

Agenda

TAB Technical Advisory Committee



Meeting date: January 7, 2026

Time: 9:00 AM

Location: Council Chambers

Public participation:

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAB Technical Advisory Committee by emailing us at public.info@metc.state.mn.us.

Dakota Land, Water, and People Acknowledgment

The Metropolitan Council acknowledges that the land we currently call Minnesota and specifically the seven-county region is the ancestral homeland of the Dakota Oyate who are present and active contributors to our thriving region. As part of the Metropolitan Council's commitment to address the unresolved legacy of genocide, dispossession, and settler colonialism and the fact that government institutions, including the Metropolitan Council, benefitted economically, politically, and institutionally after the forceable removal of the Dakota Oyate, the Metropolitan Council is dedicated to instilling Land, Water, and People Commitments in regional policy. These commitments support the Dakota Oyate, the eleven federally recognized Tribes in Minnesota, Ho-Chunk Nation, and the American Indian Communities representing over 150 diverse Tribal Nations that call the seven-county region home.

Call to order

1. Dakota Land, Water, and People Acknowledgment
2. Approval of the agenda (Agenda is approved without vote unless amended)
3. Approval of December 3, 2025, TAB Technical Advisory Committee minutes – roll call

Public comment on committee business

TAB report

Committee reports and business

Executive Committee (Joe MacPherson, Chair)

1. 2026-12: Streamlined 2026-2029 TIP Amendment Request – Three Project Adjustments – roll call
2. 2026-13: Streamlined 2026-2029 TIP Amendment Request: Minneapolis Safe Streets for All – roll call

TAC Bicycle-Pedestrian Planning Technical Working Group (Steve Elmer and Heidi Schallberg, MTS Planning)

Planning Committee (Gina Mitteco, Chair)

Funding & Programming Committee (Jim Kosluchar, Chair)

1. 2026-02: 2026 Regional Solicitation Qualifying Requirements (Steve Peterson, MTS Planning)
2. 2026-03: 2026 Active Transportation Solicitation Qualifying Requirements (Joe Widing, MTS Planning)
3. 2026-04: 2026 Active Transportation Solicitation Match Requirement (Steve Peterson, MTS Planning)
4. 2026-05: 2026 Regional Solicitation Criteria, Measures, and Scoring Guidance (Steve Peterson, MTS Planning)
5. 2026-06: 2026 Active Transportation Solicitation Criteria, Measures, and Scoring Guidance (Joe Widing, MTS Planning)
6. 2026-07: 2026 Regional Solicitation Scoring Criteria and Measure Weighting (Steve Peterson, MTS Planning)
7. 2026-08: 2026 Active Transportation Solicitation Scoring Criteria and Measure Weighting (Joe Widing, MTS Planning)
8. 2026-09: 2026 Regional Solicitation Release for Public Comment (Steve Peterson, MTS Planning)
9. 2026-10: 2026 Active Transportation Solicitation Release for Public Comment (Joe Widing, MTS Planning)
10. 2026-11: 2026 Highway Safety Improvement Solicitation Release for Public Comment (Steve Peterson, MTS Planning)

Information

Other business

Adjournment

Council contact:

Joe Barbeau, Planning Analyst
Joseph.Barbeau@metc.state.mn.us
651-602-1705



Minutes

TAB Technical Advisory Committee



Meeting date: December 3, 2025

Time: 9:00 AM

Location: Virtual

Members present:

- | | | |
|-----------------------------------------------------------------------|-----------------------------------------------------------------------------|---------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Anoka Co – Joe MacPherson (Chair) | <input checked="" type="checkbox"/> Brooklyn Park – Marc Culver | <input checked="" type="checkbox"/> MnDOT – Molly McCartney (Vice Chair) |
| <input checked="" type="checkbox"/> Carver Co – Lyndon Robjent | <input checked="" type="checkbox"/> Chanhassen – Charlie Howley | <input checked="" type="checkbox"/> MPCA – Innocent Eyoh |
| <input checked="" type="checkbox"/> Dakota Co – Erin Laberee | <input checked="" type="checkbox"/> Eagan – Russ Matthys | <input checked="" type="checkbox"/> MAC – Bridget Rief |
| <input checked="" type="checkbox"/> Ramsey Co – Brian Isaacson | <input checked="" type="checkbox"/> Eden Prairie – Carter Schultze | <input checked="" type="checkbox"/> STA – Matt Fyten |
| <input checked="" type="checkbox"/> Hennepin Co – Chad Ellos | <input checked="" type="checkbox"/> Fridley – Jim Kosluchar | <input checked="" type="checkbox"/> Metro Transit – Jonathan Ahn |
| <input checked="" type="checkbox"/> Scott Co – Craig Jenson | <input checked="" type="checkbox"/> Lakeville – Paul Oehme | <input type="checkbox"/> Freight – Shelly Meyer |
| <input checked="" type="checkbox"/> Washington Co – Lyssa Leitner | <input checked="" type="checkbox"/> Plymouth – Michael Thompson | <input type="checkbox"/> DEED – Colleen Eddy |
| <input type="checkbox"/> Extended Urban Area – Chad Hausmann | <input checked="" type="checkbox"/> Woodbury – Chris Hartzell | <input type="checkbox"/> MnDNR – Nancy Spooner-Walsh |
| <input checked="" type="checkbox"/> Council MTS – Steve Peterson | <input checked="" type="checkbox"/> Minneapolis Engineering – Jenifer Hager | <input checked="" type="checkbox"/> Bicycle – Kyle Sobota |
| <input checked="" type="checkbox"/> Council CD – Patrick Boylan | <input checked="" type="checkbox"/> Minneapolis Planning – Kathleen Mayell | <input checked="" type="checkbox"/> Pedestrian – Mackenzie Turner Bargaen |
| <input checked="" type="checkbox"/> TAB – Elaine Koutsoukos | <input checked="" type="checkbox"/> Saint Paul Engineering – Nick Peterson | <input type="checkbox"/> FHWA – Scott Mareck (ex-officio) |
| | <input checked="" type="checkbox"/> Saint Paul Planning – Reuben Collins | <input checked="" type="checkbox"/> = present, E = excused |

