

TAB Active Transportation Task Force

Meeting #1: 7.20.2026



July 2026



Contents

Introductions	2
Active Transportation Background	3
Active Transportation Solicitation Schedule	10
Review of 2024 Projects and Lessons Learned	18
Chair Election	26
Task Force Work Program and Future Meeting Cadence	28

Introductions

TAB Member Task Force Volunteers

- Introduce yourself
- What brought you to volunteer for the task force?
- Favorite place or corridor/trail to travel to or from actively?

Glen Johnson Citizen Rep, former AT Workgroup Chair	Brian Martinson Bike/Pedestrian Modal Rep, former AT Workgroup Vice Chair	Julie Jepson Anoka County Commissioner, former AT Workgroup member
Jim Hovland Mayor of Edina, TAB Chair, former AT Workgroup member	Jody Brennon Scott County Commissioner (Alt)	Taylor Hubbard Mayor of Chaska
Molly Coleman St Paul City Councilmember	Husniyah Bradley Citizen Rep	Rachel Chinitz Citizen Rep (Alt)
Simon Bracey Lane Transit Modal Rep (Alt)	Jackson Hampton Bike/Pedestrian Modal Rep (Alt)	Brandon Wagenfeld Citizen Rep (Alt)

Active Transportation Background



Active Transportation Sales and Use Tax



Background

- Bill passed in 2023 for new Active Transportation funding at the regional level for metro
- Met Council receives 83% of the 0.75 cent regional sales tax
 - 5% of that allocated to TAB for active transportation
 - Initially estimated to be \$24M per year (real revenue in later slide)
- Funding is to be distributed by the TAB and managed by Met Council staff
- Includes language for project selection and prioritization (next slide)
- 2024 Regional Solicitation Projects funded for pilot round
- 2026 Solicitation first Active Transportation Solicitation

Legislative Language

Relevant 2023 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.

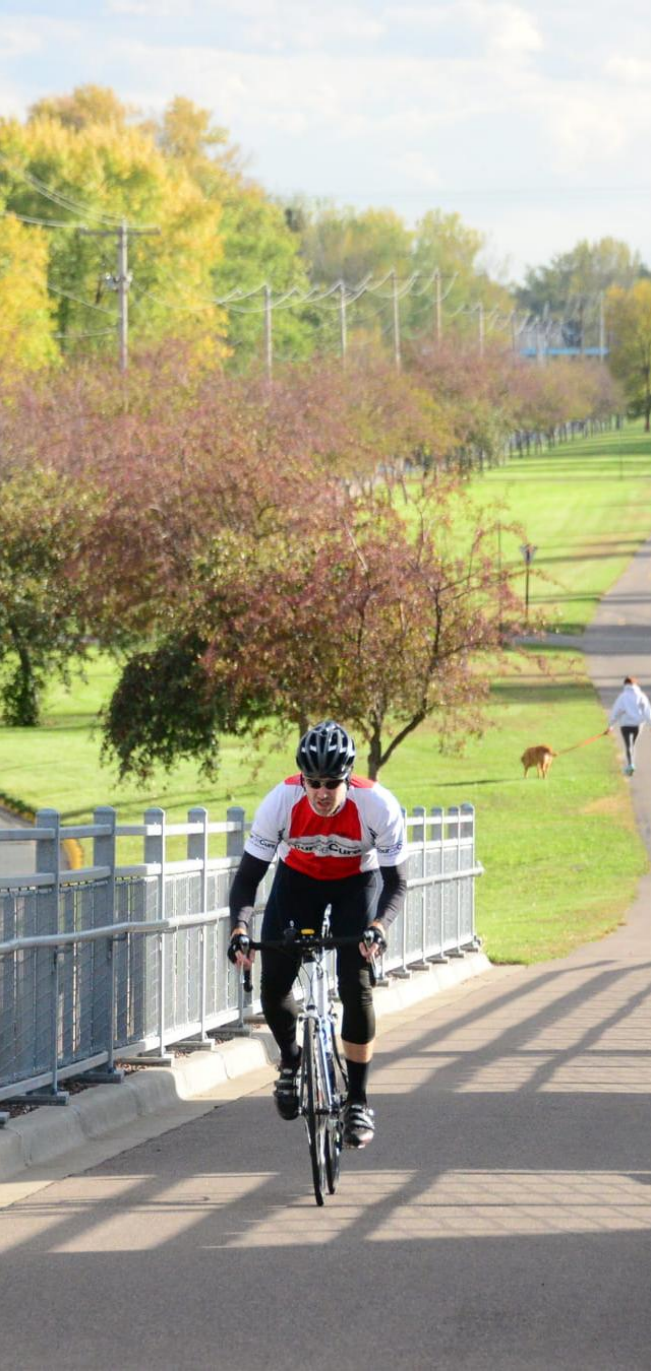
(b) The Transportation Advisory Board must establish eligibility requirements and a selection process to provide the grant awards. The process must include: solicitation; evaluation and prioritization, including technical review, scoring, and ranking; project selection; and award of funds. To the extent 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.*



