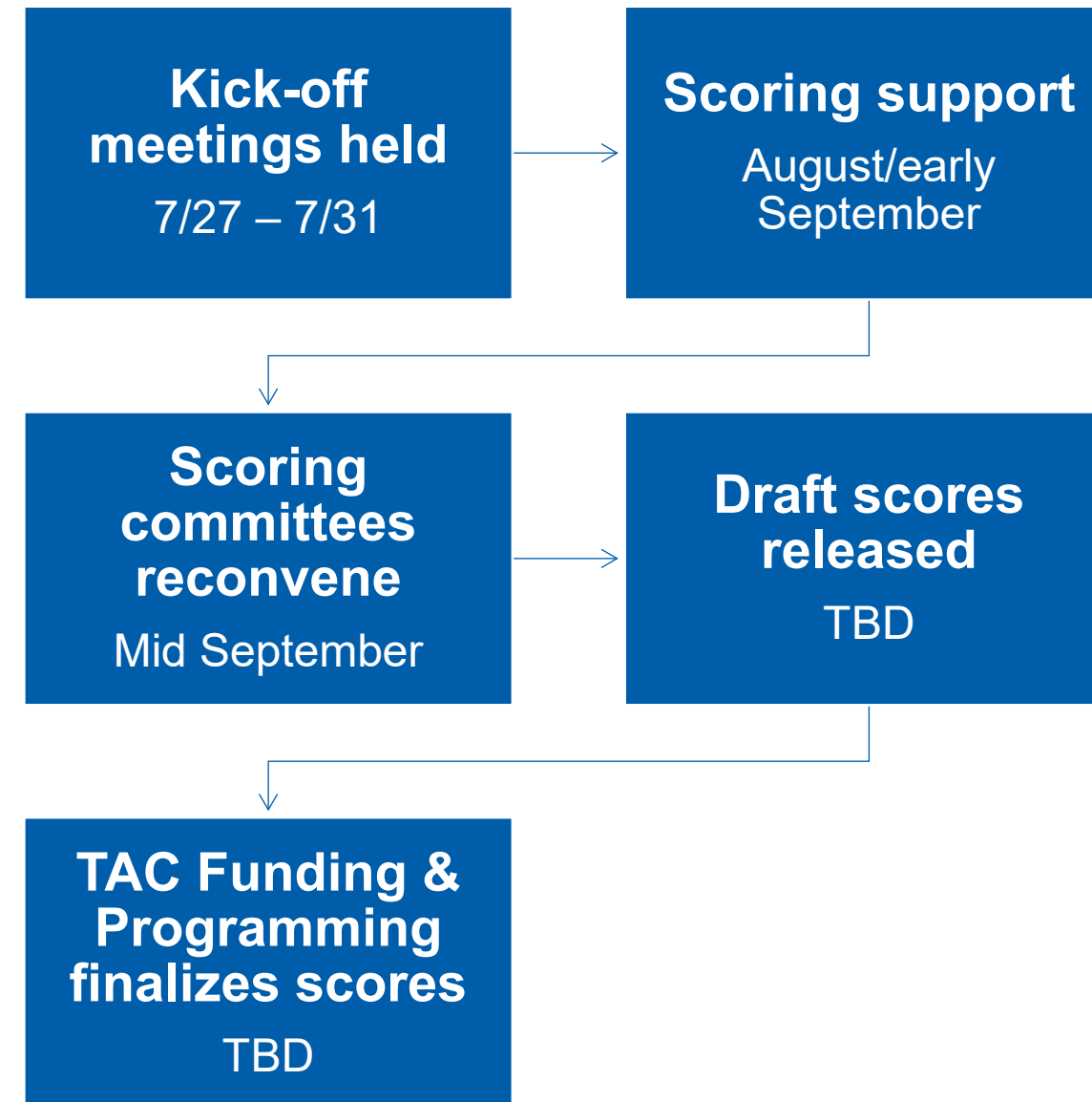
Scoring Update



Scoring Committees and Anticipated Delay to Finalize Scores

Thank you to all scorers!