Dakota Land, Water, and People Acknowledgment

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Call to order

A quorum being present, Committee Chair MacPherson called the regular meeting of the TAB Technical Advisory Committee to order just after 9:00 a.m.

Agenda approved

With no changes proposed by members, Chair MacPherson said that the agenda was approved.

Approval of minutes

It was moved by Lyssa Leitner, Washington Co. and seconded by Molly McCartney, MnDOT, to approve the minutes of the November 5, 2025, regular meeting of the TAB Technical Advisory

Committee. **Motion carried.**

Public comment on committee business

TAB Report

Elaine Koutsoukos, TAB Coordinator, reported on the November 19, 2025, regular meeting of the Technical Advisory Board.

Business – Committee reports

Executive Committee (Joe MacPherson, Chair)

Chair MacPherson reported that the TAC Executive Committee met prior to TAC meeting at 8:15 a.m. He noted that several TAB members requested that the Regional Solicitation Evaluation Technical Steering Committee review specific issues, including scoring criteria, percentage weighting, and considerations related to car-share and bike-share programs. He also announced that, due to the action items the group will address in January, the January meeting is planned to occur in person rather than virtually.

1. **2025-44:** 2025-2028 Streamlined TIP Amendment: Saint Paul Safe Streets for All (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning presented. It was moved by Brian Issacson, Ramsey Co., and seconded by Chad Ellos, Hennepin Co., that the Technical Advisory Committee recommend the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 TIP to add Saint Paul's Transportation Safety Countermeasures project with language corrections to reflect Saint Paul as the project sponsor and overseer. **Motion carried.**

2. **2025-45:** 2025-2028 Streamlined TIP Amendment: Four Project Changes (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning presented. It was moved by Patrick Boylan, Council CD, and seconded by Jim Kosluchar, Fridley, that the Technical Advisory Committee recommend the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program to make the following project adjustments:

- Addition of guardrail, grading, and ADA updates to MnDOT's US 10 mill and overlay project in Denmark Township with change of "route system" to US 10 as an error correction.
- Combining six MnDOT 2026 Enhanced Mobility of Seniors and Individuals with Disabilities program projects into one project line.
- Increasing the cost and adding a pedestrian bridge to MnDOT's MN 65 interchanges changes project in Blaine.
- Increasing the cost and removing one pedestrian bridge from MnDOT and Chisago County's US 8 expansion project.

Motion carried.

TAC Transit Planning Technical Working Group (Bradley Bobbitt, MTS Planning)

Joe Barbeau stated that the group did not meet and therefore had no report to provide.

Planning Committee (Gina Mitteco, Chair)

Chair Mitteco reported on November 13, 2025, regular meeting of the TAC Planning Committee.

1. **2025-41:** Review of Metropolitan Airports Commission (MAC) 2026-2032 Capital Improvement Program (CIP) (Joe Widing, MTS Planning)– roll call

Joe Widing, MTS Planning, presented. Russ Matthys, Eden Prairie, asked whether maintenance the FAA-funded new air traffic control tower at Flying Cloud Airport will be the responsibility of the Metropolitan Airports Commission (MAC) FAA. Bridget Rief, MAC, stated

that the FAA will own the building and retain full responsibility for its maintenance and that MAC has no control over the design.

Charlie Howley, Chanhassen, asked whether maintenance of 34th Avenue is MAC's responsibility. Rief replied that MAC considers it a private road owned by MAC and that MAC responsible.

Eyoh asked whether future projects will be subject to environmental review, to which Rief replied that most future projects will be subject to review.

