Committee Report

Transportation Committee

Committee meeting date: October 26, 2026 **For the Metropolitan Council:** November 18, 2026

Business Item: 2026-122

2050 TPP Administrative Modification for Regional Bicycle Transportation Network and Regional Bicycle Barriers

Proposed action

That the Metropolitan Council adopt the attached administrative modification to the 2050 Transportation Policy Plan (TPP) to include changes to the Regional Bicycle Transportation Network (RBTN) and Regional Bicycle Barriers (RBB).

Summary of Transportation Committee discussion/questions

Transportation Planning Senior Planner Jed Hanson presented this item.

Johnson asked if there are other opportunities for additional funding with future addition of rural facility eligibility. Hanson stated the funding available for the RBTN is fixed by what flexible federal funding is available to the metropolitan planning organization (MPO). Transportation Planning Director Amy Vennewitz added that these projects are funded through Regional Solicitation with federal funds, not active transportation funds; current federal funding levels have remained flat and are not expected to increase in the near future.

Motion by Obisakin, seconded by Osman. Motion carried; consent to Council.

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District(s), member(s):	Regionwide
Policy/legal reference:	Minn. Stat. 473.146, 23 U.S.C. § 134, and 49 U.S.C. § 5303
Staff prepared/presented:	Amy Venewitz, Director, Transportation Planning, (651) 602-1058
	Cole Hiniker, Senior Manager, Transportation Planning, 651-602-1748
	Frank Alarcon, Manager, Transportation Planning, 651-602-1979
	Jed Hanson, Senior Planner, Transportation Planning, 651-602-1716
Division/department:	Transportation Planning

Proposed action

That the Metropolitan Council adopt the attached administrative modification to the 2050 Transportation Policy Plan (TPP) to include changes to the Regional Bicycle Transportation Network (RBTN) and Regional Bicycle Barriers (RBB).

Background

The RBTN sets regional planning and investment priorities for bikeways that primarily serve transportation purposes. The RBTN was developed through the 2014 Regional Bicycle System Study and has been included in the TPP since 2014. The RBB is a planning tool that identifies freeways, expressways, rail corridors, and secondary rivers and streams that are major physical barriers to bicycling. These barriers were identified through the 2017 Regional Bicycle Barriers Study and have been included in the TPP since 2020. The RBTN and RBB are regularly updated through additional studies, Transportation Policy Plan updates, and approximately biennial opportunities for implementing agencies (e.g., cities, counties, parks departments, and MnDOT) to request changes. These tools are used in the Regional Solicitation and are required elements for local Comprehensive Plan updates.

In 2025, the Met Council provided an opportunity for implementing agencies to propose changes or additions to the Regional Bicycle Transportation Network (RBTN) and Regional Bicycle Barriers (RBB). The open period for agencies to submit proposals was from May 7 through June 30, 2025. Staff reviewed proposals against established criteria and presented recommendations to the Bicycle-Pedestrian Planning Technical Working Group. RBTN and RBB statuses are used as scoring criteria by the Transportation Advisory Board (TAB) for selecting projects for federal transportation funds through the Regional Solicitation process. The final recommendations were released for public comment as part of the Regional Solicitation process and a public comment report was provided to TAB at its April 2026 meeting. The TAB approved these proposed changes for use in the Regional Solicitation. The proposed changes are illustrated in the attached administrative modification.

Rationale

This administrative modification will update these tools in the Transportation Policy Plan (TPP)to accurately reflect the current RBTN and RBB datasets for use by local governments in planning, consistent with state planning law. The Met Council will notify communities affected by these system plan changes.

Thrive lens analysis

On Feb. 12, 2025, the Met Council adopted Imagine 2050, which builds on policy direction in Thrive MSP 2040. Under the Thrive lens, actions to improve the regional bicycling system broadly contribute to all five Thrive outcomes by balancing expansion of regional investments (Stewardship) across the region (Prosperity), benefitting people of various communities (Equity), enhancing quality of life and increasing opportunities for health and wellness (Livability), and affecting environmental sustainability (Sustainability).

Funding

No funding is required for this action.

Small business inclusion

There are no direct impacts to small business with this action.