Active Transportation Sales and Use Tax



Relationship with Federal Funding

The Active Transportation Solicitation funding:

- Enabled by state law
- Revenues locally sourced from the seven-county metro area
- Federal actions or requirements do not apply to these funds

TAB set project requirements for active transportation projects separate from federally funded projects.

Applicants may combine federal and active funds, but intention of solicitation is to allow for projects to be totally funded by local sources to allow for more efficient delivery of projects and avoid changing federal circumstances.

2026 federal Regional Solicitation and Active Transportation held simultaneously. Future solicitation schedule will be discussed today.

Funding Levels



Program Financials

Original estimate: \$24M per year

- 2023 (Oct-Dec): \$5,088,438
- 2024: \$21,519,043
- 2025: \$22,904,880
- 2026 (est): \$22,920,000

Actual revenue below estimates but now approaching anticipated \$24M per year.

2026 Solicitation

- \$50M target (remaining revenue from 2023-2026)
- Cannot use projected revenue for projects for future Solicitations, future revenue is not guaranteed.

Future Decision-Making Process



Key points to consider

- The Task Force is not a decision-making body, but the group may make recommendations or narrow down options for the Transportation Advisory Board to consider
- Information items can be brought to TAB or technical committees to get feedback
- Policy level recommendations may go directly for consideration by TAB
- The Task Force will review and provide feedback on 2026 Active Transportation funding scenarios

Active Transportation Working Group Previous Recommendations

Active Transportation Working Group

- Met from 2024 through 2026
- Working Group established to make recommendations during the major Regional Solicitation Evaluation with took place from 2024 to 2026

Recommendations:

- Fund some 2024 Regional Solicitation projects with AT funds to run a pilot program
- Hold a 2026 Active Transportation Solicitation
- Apply policy level grant requirements for awarded pilot projects
- Apply policy level application recommendations for 2026 Solicitation
- Recommend releasing the 2026 Active Transportation Solicitation
- Allow administration costs to be applied to fund program operations
- Establish the Active Transportation Task Force

Full report: [Active Transportation Working Group Report](#)