It was moved by Isaacson and seconded by Paul Oehme, Lakeville, that the Technical Advisory Committee recommend to the TAB acceptance of the staff analysis that MAC's 2026-2032 CIP is consistent with the Transportation Policy Plan and included adequate public participation and forward these comments to the Metropolitan Council for its consideration. **Motion carried.**

2. **2025-42:** Adoption of the 2026 Roadway Safety Performance Targets (Jed Hanson, MTS Planning)

Heidi Schallberg, MTS Planning, presented. It was moved by Howley and seconded by Leitner that the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of the 2026 roadway safety performance targets, which advance a long-term goal of zero deaths:

- Number of all fatalities: no more than 71
- Fatal injuries per 100 million VMT: no more than 0.25
- Number of all serious injuries: no more than 445
- Serious injuries per 100 million VMT: no more than 1.55
- Pedestrian and bicyclist fatalities and serious injuries: no more than 110

Motion carried.

Chair MacPherson, referencing a speed enforcement pilot program in Minneapolis and Mendota Heights, said he would like to be a presentation on the results. Kathleen Mayell, Minneapolis Planning, said that Minneapolis could provide a presentation.

Funding and Programming Committee (Jim Kosluchar, Chair)

Chair Kosluchar reported on November 20, 2025, regular meeting of the TAC Funding and Programming Committee.

1. **2025-43:** Program Year Extension Request: Hennepin County's Marshall Street NE (CSAH 23) Phase 2 Reconstruction Project (Joe Barbeau, MTS Planning)

Chair Kosluchar presented. It was moved by Oehme, seconded by Nick Peterson, Saint Paul Engineering, that the Technical Advisory Committee recommend that the Transportation Advisory Board approve Hennepin County's request to extend the program year of its Marshall Street NE Phase 2 reconstruction project from 2029 to 2030. **Motion carried.**

Information

1. Preview of January Regional Solicitation Action Items - updated 12/2/2025 (Steve Peterson, MTS Planning; Molly Stewart, SRF; and Allison Bell, Bellwether Consulting)

Molly Stewart, SRF, and Amy Vennewitz, MTS Planning, presented.

Brian Isaacson asked how the committee should address future scope changes for projects selected based significantly the Community Considerations criterion. Vennewitz said that scope change requests should reflect present community input. Isaacson asked how "harms" is defined.



Vennewitz explained there is no “harms” measure in the criterion, though there is a “benefits” measure and that the focus is on the need.

Leitner said that county staff would like to discuss the scoring value of the Community Considerations criterion.

Kyle Sobota, bicycle representative, asked whether the region tracks how many active transportation projects are not maintained in winter, noting that winter affects facility use. He asked if this influences scoring for roadway projects that add trails or sidewalks. Steve Peterson, MTS Planning, responded that technical groups debated whether winter maintenance requirements apply only to federal funds or also active transportation state funds. He noted the Active Transportation Working Group previously interpreted state requirements to include some level of winter maintenance. Steve Peterson cited ADA and TPP policies supporting year-round facility maintenance and stated the language could be lightly edited for clarity and confirmed the active transportation workgroup supports including snow removal expectations.

Sobota asked whether any data exists on what percentage of projects are not maintained. Steve Peterson responded that council staff does not routinely check winter maintenance conditions. He stated the council did receive one complaint about a facility that was not plowed despite the applicant’s commitment. The council would need to survey partners to get a comprehensive answer.

Leitner stated Washington County is particularly concerned about applying winter maintenance requirements to state-funded active transportation projects because many smaller municipalities lack capacity, staffing or equipment for winter maintenance. She went on to say that requiring winter maintenance may discourage entities from applying for funding, contradicting the program’s goal of broad participation.

Mackenzie Turner Borgen, pedestrian representative, emphasized that active transportation users are the most vulnerable roadway users and that transportation systems must remain accessible year-round. She noted that winter maintenance requirements could evolve over time, beginning with strict rules and eventually transitioning to signed acknowledgments or other mechanisms. Turner Borgen explained that a lack of maintenance forces people into unsafe alternatives, echoing earlier safety discussions. She also pointed out that agencies regularly maintain roadway systems but often struggle to maintain active transportation facilities with the same consistency, making regional collaboration essential. Mayell expressed agreement.

Matthys explained that even larger cities like Eagan struggle with maintenance; the city only maintains about 65% of its trail system due to staffing and resource limitations.

Sobota proposed adopting a graded scoring approach in which agencies could earn points for winter maintenance instead of facing an absolute yes/no requirement.

Chair MacPherson asked whether a city policy requiring property owners to clear adjacent sidewalks within a specific timeframe would meet the proposed winter maintenance requirement. Peterson confirmed that this type of policy fits within the proposed language. Widing reiterated that the intent is to recognize these local arrangements. Isaacson suggested that the committee consider levels of service such as timelines, conditions, and frequency, rather than treating snow removal as a binary requirement. Kosluchar said if a roadway project was not maintained it would be absurd and that public improvements should be available all year. Koutsoukos said that the application asks for policies. Sobota said that a lot of facilities will not have adjacent residents.

