

# Action Transmittal

Transportation Advisory Board



Committee meeting date: January 7, 2026

Date: December 31, 2025

## Action Transmittal: 2026-04

### 2026 Active Transportation Solicitation Match Requirement

**To:** Technical Advisory Committee  
**From:** TAC Funding & Programming Committee  
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#### Requested action

Recommend a match requirement or lack thereof for the 2026 Active Transportation Solicitation.

#### Recommended motion

Recommend that the Transportation Advisory Board adopt a local match of 5% for the local bicycle facilities and local pedestrian facilities categories along with no match for the planning category in the 2026 Active Transportation Solicitation.

#### Background and purpose

In 2023, the Minnesota Legislature approved a regional sales and use tax for the seven-county Twin Cities region to support various transportation improvements. A portion of this funding is dedicated to active transportation (AT) projects to be selected by the Transportation Advisory Board (TAB). In 2026, the TAB will conduct an AT-specific solicitation for the first time.

The Regional Solicitation for federal funding includes a required 20% match while the HSIP solicitation requires a 10% match. These amounts are reflective of federal requirements. The legislative funding used for the AT solicitation neither requires nor prohibits a local match. Therefore, TAB has the option to require any level of match that it chooses, including no match.

In discussions at the Active Transportation Working Group (ATWG), local match requirements were considered as a part of the overall intention of the new funds to promote geographic distribution of project benefits across the region. The ATWG also highlighted that ongoing maintenance of new facilities may be considered a form of local match. To promote geographic distribution of benefits around the region and acknowledge local partners' ongoing maintenance commitments once a project is built, the ATWG recommended no local match for the Active Transportation Planning project category. For the Local Bicycle Facilities and Local Pedestrian Facilities categories the ATWG recommended either no local match or a 5% match, leaving the final decision to the TAB.

In discussions at the Regional Solicitation Evaluation's Policymaker Working Group (PWG), there was strong sentiment not to require any local match as an incentive for smaller communities and communities with fewer resources to apply without having to identify local set aside funds. A counterpoint to this is that not requiring any local funding participation could lead to more

applications or applications that are less polished. To ensure applicant buy-in, some participants have suggested a smaller requirement of around 5%.

In 2024, 15 projects from the federal Regional Solicitation were provided with AT funding due to the increasing availability of that funding. A 20% local match was required of those projects because they applied through a process with an established match requirement. TAB elected to require a match at that time as waving the match requirement would have arbitrarily benefited projects based with no meaningful rationale.

## 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"><li>Scoring criterion: <i>Community Considerations</i></li><li>Project selection process that considers geographic balance</li></ul>	<ul style="list-style-type: none"><li>Scoring criterion: <i>Community Considerations</i></li><li>Project selection process that considers geographic balance</li></ul>
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 criterion: <i>Communities must provide evidence of year-round maintenance process, including snow clearance for funded facilities.</i>



## Staff analysis

Given that this is the first AT funding-specific solicitation, it is difficult to predict how much impact a local match will have on the number or completeness of applications. The Active Transportation Working Group recommended no match for Planning and either no match or a 5% match for infrastructure categories, leading to the below options:

1. No match for all Active Transportation Solicitation categories.
2. Small match of 5% for Local Bicycle and Local Pedestrian Facilities categories (no match for Planning).

## Committee comments and actions

At its December 18, 2025, meeting, the TAC Funding & Programming Committee recommended a local match of 5% for the local bicycle and local pedestrian categories along with no match for the planning category for the 2026 Active Transportation Solicitation. The rationale for recommending a small local match was that a local financial stake promotes good project stewardship.

## 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