Active Transportation Solicitation Schedule



2026 Active Transportation Solicitation



\$50 million available; \$142,735,502 requested

83 applications from 41 unique agencies

Local Bicycle Facilities

- 50 applications
- \$104,079,293 requested

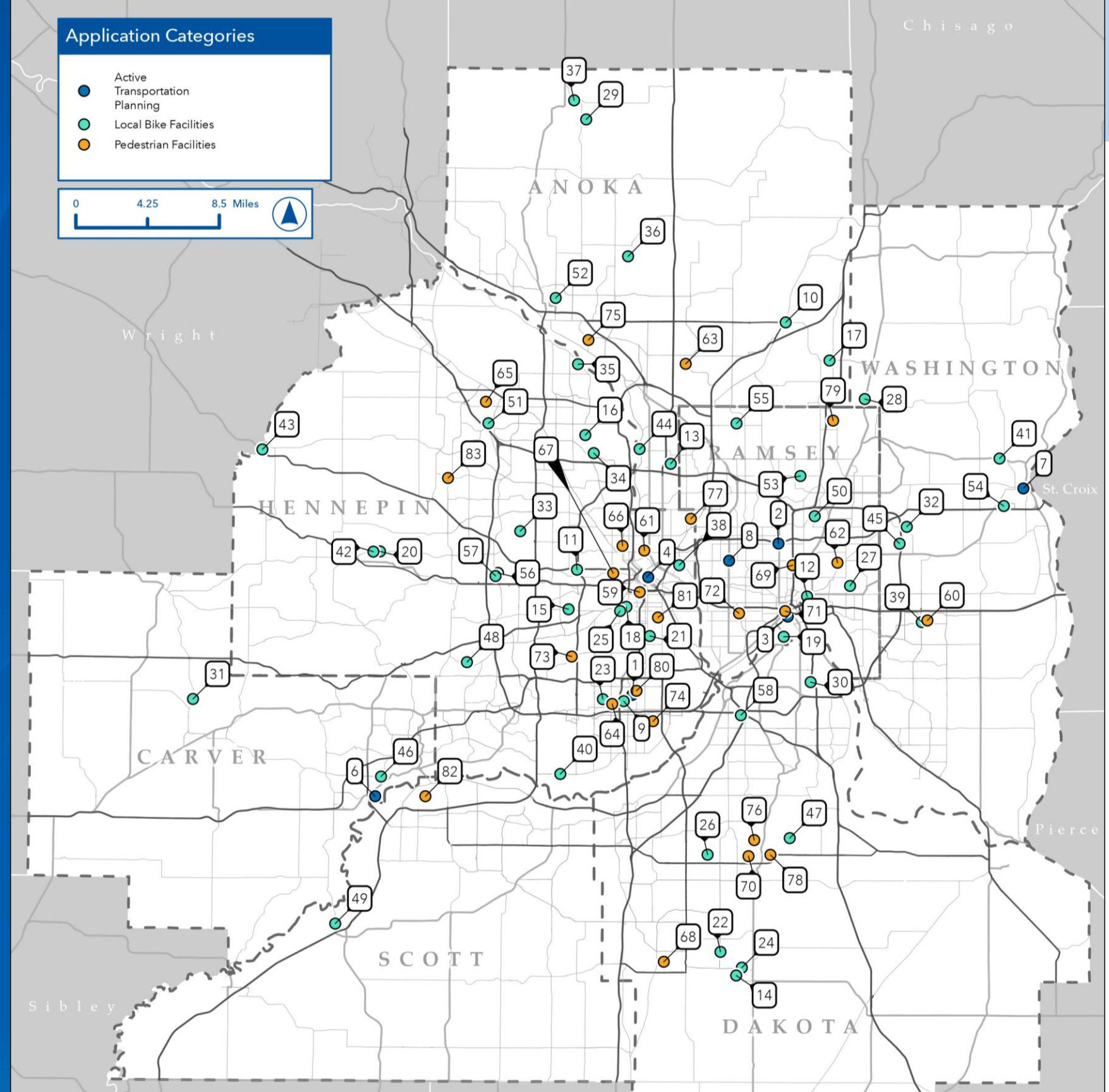
Local Pedestrian Facilities

- 25 applications
- \$37,281,209 requested

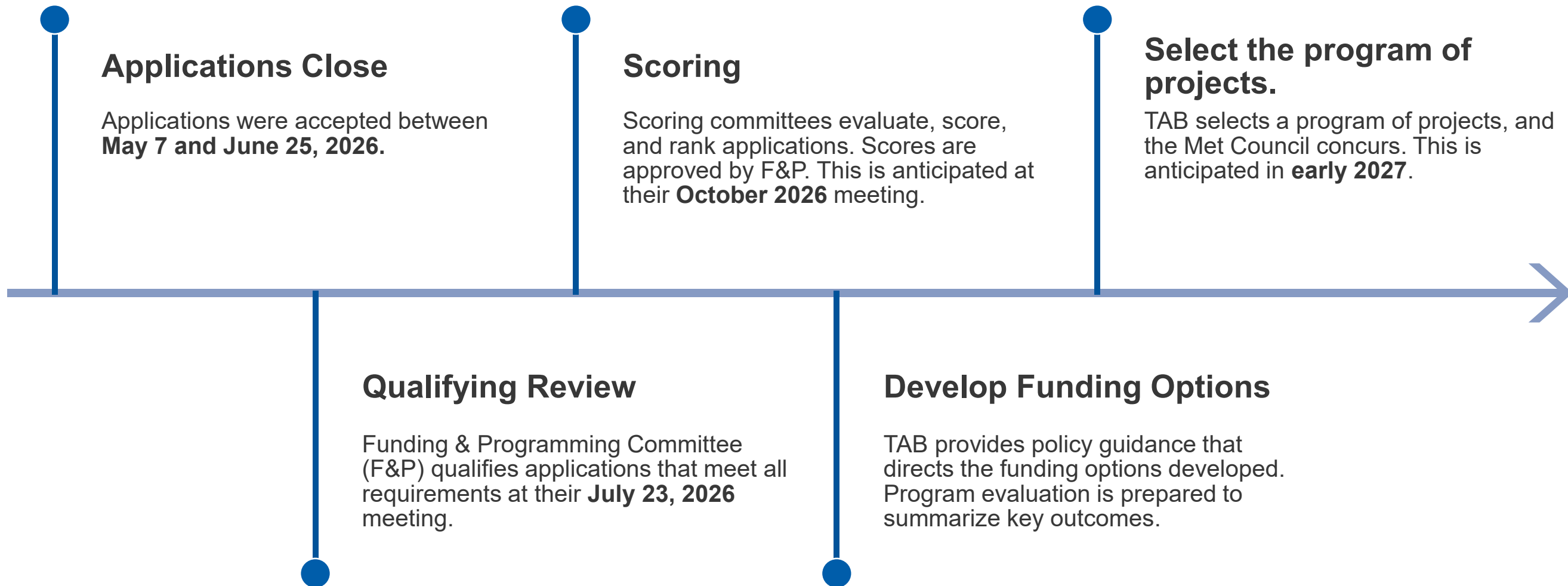
Active Transportation Planning

- 8 applications
- \$1,375,000 requested

2026 Active Transportation Solicitation



2026 Solicitation Schedule



Future Active Transportation Solicitation Schedule



Future Solicitation Schedule Considerations

Evaluation and Feedback Opportunities

- Surveys of applicants, scorers, and participants
 - Applicant feedback should be available by next meeting
- Review of the 2026 Regional Solicitation project will evaluate the outcomes of the 2026 Regional Solicitation and Active Transportation Solicitation cycle. Will be conducted after the solicitation is finished.

Should we...

- Hold another (similar) solicitation in 2027?
- Wait until 2028 or 2029?

2027 Solicitation Pros and Cons

2027 Solicitation Pros

- High demand in 2026 - allows applicants who were not selected in 2026 another opportunity
 - More time for new applicants to attend trainings and prepare for solicitation
- Establishes a separate cycle for the Active Transportation Solicitation
 - Difficult to administer federal solicitation and AT solicitation simultaneously
- Sets up for 2029 solicitation with adequate time to incorporate results from 2027 evaluation

2027 Solicitation Cons

- One year of funding available (~\$20 million)
- Only minor modifications can be made