Leitner summarized recent county discussions, explaining that counties propose reducing the weighting of Community Considerations to 10% across all categories, with most applications likely to score in the medium range, reducing the measure’s value as a differentiator. She noted that some TAB policymakers favor guaranteeing funding for projects that score high on all three measures. As part of their proposal, the counties suggest redistributing the removed points into technical scoring areas that more directly influence project outcomes. Leitner suggested that the scoring document be emailed to TAC members instead of reviewing it line by line during the meeting.

Vennewitz explained that scoring levels and funding priorities are interconnected. She stressed the importance of consistent scoring across categories and also said that if scoring weights for Community Considerations decrease, the committee should consider increasing the number of priority projects to balance the change.

Peterson reported that TAB previously requested an assessment of whether the current categories sufficiently support car sharing and bike sharing projects. With the elimination of the Unique Projects category, staff examined where these project types could now fit. Peterson outlined two options: maintaining the existing structure or setting aside funds for this cycle while exploring whether new categories are needed over the next two years. He encouraged members to review the car-sharing and bike-sharing slides to prepare for further discussion.

Oehme recommended scheduling another Technical Steering Committee meeting before the December 18 TAC Funding and Programming Committee meeting due to the number of unresolved issues, including Community Considerations scoring, car sharing, and winter maintenance. Chair MacPherson acknowledged the suggestion and stated that he would discuss the scheduling need with the Technical Steering Committee chair and follow up with the project team and Oehme.

Other business

Innocent Eyoh, MPCA, announced that he will retire on January 12 after more than 39 years of service with the State of Minnesota.

Adjournment

Business completed; the meeting adjourned at 11:10 a.m.

Council contact:

Joe Barbeau, Planning Analyst
Joseph.Barbeau@metc.state.mn.us
651-602-1705

Action Transmittal

Transportation Advisory Board



Committee meeting date: January 7, 2026

Date: December 24, 2025

Action Transmittal: 2026-12

Streamlined 2026-2029 TIP Amendment Request – Three Project Adjustments

To: Technical Advisory Committee

Prepared by: Joe Barbeau, Planning Analyst, 651-602-1705

Requested action

MnDOT requests an amendment to the 2026-2029 Transportation Improvement Program to adjust the scope and cost of three projects.

Recommended motion

Recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program to (TIP) make the following project adjustments:

- Decrease the cost of MnDOT's Minnesota 77 (Cedar Avenue) unbounded concrete overlay project in Apple Valley.
- Reduce the length of MnDOT's I-94 landscaping project in Oakdale and Woodbury.
- Reduce the cost of Little Canada's CSAH 21 (Little Canada Rd) at Country Road C (Lake Shore Avenue) projects and associate them with MnDOT's I-35E at CSAH 21 signal project.

Background and purpose

MnDOT requests an amendment to the 2026-2029 TIP to adjust three projects:

- MnDOT requests reduction in cost of its Minnesota 77 (Cedar Avenue) unbound overlay project (SP # 1929-50) from \$64,484,000 to \$48,900,000. Of this \$15,584,000 reduction, \$13,584,000 will be reflected in the project's 2026 program year, while \$2,000,000 will be reflected in its 2027 payback (SP # 1929-50AC). The sharp decrease in cost for this project is an error correction; an incorrect formula was used to calculate the project's cost. This project was funded with National Highway Performance Program (NHPP) funds, which are not part of the Regional Solicitation.
- MnDOT requests a reduction in length from 10.5 miles to 1.8 miles for its I-94 landscaping project in Oakdale and Woodbury (SP # 8282-150). This is an error correction as the original description shows landscaping for the entirety of a 10.53-mile 2022 shoulder and drainage project while the landscaping is only meant to address the adjusted 1.8-mile portion of the project. This is a state-funded project not connected to the regional solicitation.
- MnDOT and Little Canada request a cost reduction to Little Canada's CSAH 21 (Little Canada Rd) at Country Road C (Lake Shore Avenue) projects (SP # 200-020-031 and 200-101-013) and associate them with MnDOT's I-35E at CSAH 21 signal project (SP # 6280-407). The Little Canada projects were funded through the 2024 Regional Solicitation (200-101-013) and the 2022 HSIP Solicitation (200-020-013), respectively. MnDOT's project is funded through NHPP. This request is made to reflect an informal scope change made in February 2019 to combine the

Little Canada projects, relocated the roundabout, add local mill-and-overlay work, and reduce the cost.

Relationship to regional policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

Staff analysis

The TIP amendment meets fiscal constraint because the federal, state, and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed (Scheduled)
Technical Advisory Committee	Review and recommend	<i>January 7, 2026</i>
Transportation Advisory Board	Review and recommend	<i>January 21, 2026</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>January 26, 2026</i>
Metropolitan Council	Review and or adopt	<i>January 28, 2026</i>



2026-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project.