- Most scoring is complete and committees have met and finalized recommended scores.
- August 26 letter from FHWA and FTA regarding compliance of Community Considerations measures.
- The Council maintains it is compliant with federal law, however, has agreed to revise the Community Considerations description and scoring guidance to meet federal concerns.
- These changes apply to applications for both the federal funds and the AT regional sales tax funds.
- This will result in a delay of our final scoring and selection process into 2027.



Process Moving Forward

1. Action Item on revised Community Considerations description and scoring guidance:
 - a) Oct 22nd F&P
 - b) Nov 4th TAC and Nov 18th TAB
 - c) Nov 23rd Transportation Committee and Dec 2nd Metropolitan Council
2. Complete F&P scoring appeals for quantitative scores in early 2027 (by rule, the appeals do not include qualitative scoring measures)
3. Provide applicants the opportunity to revise and resubmit their responses to the revised measures (late Dec-Jan)
4. Hold training session with Community Considerations scorers on the revised description and scoring guidance (Jan)
5. Rescore all applications for Community Considerations measures (Feb/early March)
6. Finalize all scores and start funding options discussions (March/April)
7. TAB Regional Solicitation program of projects recommendation (May/June)
8. Council adoption (June/July)

Funding Overview and Overprogramming



2026 Regional Solicitation Federal Funding Categories

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)

Regional Data

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

Congestion
Management
Strategies

New Interchanges

Bridge Connections

Environment

EV Charging
Infrastructure

Travel Demand
Management
(TDM)

Regional Modeling/Travel Behavior Inventory

TAB-Approved Selection Rules



Selection Rules:

- Fund at least one of each of the five eligible functional classifications.
- Fund at least one transit project that serves areas outside of Transit Market 1 and 2 (New Market Guarantee).
- Fund at least \$30 million for Arterial Bus Rapid Transit.
- Fund up to one project scoring High across all the three Community Consideration measures that would not otherwise be funded.
- Set-aside approximately 6% of total funding for the Environment category application categories for selection in two years.
- Fund at least \$27 million of Regional Bikeway Facilities projects based on federal funding requirements.
- Consider \$850,000 request for Regional Modeling Activities/Travel Behavior Inventory.

Funding Maximum Awards

Increased maximum award amounts will result in fewer projects being selected.

Funding Category	Minimum	Maximum
Safety		
Proactive/Reactive Safety	\$2 million	\$7 million
Bike/Ped (Federal only)		
Regional Bike Facilities	\$1 million	\$5.5 million
Transit		
Transit Expansion	\$500,000	\$10 million
Transit Customer Experience	\$500,000	\$10 million
Arterial Bus Rapid Transit	\$30 million	
Roadway		
Congestion Management Strategies	\$1 million	\$10 million
Interchange Projects	\$1 million	\$20 million
Roadway Modernization	\$1 million	\$10 million
Bridge Connections	\$1 million	\$7 million
Environment		
EV Charging Infrastructure	\$500,000	\$2 million
TDM	\$100,000	\$750,000

Funding Available for Projects in 2030/2031

Funding Availability

\$250M	Initial Amount Available
-\$25 M	Previously committed to overprogramming & program year extensions
-\$10 M	No 2031 Carbon Reduction Program or PROTECT funds
\$215 M	Total before overprogramming
+\$20 M	Draft overprogramming
\$235 M	Total Available
-\$1.5 M	Set-aside for Regional Model/Travel Behavior Inventory
-\$5 M	Draft set-aside for shared mobility
\$228.5 M	Remaining for projects in 2030/2031

How much should we overprogram?

What is it?

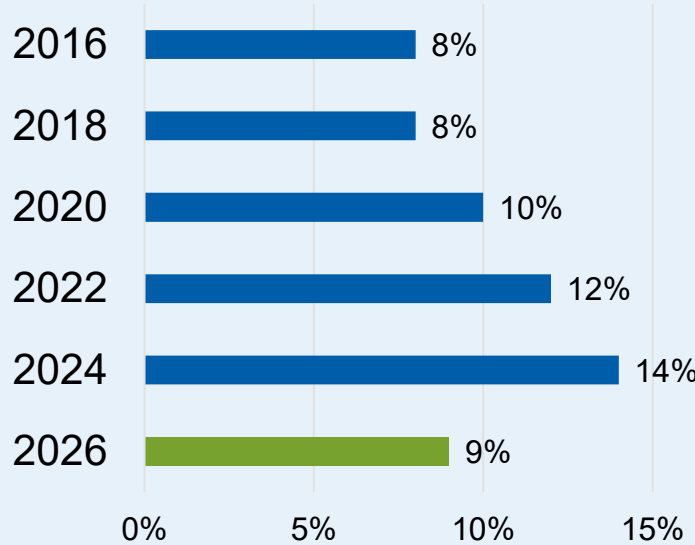
A tool used to help ensure the region moves enough projects into the federal process to utilize all available federal funds.