 - Limitation of grants software and staff time between solicitations
 - Qualifying criteria, scoring measures and project categories will need to remain the same as 2026
- Scoring committees reformed for consecutive years (including community considerations) may burden partner staff capacity

No 2027 Solicitation Pros and Cons

No 2027 Solicitation Pros

- Allows for larger solicitation changes to be made before awarding additional funding
 - Comprehensive review of 2026 evaluation for recommendations on future solicitation changes in 2027
 - Time to make major changes like new project categories, scoring measures, qualifying criteria, etc.
- Larger funding pot available for future solicitation
 - 2-3 years of funding vs 1 year available (~\$50 million)

No 2027 Solicitation Cons

- 2029 Solicitation: Would not distribute funding for multiple years
- 2028 Solicitation: Very difficult for staff and partner volunteers to conduct two large simultaneous solicitations
 - 150+ applications across both solicitations
 - 100+ scorers required
 - Heavy load to review, qualify, score and select from both solicitations simultaneously
 - Limitations of grant software when solicitations tied together
 - Differences in requirements is confusing to less experienced applicants

2027 Solicitation Options

2027 Solicitation

- Minor revisions possible (e.g., eligible project types or elements within existing categories)
- Qualifying criteria, scoring measures and project categories will need to remain largely the same as 2026
- \$20-\$23 million available
- Can incorporate further grant training for unsuccessful applicants for a 2027 Solicitation
- Set up for major changes for a funding cycle in 2029