Project identification

Seq #	2013	2167
State Fiscal Year (State)	2026	2027
ATP and District	M	M
Route System	MN 77	MN 77
Project Number (S.P. #)	1929-50	1929-50AC
Agency	MNDOT	MNDOT
Description	**AC**: MN 77 (CEDAR), FROM 138TH ST (Hwy 23) TO DAKOTA/HENNEPIN COUNTY LINE IN APPLE VALLEY - UNBONDED CONCRETE OVERLAY ON SOUTH SEGMENT AND MEDIUM MILL AND OVERLAY ON NORTH SEGMENT, RAMPS, LOOPS AND TMS (TRAFFIC MANAGEMENT SYSTEM) (AC PROJECT, PAYBACK IN 2027))	**AC**: MN 77 (CEDAR), FROM 138TH ST (Hwy 23) TO DAKOTA/HENNEPIN COUNTY LINE IN APPLE VALLEY - UNBONDED CONCRETE OVERLAY ON SOUTH SEGMENT AND MEDIUM MILL AND OVERLAY ON NORTH SEGMENT, RAMPS, LOOPS AND TMS (TRAFFIC MANAGEMENT SYSTEM) (AC PAYBACK 1 OF 1)
Miles	5.27	05.27
Program	RESURFACING	RESURFACING
Type of Work	UNBONDED CONCRETE OVERLAY	UNBONDED CONCRETE OVERLAY
Proposed Funds	NHPP/SF	NHPP
Total \$	64,484,000 <u>48,900,000</u>	8,000,000 <u>2,000,000</u>
FHWA \$	44,502,873 <u>37,814,380</u>	8,000,000 <u>2,000,000</u>
State \$	11,981,127 <u>9,085,620</u>	NA
AC \$	8,000,000 <u>2,000,000</u>	NA
Other \$	NA	NA

Background and TIP Amendment Need

This amendment is for total project decrease from \$64,484,000 to \$48,900,000. The scope remains the same. The sharp cost increase is an error correction based on an incorrect formula having been used in the original estimate.

Fiscal Constraint (as Required by 23 CFR 450.216)

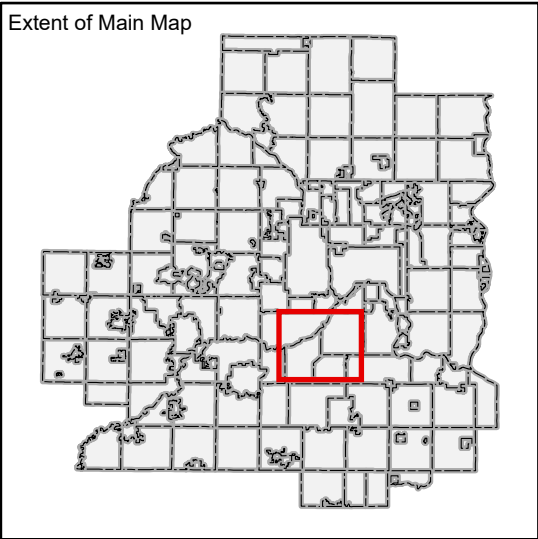
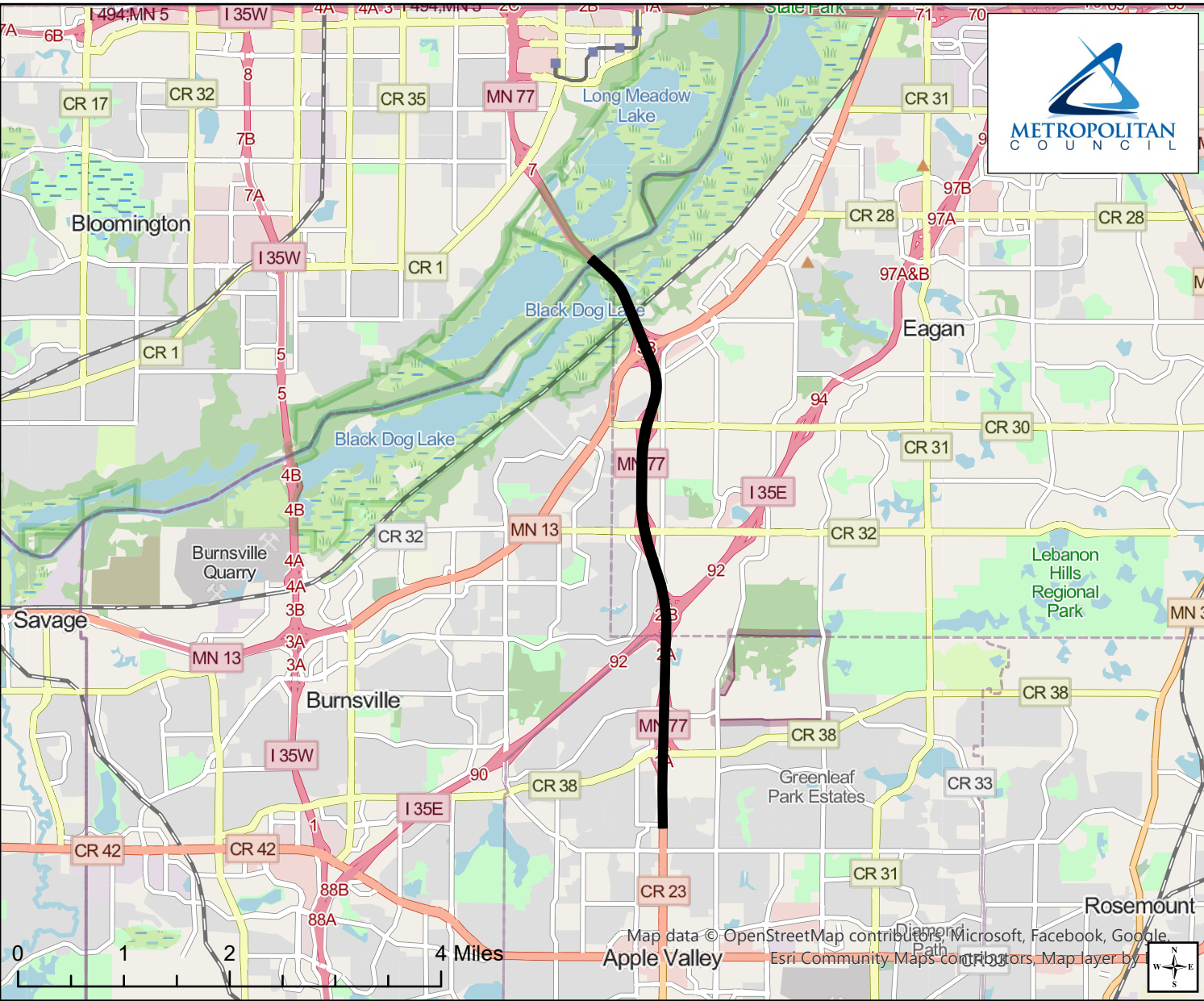
The total project decreased. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

