



Active Transportation Work Group

Regional Solicitation Evaluation



February 23, 2026

Objective of today's meeting



Today's Discussion

1. Update on status of 2024 funded projects
2. Review of public comments submitted and final revision recommendations for TAB action
3. Review and recommend administration costs for Active Transportation program
4. Recommendation to establish an ongoing Task Force to continue work beyond the evaluation period
5. Review and accept Active Transportation Working Group Report and next steps

2024 Projects Update



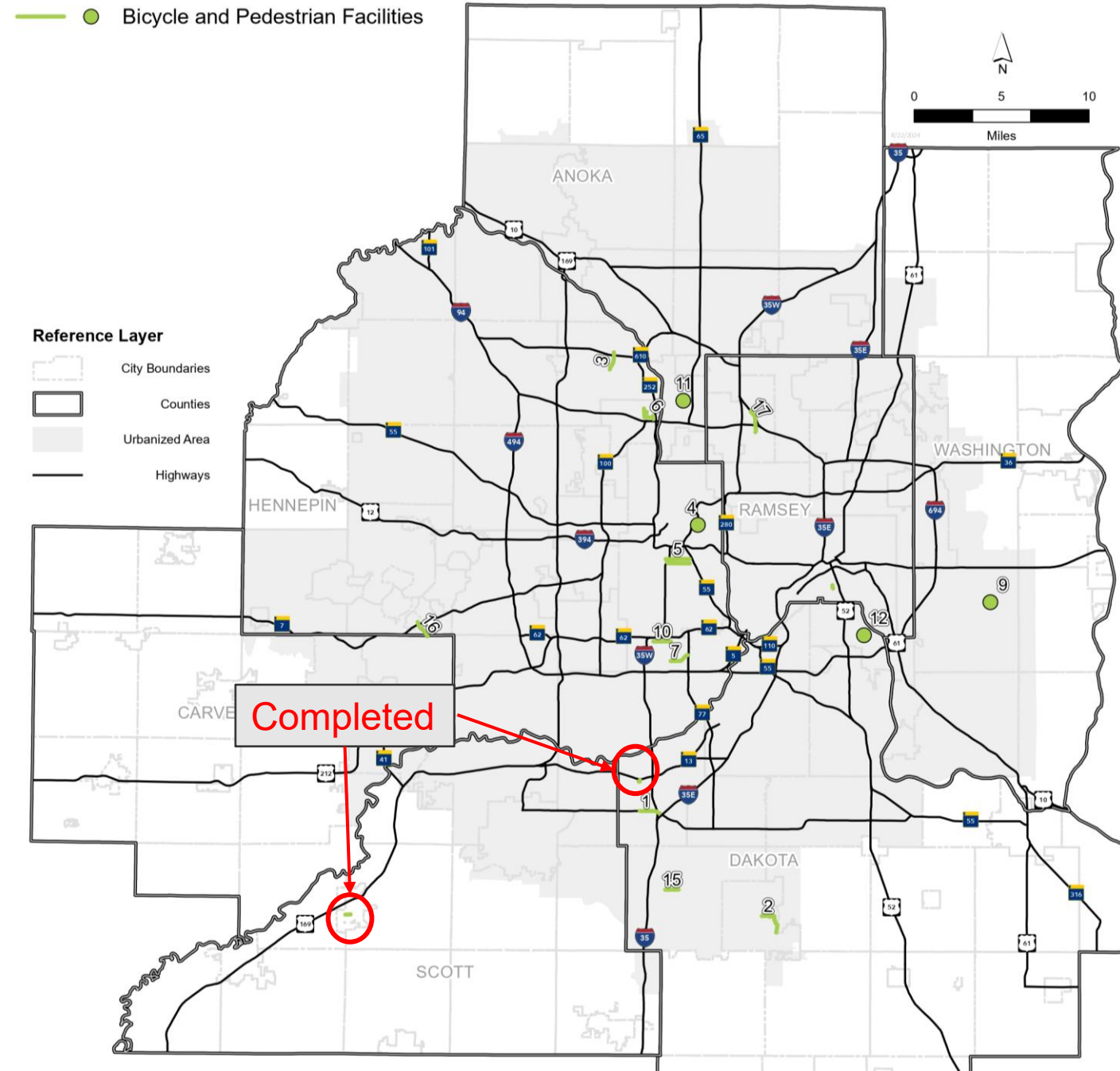
Project Status Update

Project Title	Project Number	Location	Applicant	Award Amount	Expected Start	Expected End	Grant Agreement Executed	Grant Award
CSAH 42 Trail Gap	SG-25M-AT-04	Burnsville	Dakota County	\$1,444,000	End of 2026			
North Creek Greenway	SG-25M-AT-05	Farmington	Farmington	\$1,579,776	End of 2026			
Shingle Creek Regional Trail	SG-25M-AT-16	Brooklyn Park	Three Rivers PD	\$966,963	End of 2026			
Marcy-Holmes/Dinkytown Pedestrian Improvements	SG-25M-AT-10	Minneapolis	Minneapolis	\$1,508,000	End of 2026			
Phillips Pedestrian Improvements	SG-25M-AT-11	Minneapolis	Minneapolis	\$1,620,040	End of 2026	2027		