Staff recommend this option

No 2027 Solicitation

- Major revisions available for a 2029 solicitation
 - Combining both solicitations in 2028 again will be difficult for both staff and applicants – not recommended to repeat
 - Separate year will make solicitations distinct
 - Grant software limitations while conducting simultaneous solicitations
 - Staff and volunteer time limitations
- No funding awarded for multiple years
- Multiple years of funding could be available for large solicitation with major revisions

2024 Projects Review



2024 Selected Projects



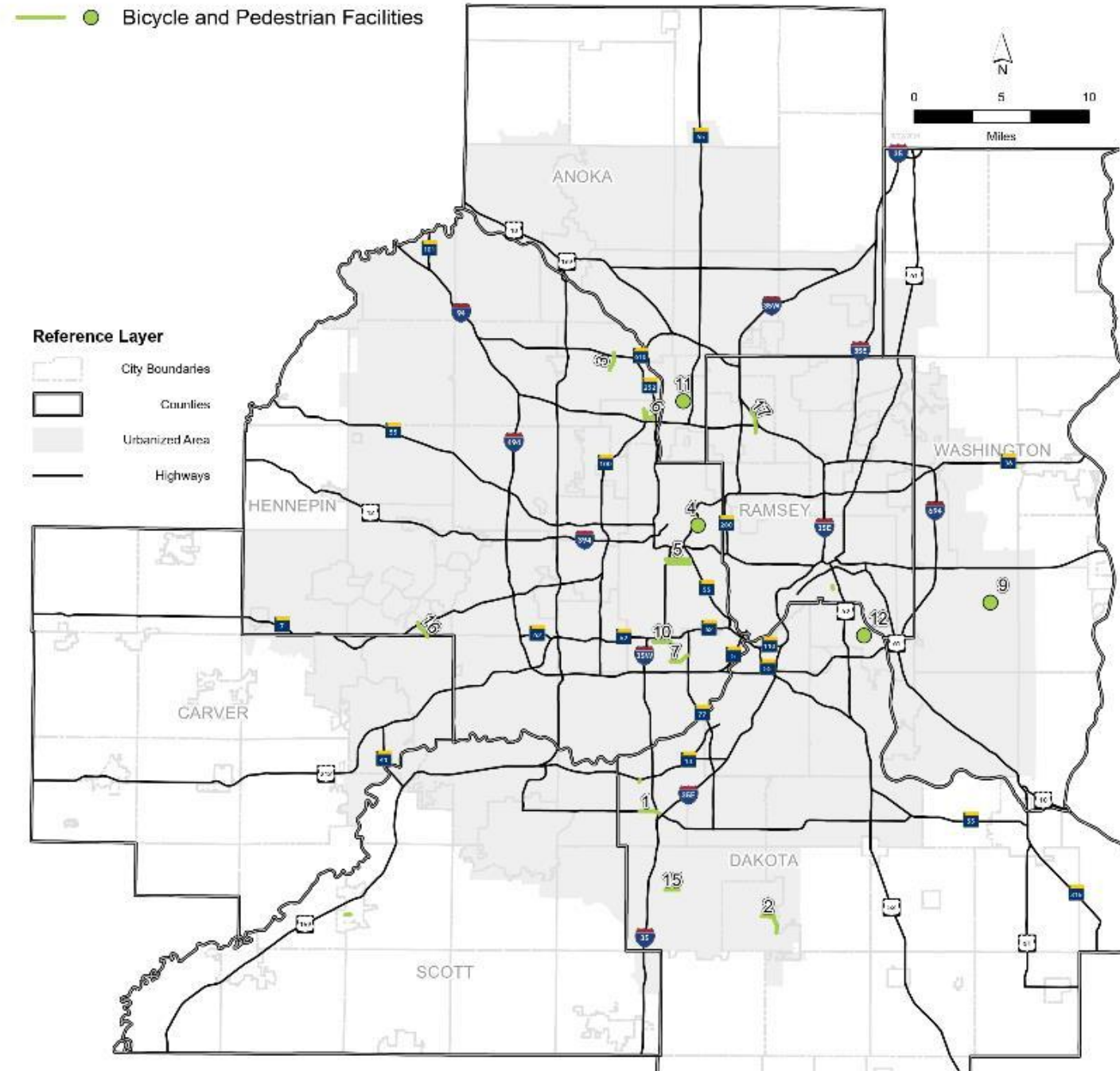
17 Project Selected, \$19 Million in Funding Awarded