2026-2029 Streamlined TIP Amendment: Three MnDOT Project Adjustments

Cedar Avenue unbonded concrete overlay from 138th Street/Highway 23 to Dakota/Hennepin County line in Apple Valley



Legend

 Project Area

2026-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project.

Project Identification

Seq #	2049
Fiscal Year (State)	2026
ATP and District	M
Route System	I94
Project Number (S.P. #)	8282-150
Agency	MNDOT
Description	I94, FROM 0.2 MILES WEST OF MN120 (CENTURY AVE) IN OAKDALE I694 IN OAKDALE TO 0.3 MILES EAST OF ST CROIX RIVER IN LAKELAND RADIO DR IN WOODBURY- LANDSCAPING
Miles	10.5 1.8
Program	REST AREA/BEAUTIFICATION
Type of work	LANDSCAPING
Proposed Funds	SF
Total \$	145,000
FHWA \$	NA
State \$	145,000
Other \$	NA

Background and TIP Amendment Need

This amendment is for a reduced length. The cost and scope remain the same. This is an error correction. The limits originally shown in the project description are for the total construction project. However, the landscaping is only meant to address the adjusted smaller portion of the project.

Fiscal Constraint (as Required by 23 CFR 450.216)

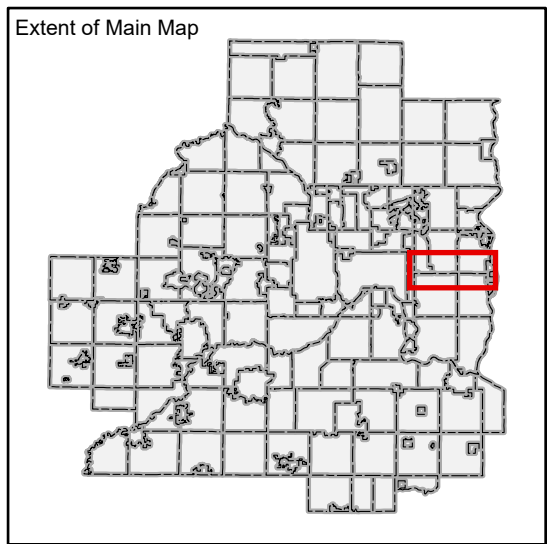
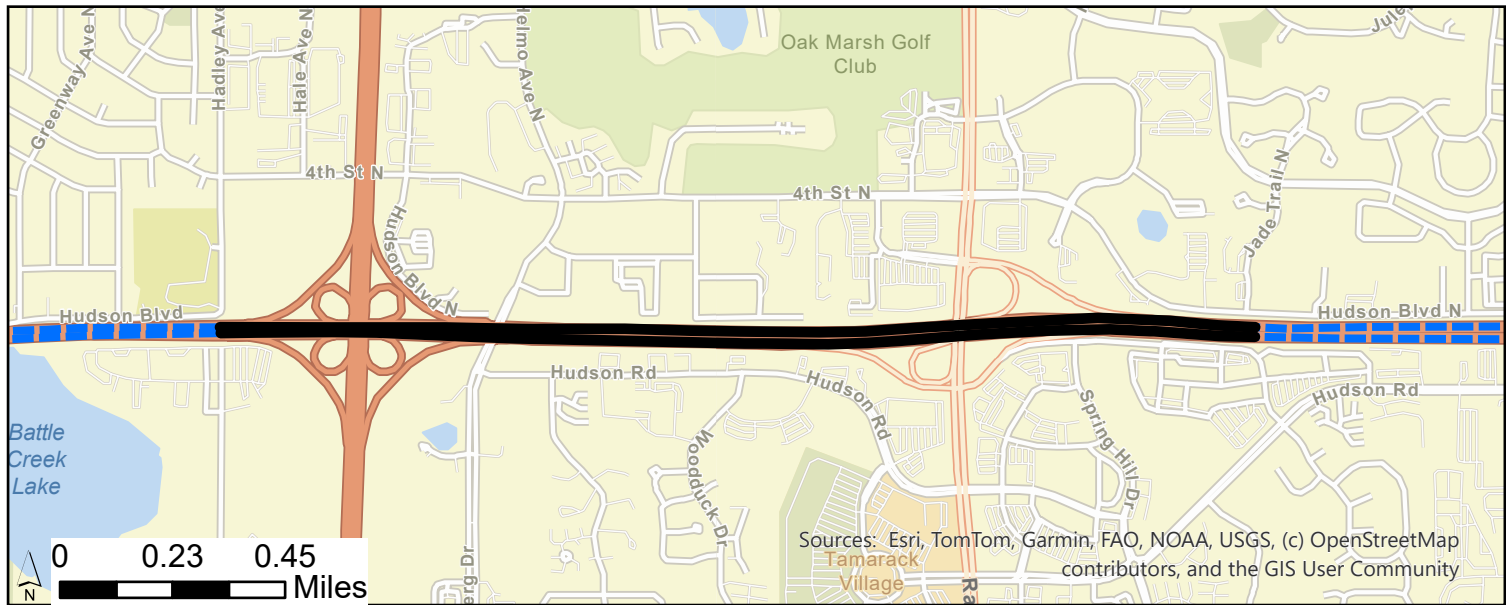
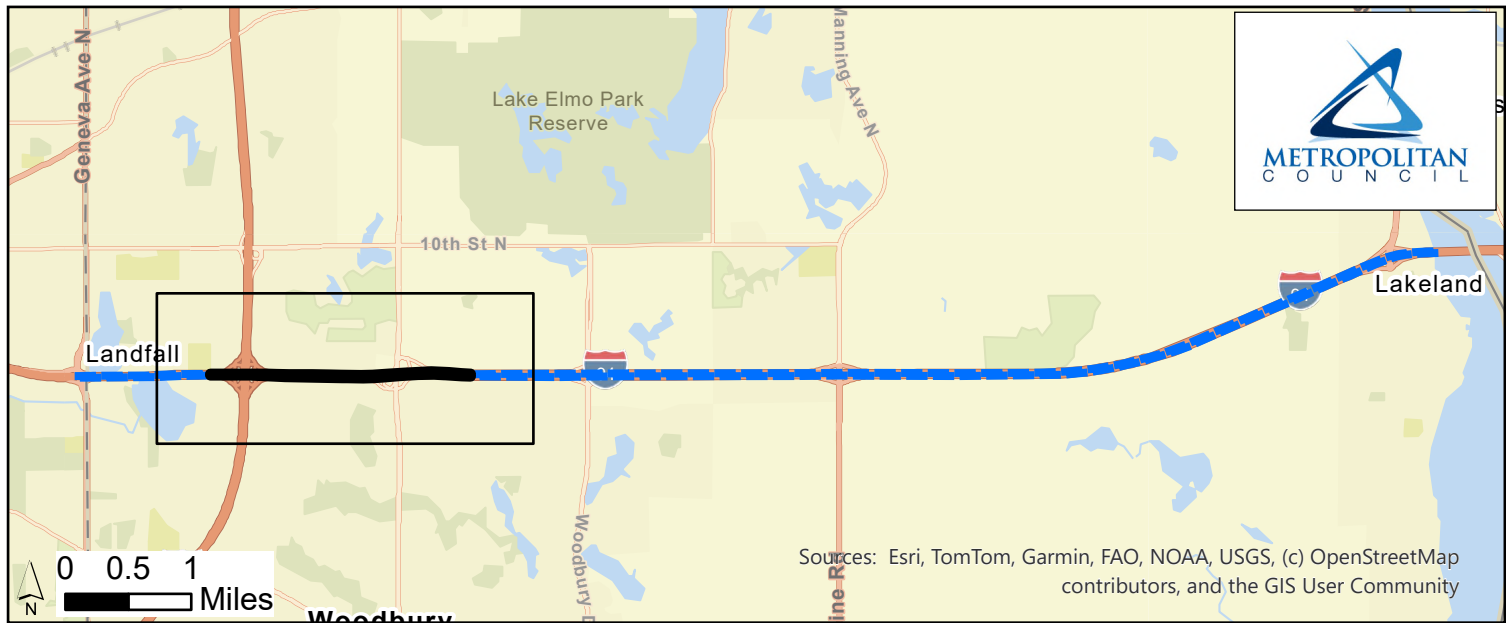
The total project cost remains the same. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