- Anticipates some projects withdraw or return funding through the scope change process.
- Ensures the region has shovel ready projects to accept additional federal funding that may come to the region.

Rationale

- Funding available this cycle was reduced due to fewer projects withdrawing.
- \$20 million amount would assume one large project (\$10 million) or two smaller projects withdraw each year.
- Four of the past six years experienced one large project withdrawal, while the other two years had no withdrawals.

Overprogramming



Staff recommends 9% (\$20 million) for 2026.

Shared Mobility



Shared Mobility

2026 Regional Solicitation

Existing Eligibility:

- Transit services like microtransit
- Outreach, engagement, and promotions/incentives
- Shared mobility infrastructure

Difficult Eligibility or Ineligible:

- Carshare infrastructure restricted by TDM \$750k max award
- Shared mobility operating costs (other than transit services)

2050 TPP

Action 21G: “Continue to explore and support shared mobility options across different modes and platforms to allow for more flexible and affordable travel and reduce the need for vehicles in a household. **Prioritize investments in shared mobility that support regional goals and objectives.** Explore providing regional shared e-bike and e-scooter services to provide first- and last-mile options for users to connect to their origins and destinations.”

Public Comments

Requests:

- Bring back Unique Projects or create shared mobility category.
- Higher maximum award for TDM and raise available funding.

Response:

- Committed to evaluate structure leading into 2028 Regional Solicitation.
- Setting aside additional funding for future category needs to happen this cycle.

Question on Shared Mobility

Should TAB set aside funding this cycle for potential distribution to a shared mobility application category in the 2028 Solicitation cycle?

- **Several comments during the application approval process and public comment period touched on this unmet need.**
 - Council staff committed to bring forward discussions at TAB to determine any desired action.
- **Initial TAB discussion in August.**
 - General support from TAB members for a set aside, while a few wanted to think about this decision as part of the larger TAB project selection.
- **If there is no funding set-aside now:**
 - TAB loses the opportunity to fund this category in 2028 for 2030-2031 projects.
 - Shared mobility projects typically develop on a 2-year timeline (similar to TDM and EV Charging applications).
 - **If TAB later decides to forego a shared mobility application category in the 2028 Solicitation:**
 - The set-a-side funding can be allocated to projects that indicate they can accommodate an earlier delivery date.

Funding Option Feedback



Feedback Requested on Potential Funding Options to be Developed by Staff



Potential funding options:

1. **Base Target Funding Option:** Seeks to hold investment levels relatively steady compared to the 2024 project selection by using the funding targets TAB approved for the application release.
2. **Safety Option:** Increase funding in application categories that emphasize safety in the scoring criteria.
3. **Travel Choices Option:** Increases funding in application categories that improve multimodal travel options in the scoring criteria.
4. **Public Input Option:** Allocates funding based on the results of the public survey budget tool (i.e., more to safety and transit, less to bike/ped and roadways).
5. **Others?**

The potential outcomes of each funding option (e.g., GHG impact, geographic balance, safety) will be provided to the committees to aid in final project selection.