1. Dakota County – CSAH 42 Trail Gap Project
2. Farmington – North Creek Greenway Project
3. Three Rivers Park District – Shingle Creek Regional Trail
4. Minneapolis – Marcy-Holmes Dinkytown Pedestrian Improvements Project
5. Minneapolis – 26th St, 27th St, and 28th St Pedestrians Improvements Project
6. Brooklyn Center – Brooklyn Center Highschool Pedestrian Improvements Project
7. Richfield – 64th St Sidewalk Project
8. Richfield – 73rd St Sidewalk Project
9. Burnsville – Greenwood Drive Sidewalk Project
10. Woodbury – Valley Creek Road Trail Gap Project
11. Fridley – Fridley SRTS Improvements Project
12. South Saint Paul – Marie Avenue SRTS Project
13. Saint Paul – West Side SRTS Pedestrian Improvements Project
14. Jordan – Sunset Drive Improvements Project
15. Lakeville – 185th St SRTS Trail Project
16. Hennepin – CSAH 82 (Mill St) SRTS Project
17. Arden Hills – Old Highway 10 Trail SRTS Improvements

2024 Selected Projects – Project Status

17 Projects Selected

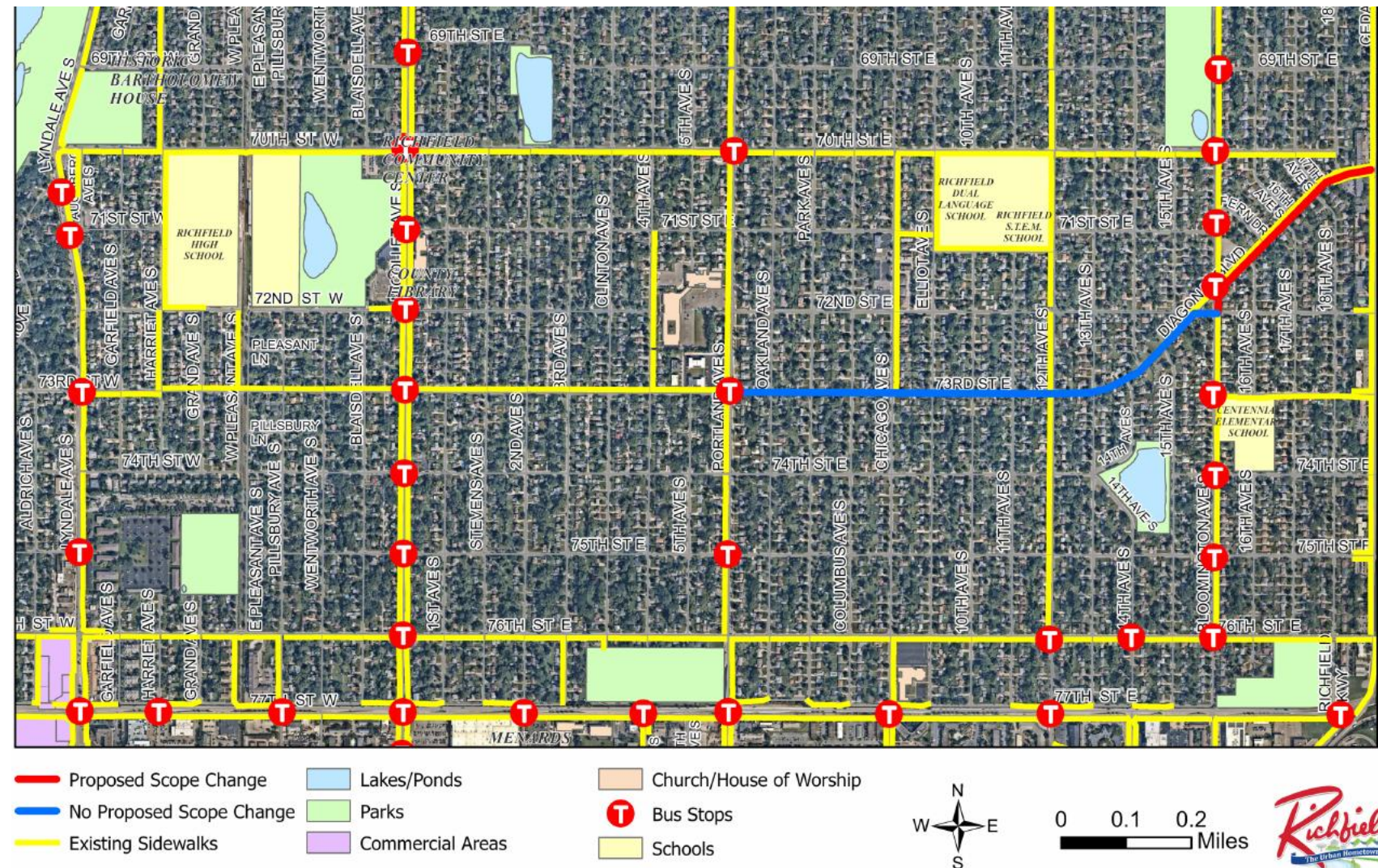
- 2 projects rescinded awards
- 2 projects completed
- 6 projects under construction
- 5 projects in design and anticipated to bid for contracting by deadline (end of 2026)
- 2 projects anticipated to need project extensions into 2027