Brooklyn Center Highschool Pedestrian Improvements	SG-25M-AT-02	Brooklyn Center	Brooklyn Center	\$2,000,000	2027		Yes	
73rd St Sidewalk	SG-25M-AT-12	Richfield	Richfield	\$1,046,040	End of 2026			
64th St Sidewalk	SG-25M-AT-13	Richfield	Richfield	\$853,660	End of 2026			
Greenwood Drive Sidewalk	SG-25M-AT-03	Burnsville	Burnsville	\$269,150	9/12/2025	10/12/2025	Not Yet	Pending
Valley Creek Road Trail Gap	SG-25M-AT-17	Woodbury	Woodbury	\$963,200	Early 2026			
Fridley SRTS Improvements	SG-25M-AT-06	Fridley	Fridley	\$1,000,000	5/1/2026		Yes	
Marie Avenue SRTS		South St Paul	South St Paul	\$1,000,000	N/A	N/A	N/A	
West Side SRTS Pedestrian Improvements	SG-25M-AT-15	St Paul	St Paul	\$777,440	End of 2026			
Sunset Drive SRTS Improvements	SG-25M-AT-08	Jordan	Jordan	\$1,000,000	5/1/2025	8/27/2025	Yes	Yes
185th St SRTS		Lakeville	Lakeville	\$704,500	N/A	N/A	N/A	
CSAH 82/Mill St SRTS	SG-25M-AT-07	Excelsior/Shorewood	Hennepin County	\$1,000,000	4/20/2026	8/1/2026	Yes	
Old Highway 10 SRTS	SG-25M-AT-01	Arden Hills	Arden Hills	\$1,000,000	End of 2026		Yes	
Washington Avenue Suicide Prevention Barrier Project	SG-25M-AT-18	Minneapolis	University of Minnesota	\$2,000,000	Summer 2026	Fall 2026		