Hypothetical Funding Changes by Option

	Base Target Funding Option	Safety Option	Travel Choices Option	Public Input Option
Safety	12% or \$27 M	Increase	Steady	Increase
		+ 2 Projects		+2 Projects
Bike/Ped	14% or \$32 M	Steady	Increase	Decrease
			+2 Projects	-2 Projects
Transit	24% or \$56 M	Decrease	Increase	Increase
		-2 Projects	+2 Projects	+2 Projects
Roadway	44% or \$101 M	Steady	Decrease	Decrease
			-3 Projects	-2 Projects
TDM and EV Charging	6% or \$14 M	Decrease	Increase	Steady
		-2 Projects	+2 Projects	
<i>Subtotal</i>	<i>\$228.5 M</i>	<i>\$228.5 M</i>	<i>\$228.5 M</i>	<i>\$228.5 M</i>
TBI & Shared Mobility	\$6.5 M	Steady	Steady	Steady
TOTAL	\$235 M	\$235 M	\$235 M	\$235 M

Active Transportation Funding Options

\$50 million is available. \$2 million target for Active Transportation Planning.

- TAB established a \$2M target for Active Transportation – Planning.
 - Only \$1.375 million worth of planning projects were submitted.
- How does TAB want to split up the remaining AT funds between the remaining two categories?
 - AT Task Force discussed at the [September 11 meeting](#).

Application Category	# of Apps	Requested
Planning	8	\$1,375,000
Local Bike Facilities	49	\$104,011,133
Pedestrian Facilities	25	\$36,281,209



Thank you



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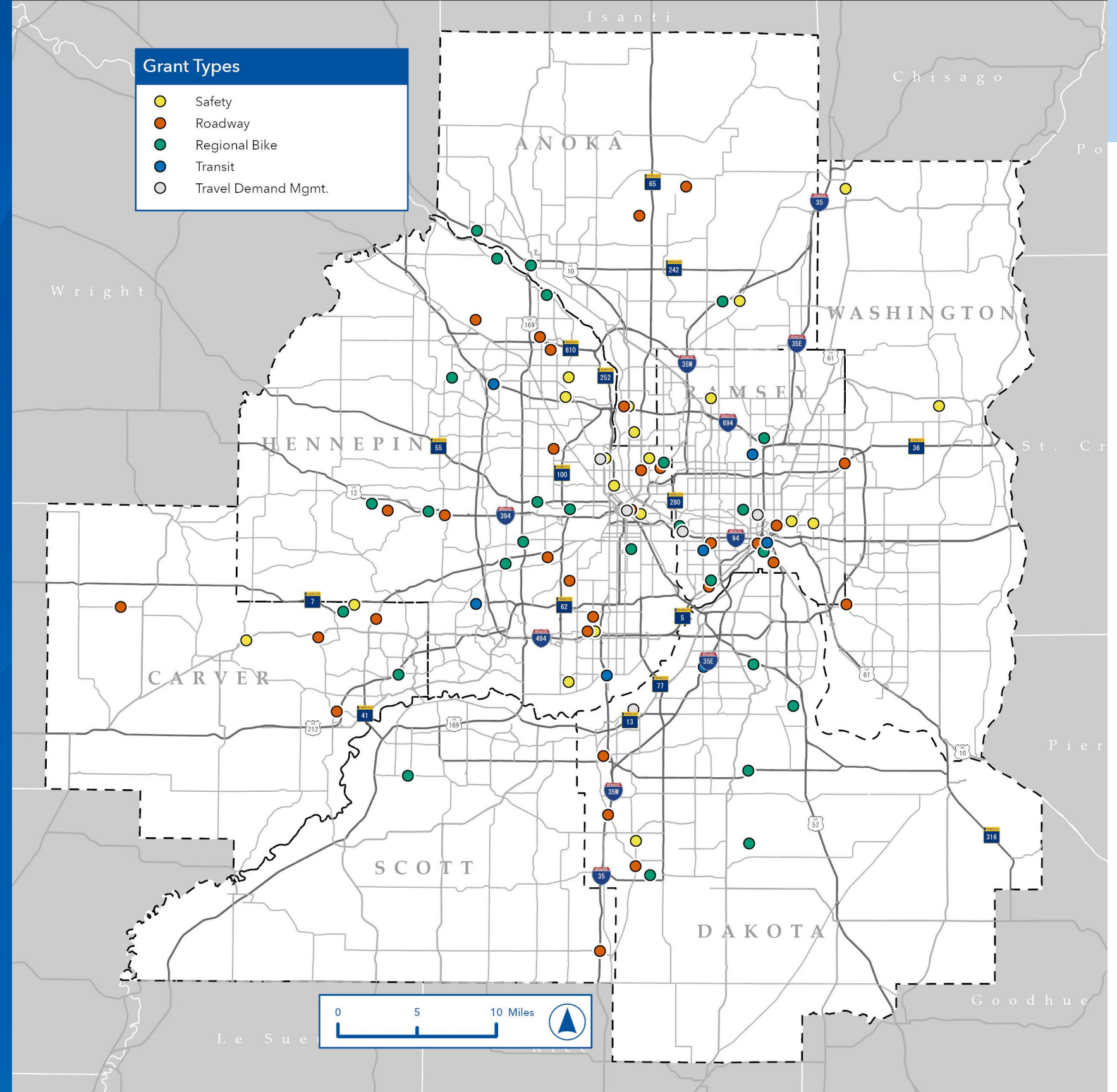
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Background Data