2024 Selected Projects – Scope Change

Project Status

- 6 projects required scope changes throughout project development
 - 1 formal scope change (Richfield - pictured)
 - 4 informal scope changes (small modifications which did not pose potential negative impacts)
 - 2 administrative changes (minor modifications from plan refinement)
- 2 projects proactively reached out with requests
- 4 projects scope changes were discovered during plan review



2024 Selected Projects – Review (1)

Completed Projects

- Jordan: Sunset Drive SRTS Improvements project (pictured)
- Burnsville: Greenwood Drive Sidewalk project



2024 Selected Projects – Review (2)



Policy Level Grant Requirements

The AT WG set policy level grant requirements for awardees that covered the following:

1. Program year

- Recommendation: Requested projects to meet accelerated deadline.
- Accelerated timeline has not been a major hurdle for applicants to meet.

2. Grant funding disbursements

- Recommendation: Offered 50% advance grant payment with remaining 50% to be reimbursed.
- 50% advanced payments not widely needed. Creates complications for grant reporting and reimbursement of remaining 50%.

3. Eligible project costs

- Recommendation: Kept same eligible as federal awards.
- TAB expanded eligible project costs to include engineering and design.

2024 Selected Projects – Review (3)



Policy Level Grant Requirements

The AT WG set policy level grant requirements for awardees that covered the following:

4. Project plan documentation and submittals

- Recommendation: Required awardees to submit final plans signed by an accredited engineer which meet the project description as applied and all state standards.
- Issues with project scope changes not being identified by applicant prior to submission of project plans, additional plan submittal requirements needed for staff to proactively identify potential scope changes before plans are finalized.

5. Scope changes

- Recommendation: TAB Scope Change Policy applied to awarded projects
- Scope Change Policy adequate to ensure projects implemented as were approved.

2024 Selected Projects – Review (4)



Policy Level Grant Requirements

The AT WG set policy level grant requirements for awardees that covered the following:

6. Right-of-way acquisition

- Recommendation: Right-of-way acquisition not eligible expense. Awardees required to submit documentation of ROW control prior to reimbursement of funds.
- No issues with requirements, ROW acquisition is not eligible expense.

7. Environmental review

- Recommendation: No documentation required to submitted, but all applicable state environmental requirements apply.
- No issues with this requirement, may be helpful to provide checklist for MEPA process to submit for confirmation