Project Status Update

Most projects on track to begin by end of 2026

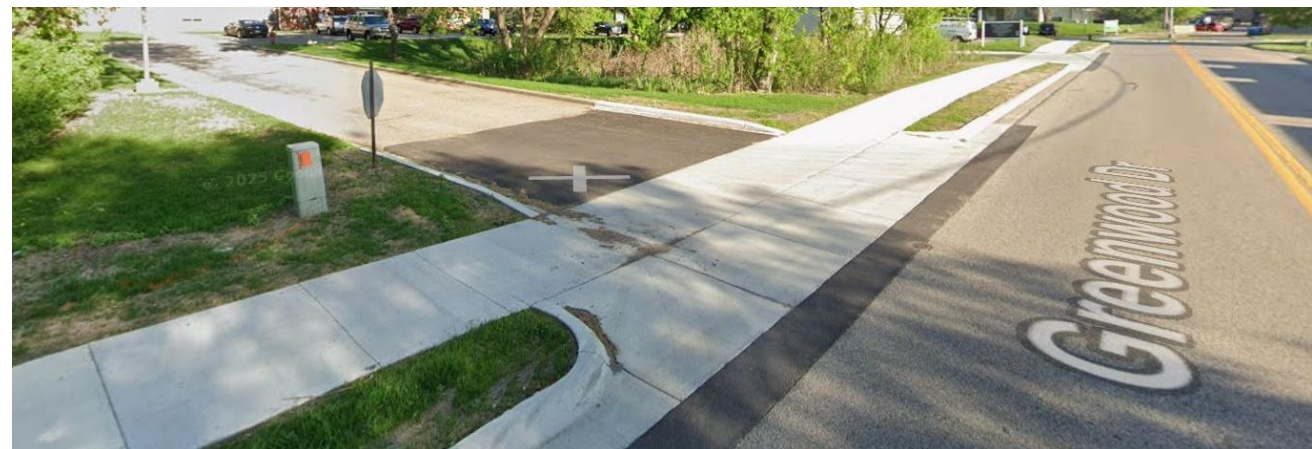
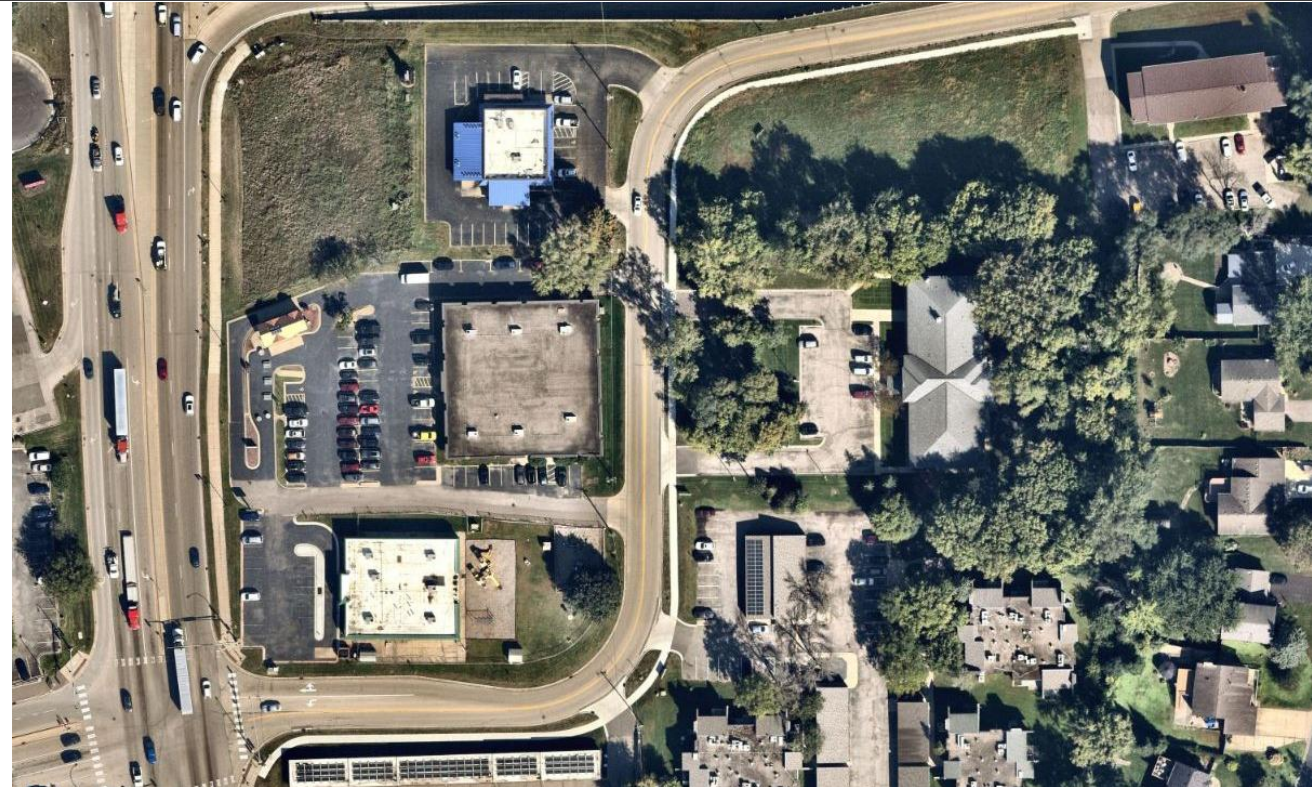
- Projects moving through design phase.
 - Staff have reviewed and shared comments with project leads.
- Two projects may need program year extensions to begin in 2027.
 - Brooklyn Center – lining up with other planned work in the area for 2027.
 - Arden Hills – may delay due to potential county cost sharing changes in 2027.