Regional Solicitation for Federal Funds



2026 Regional Solicitation

**\$215 million available;
\$541 million requested**

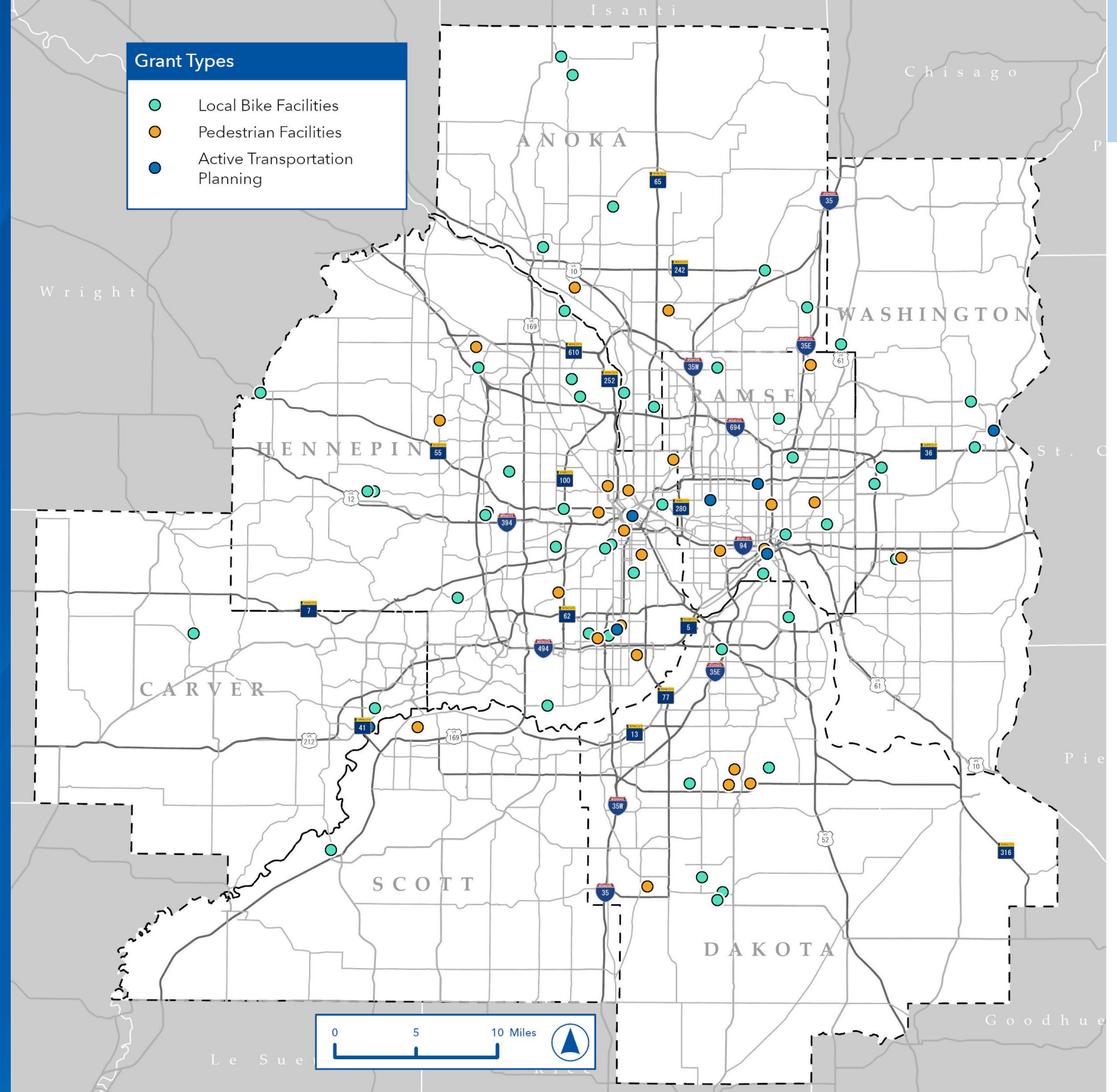
- **89 qualified applications**
- **35 unique agencies**