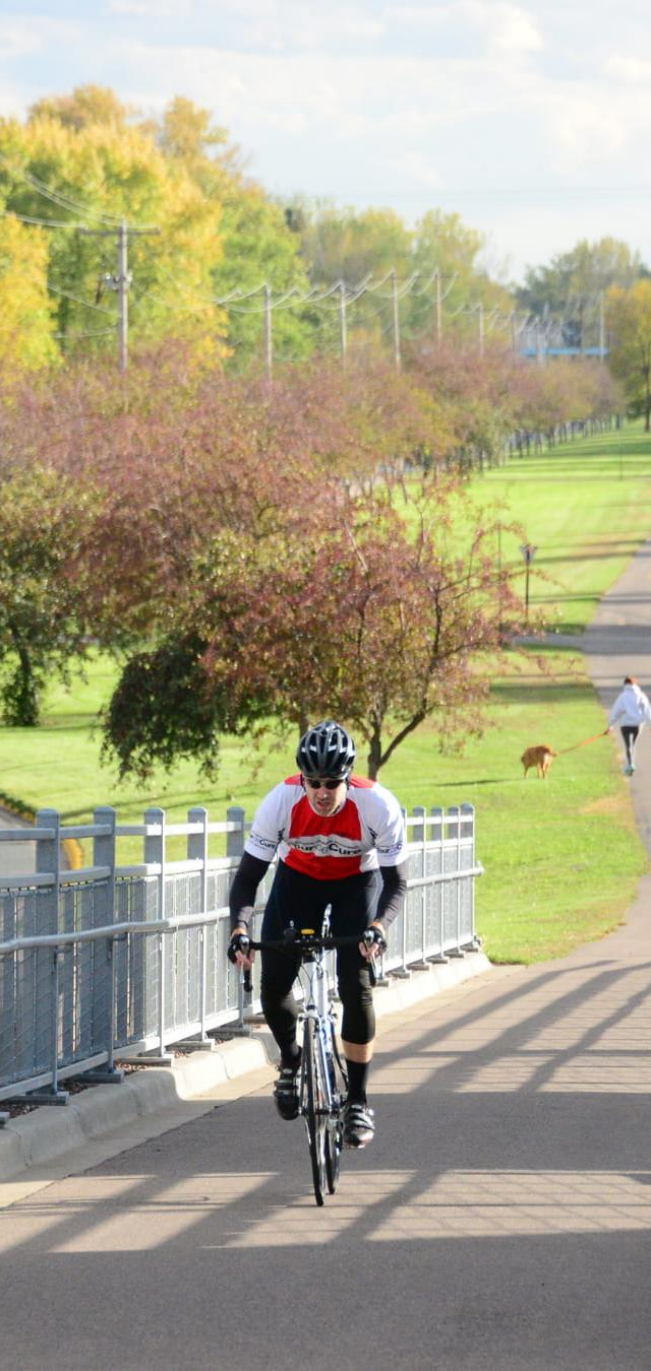
8. Labor force and business firm equity

- Recommendation: Projects awarded more than \$750,000 and without an equivalent local program to Met Council's MCUB program required to set underutilized business goals with Council office of OEEO
- Awardees have worked with the Council and have not reported issues with setting goals for funded projects

Active Transportation Task Force Chair



Chair Election



AT Task Force Chair

General chair commitments:

- Facilitate group discussions and lead task force meetings
- Meet with staff prior to Task Force meeting to
 - Solidify meeting agendas
 - Review draft materials before sending to group
- Generally, an extra couple of hours per meeting

Previous Active Transportation Working Group chair structure

- Chair and Vice Chair
- Glen Johnson, Brian Martinson

Nominations today, will vote on nominated candidates after meeting (if necessary)

Next Steps



Task Force Work Program 2026-2027

Task Force Work Topics

- Oversight of 2024 AT Pilot Projects
 - *on-going*
- Review lessons learned from 2024 pilot projects and 2026 Solicitation applicants
 - *Today and future meetings*
- Develop Active Transportation Solicitation schedule
 - *Begin discussion today, recommendation in September*
- Revisit grant requirements for 2024 projects and establish grant requirements for 2026 selected projects
 - *Begin review today, recommendation at a future meeting*
- Review feedback from applicants and engage with 2027 Solicitation Evaluation project about what changes might be warranted to the program in future funding cycles
 - *Review in future meetings*
- Review and consider developing recommendations for administrative needs for the Program (TAB bylaw changes, agreements between the TAB and the Met Council)
 - *Review in future meetings*

Any additional suggestions to this list?

Task Force Meeting Schedule



Set an Ongoing Meeting Time

- Consistent time to hold future meetings
- Meetings held every other month (off months from TAB Exec Committee)
 - September
 - November
 - January
 - March
 - May need to find additional time in October to meet all needed work
 - May meet after March if work still required
- Virtual or in-person preference?
- Preferred day/time of the week?



Bethany Brandt-Sargent

Regional Solicitation Manager, Metropolitan
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Planning Analyst, Metropolitan Transportation
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