Project Status Update

Second Pilot Project Completed

- Greenwood drive sidewalk project in Burnsville.
- New sidewalk to connect apartment buildings to existing facilities on County Road 5.
- Completed in October 2025.
- Completed under budget (~\$100,000 less than estimated).
- Have not followed grant management requirements.
 - Has not yet executed grant agreement.
 - Did not submit plans for final approval before construction.
 - Working with applicant to fix issues.
 - Lessons learned for 2026 projects.



Public Comment Review



Public Comments



Overview and Themes of Submitted Comments

21 total comments addressing active transportation solicitation.

General themes:

- Support for the planned active transportation funding and solicitation in general.
- Strong support for no local funding match requirements. (8 comments)
- Support for active transportation planning support.

Comment review:

Comment on complete streets scoring criteria and how to apply to entities who do not have roadway authority.

- Tweak scoring guidance and question language to make it more inclusive to other applicant types.

Comment on the planning category eligibility to consider more than system planning.

- The Working Group discussed this question in previous meetings and recommended to focus planning on system plans for communities without one to help them get ready to build out networks. Consider different planning types for future eligibility.

Public Comments



Overview and Themes of Submitted Comments

Comment on limiting the number of applications for individual applicants in lieu of local match or other means to limit single applicants from submitting too many applications.

- The working group has previously discussed this topic and had discussed to not to limit the number of applications an applicant can submit.

Comment on year-round maintenance being shifted from a qualifying criteria to scoring criteria.

- The working group has discussed this topic considerably and recommended year-round maintenance in the qualifying criteria.
 - Policymaker Working Group concurred.
- Creating a new scoring criteria would require additional review time and likely delay application period. Consider options for future solicitations after 2026 solicitation.

Comment considering other project types for funding like program type projects such as adult learn to ride or safety training.

- These project types will be explored for eligibility for future solicitations.

Final Changes for 2026 Solicitation Discussion



Maximum Award for Active Transportation Planning

Comments on increasing the maximum award for the planning category to support regional planning and more thorough engagement.

- The draft maximum award for planning is \$200,000. Public comments identified this amount as not enough for more regional scaled plans.

Option: Increase maximum award for active transportation planning to \$250,000.

- Increasing the maximum award will help to support potential regional scale planning opportunities like a regional bikeshare plan.
- A minor increase would not create an issue for the spread of project awards.
- Will open up more opportunities for more active transportation system planning types.

Final Changes for 2026 Solicitation Discussion



Scoring Measure for Local Bicycle Facilities

Comments on scoring criteria and distances for the local connections for bike projects.

- The draft scoring measure has ½ mile as the threshold for key destinations which could be identified as connected to a proposed project.

Option: Add option for applicants to identify destinations beyond ½ mile.

- ½ mile threshold is tied to GHG mitigation reporting and needs to be maintained for tracking purposes.
- To account for greater distances bikes can cover, for scoring considerations further distance locations could be an option to add for applicants if they choose.
- Add option for communities to identify locations up to 1 mile away from project location.
 - Applicants will need to demonstrate that identified locations have a bicycle system connection from the project location to be considered for scoring purposes.
- This option could apply to the regional bicycle system category as well as criteria is the same.