Project applications, one-page summaries, and summary tables are available:

[2026 Applications - Metropolitan Council](#)

Application Category	# of Apps	Requested
Regional Bike Facilities	27	\$115,338,080
Bridge Connections	5	\$25,024,108
Congestion Management Strategies	4	\$38,000,000
New Interchanges	1	\$20,000,000
Roadway Modernization	17	\$150,951,040
Proactive Safety	10	\$51,876,597
Reactive Safety	9	\$49,607,545
Transit Customer Experience	4	\$25,211,048
Transit Expansion	6	\$31,471,825
Travel Demand Management	4	\$2,850,000
Arterial Bus Rapid Transit	1	\$30,000,000
Travel Behavior Inventory	1	\$850,000

Regional Solicitation for Active Transportation Funds



2026 Active Transportation Solicitation

\$50 million available; \$142 million requested

82 qualified applications from 42 unique agencies

Application Category	# of Apps	Requested
AT - Active Transportation Planning	8	\$1,375,000
AT - Local Bike Facilities	49	\$104,011,133
AT - Pedestrian Facilities	25	\$36,281,209

Project applications, one-page summaries, and summary tables are available:
[2026 Applications - Metropolitan Council](#)

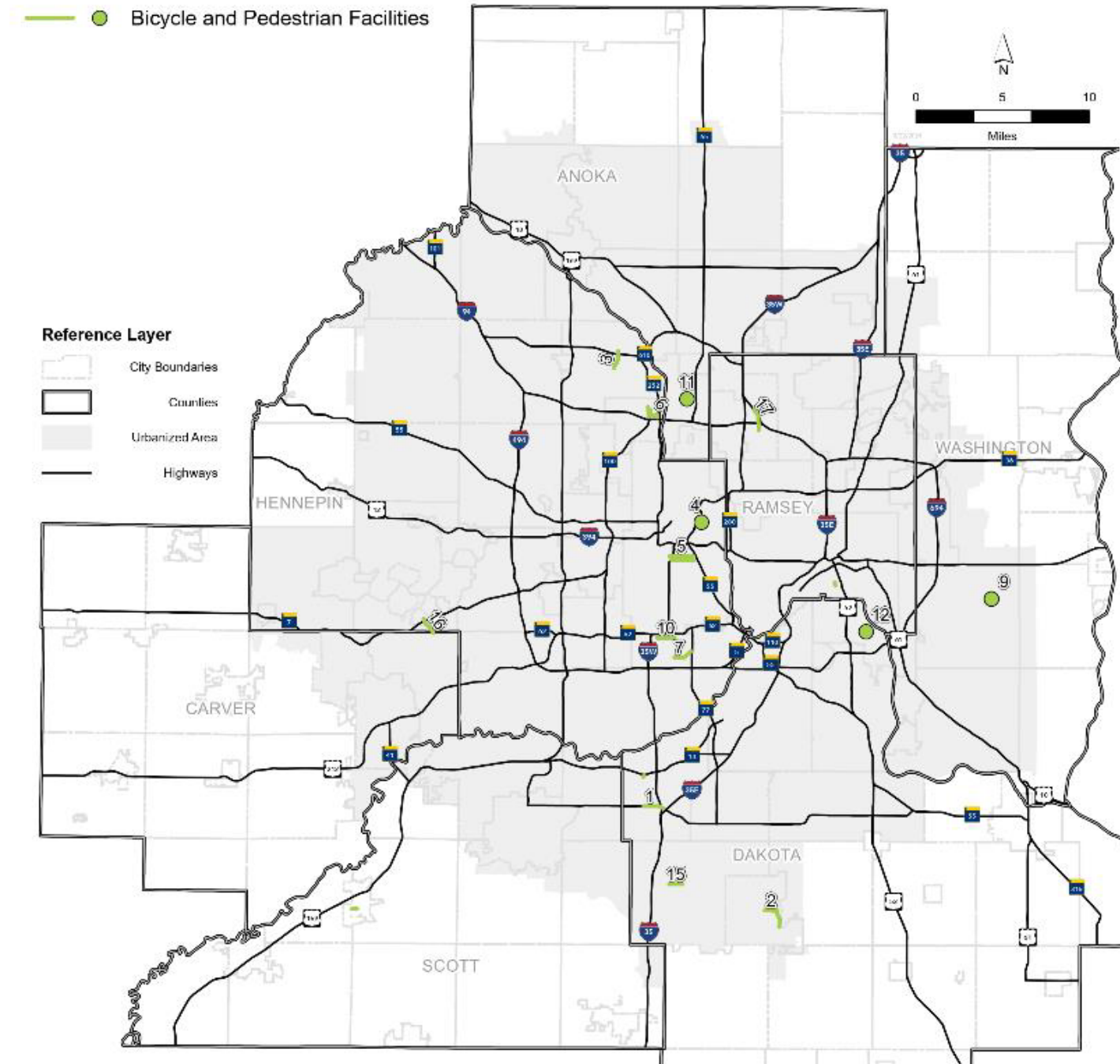
2024 Active Transportation Pilot Projects Update



2024 Selected Projects – Project Status

17 Projects Selected

- 2 projects rescinded awards
- 2 projects completed
- 5 projects under construction
- 3 projects in final design and anticipated to bid for construction by deadline (end of 2026)
- 6 projects anticipated to need project extensions into 2027



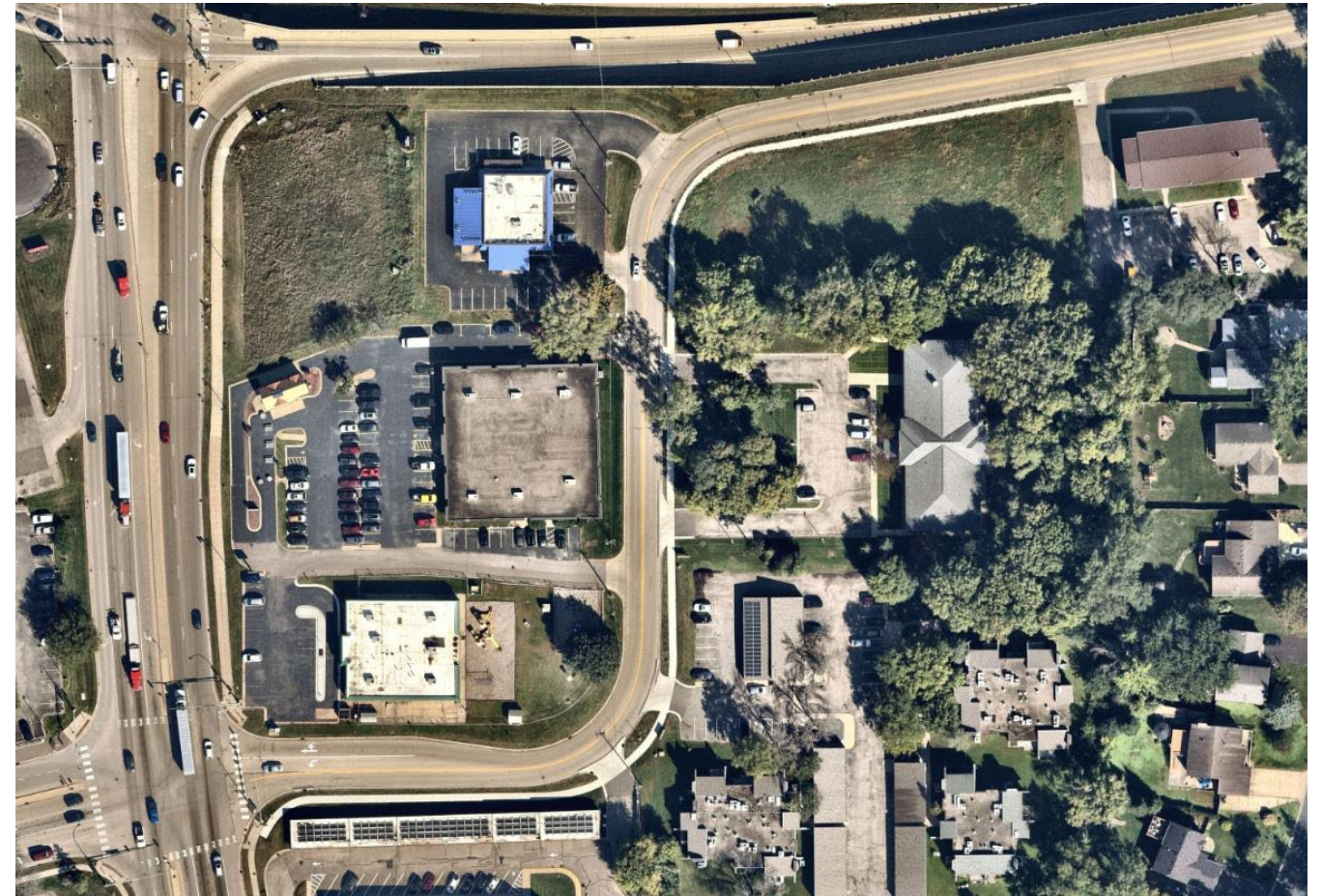
2024 Selected Projects – Status Update

Complete or Under Construction	Bidding in 2026	Program Year Extension to 2027	Funding Returned
Minneapolis – Marcy-Holmes Dinkytown Pedestrian Improvements Project	Minneapolis – 26 th St, 27 th St, and 28 th St Pedestrian Improvements Project	Dakota County – CSAH 42 Trail Gap Project	South Saint Paul – Marie Avenue SRTS Project
Burnsville – Greenwood Drive Sidewalk Project	Richfield – 73 rd St Sidewalk Project	Arden Hills – Old Highway 10 Trail SRTS Improvements	Lakeville – 185 th St SRTS Trail Project
Woodbury – Valley Creek Road Trail Gap Project	Saint Paul – West Side SRTS Pedestrian Improvements Project	Richfield – 64 th St Sidewalk Project	
Fridley – Fridley SRTS Improvements Project		Brooklyn Center – Brooklyn Center High School Pedestrian Improvements Project	
Jordan – Sunset Drive Improvements Project		Three Rivers Park District – Shingle Creek Regional Trail	