Active Transportation Solicitation Administration Expenses



Program Administration Costs

Background

The active transportation sales tax funds were dedicated to TAB to distribute funds through a competitive process for projects across the region.

TAB does not have staff to manage solicitations or the program.

Met Council staff will manage grants, solicitation development and program development.

This requires significant staff time which needs to be covered by the revenue generated for the program.

- Met Council MTS Grants Department
 - One full time staff dedicated to active transportation program.
 - One additional staff member dedicated part time to grant administration.
- Met Council MTS Planning Department
 - One staff member dedicated part time to program management and development.
 - Additional staff time for support as needed.



Program Administration Costs

Background

State law (16B.98) allows for competitive grant programs to utilize up to 10% of program funds for the purposes of program administration.

Revenue has averaged approximately \$21 million per year

- 10% of \$21 million = \$2.1 million

To manage solicitations and program – 3 FTEs

- **Active Transportation Planner.** Staff to oversee the grant management process (including TAB processes), manage program development, provide support to grant recipients, and conduct potential program evaluations or other studies to improve program performance.
- **Grants Manager.** Staff to work specifically on the new Active Transportation grant program.
- **Additional Support.** Any other Grants or Planning staff needed to support the process or grant recipients, as needed.

Total administration funding request for 2026 = \$500,000.

TAB approval will be required if any additional funds needed for administration in 2026.



Program Administration Costs

Recommended motion

That the Transportation Advisory Board authorize up to \$500,000 in active transportation sales tax funds to be used for grant and program administration in calendar year 2026.



Active Transportation Task Force



Active Transportation Task Force



Ongoing Policy Work Needs

Regional Solicitation Evaluation

- The Active Transportation Working Group was created for the Regional Solicitation Evaluation process.
- This process will end with the release of the 2026 Regional Solicitation.
- Once the evaluation is complete with the release of the 2026 Solicitation, the working group duties will end with that process.

Active Transportation Program

- Still a need to have policymakers provide recommendations on future solicitations and the program.
- TAB Bylaws outline that the Chair may establish task forces to assist the TAB in accomplishing its duties and responsibilities.
- The Active Transportation program is an ongoing duty and responsibility.

Requesting a recommendation to the TAB Chair to establish an ongoing Active Transportation Task Force

Ongoing work needs



Looking ahead to future solicitations

2026 Items for Active Transportation Program

- Establish standing TAB task force to continue work for AT Program
- Revisit grant administration requirements for 2026 solicitation projects
- Review and recommend selected 2026 AT Solicitation projects for full TAB
- Establish Active Transportation specific TAB policies
 - Existing TAB policies on federal Regional Solicitation process
 - Scope Change Policy
 - Program Year Policy
 - Project Selection Policy
- Discuss topics for future solicitations

Active Transportation Working Group Decision Report



Active Transportation Working Group Decision Report

Report Contents

Report outlines Working Group decisions from 2024 to 2026

- 2024 Regional Solicitation decision points
 - Selected projects for 2024 Regional Solicitation
 - Grant management requirements for 2024 selected projects
- 2026 Active Transportation decision points
 - 2025 policy decisions
 - 2026 project categories
 - Required local funding match
 - Funding targets
 - Project funding eligibility
 - Geographic balance
 - An overview of the 2026 solicitation and how it meets the legislative language
- Administrative spending authorization (today)
- Establishment of standing Active Transportation Task Force (today)

Suggestions for modifications and approval to post report



Next Steps



Next steps



Solicitation Next Steps:

1. Final solicitation details final review before release
 1. TAC Funding and Programming: February 26th
 2. TAC: March 4th
 3. TAB: March 18th
2. Solicitation trainings
3. Applications open: Late April
4. Application window closed: Late June
5. Project scoring: Summer '26
6. Project scenarios review: Fall '26
7. Project selection: December '26

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.*