Hennepin County – CSAH 82 (Mill St) SRTS Project		Farmington – North Creek Greenway Project	
UMN – Washington Avenue Bridge Safety Improvements			

Jordan: Sunset Drive SRTS Improvements Completed 2025



Burnsville: Greenwood Drive Sidewalk Completed 2025



2024 Under Construction Projects – Pictures

Under Construction Projects

1. University of Minnesota: Washington Avenue Bridge Safety Improvements
2. Hennepin County – CSAH 82 (Mill St) SRTS Project
3. Minneapolis – Marcy-Holmes Dinkytown Pedestrian Improvements Project
4. Fridley – Fridley SRTS Improvements Project
5. Woodbury – Valley Creek Road Trail Gap

University of Minnesota: Washington Avenue Bridge Safety Improvements



Minneapolis – Marcy-Holmes Dinkytown Pedestrian Improvements Project



Hennepin County – CSAH 82 (Mill St) SRTS Project



Fridley – Fridley SRTS Improvements Project



Woodbury – Valley Creek Road Trail Gap



2024 Projects in Final Design

On schedule projects

- Projects finalizing construction plans.
- Planning to release for construction bids by the end of 2026.
- Construction will take place in 2027.



Minneapolis – 26th St, 27th St, and 28th St Pedestrian Improvements Project



Richfield – 73rd St Sidewalk Project



Saint Paul – West Side SRTS Pedestrian Improvements Project