2026-2029 Streamlined TIP Amendment: Three MnDOT Project Adjustments

I-94 from .2 miles west of I-694 in Oakdale to .3 miles east of Radio Drive in Woodbury - Landscaping



- Legend**
- Adjusted Scope
 - Original Scope

2026-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project.

Project identification

	200-020-013	200-101-013	6280-407
Seq#	1956	1957	2200
State Fiscal Year (State)	2026	2026	2027 2026
ATP and District	M	M	M
Route System	CSAH 120 21	MSAS 101	I35E & CSAH 21
Project Number (S.P. #)	200-020-013	200-101-013	6280-407
Agency	LITTLE CANADA	LITTLE CANADA	MNDOT
Description	CSAH 120 21 (LITTLE CANADA RD) AT CR C (CSAH 23)/LAKE SHORE AVE FROM CR C TO COUNTRY DR IN LITTLE CANADA - ROUNDABOUT AND ROAD DIET (ASSOCIATE TO 200-101-013, <u>6280-407</u>)	COUNTRY DRIVE (MSAS 101) FROM AT LITTLE CANADA RD (CSAH 23 21) TO 0.30 MI. N. OF LITTLE CANADA RD (CSAH 23), I-35E WEST RAMP TERMINALS AND COUNTRY DRIVE (MSAS 101) FROM LITTLE CANADA ROAD TO SOUTH OWASSO BLVD IN LITTLE CANADA; RECONSTRUCT, ROUNDABOUT, SIDEWALK, TRAIL, AND MILL & OVERLAY (ASSOCIATE TO 200-020-013, <u>6280-407</u>)	I35E AND CSAH 21 (LITTLE CANADA RD E) AT EAST AND WEST RAMPS IN LITTLE CANADA - SIGNAL REPLACEMENTS, ROUNDABOUT, ADA (<u>ASSOCIATE TO 200-020-013, 200-101-013</u>)
Miles	0.2 <u>0.27</u>	0.1 <u>0.27</u>	0.4
Program	SAFETY HSIP	RECONSTRUCTION	SAFETY CAPACITY
Type of Work	ROUNDABOUT	MAJOR CON- BIT	TRAFFIC SIGNAL REVISION
Proposed Funds	ATP HSIP	ATP STBG	NHPP
Total \$	2,825,000 <u>2,605,000</u>	8,423,750 <u>4,544,000</u>	2,210,000
FHWA \$	2,000,000	3,500,000	796,500
State \$	NA	NA	88,500
Other \$	825,000 <u>605,000</u>	4,923,750 <u>1,044,000</u>	1,325,000

Background and TIP Amendment Need

This formal is for project cost decrease, scope change (200-020-013 & 200-101-013), year change (6280-407) and association of the three projects together.

Fiscal Constraint (as required by 23 CFR 450.216)

200-020-013 and 200-101-013 have a combined total project cost decrease from \$11,248,750 to \$7,149,000. No additional funds are needed. Therefore, fiscal constraint is maintained.

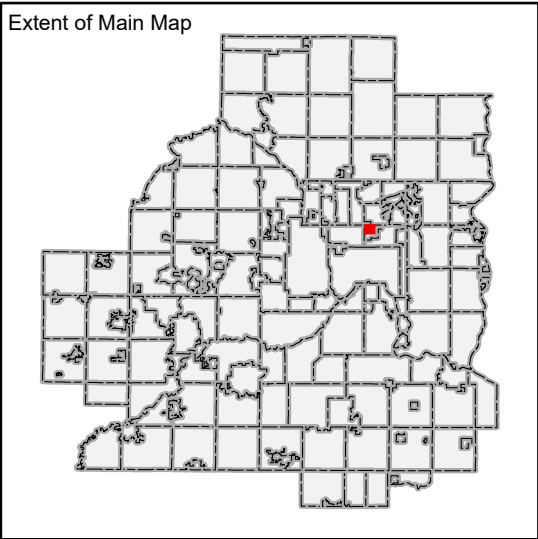
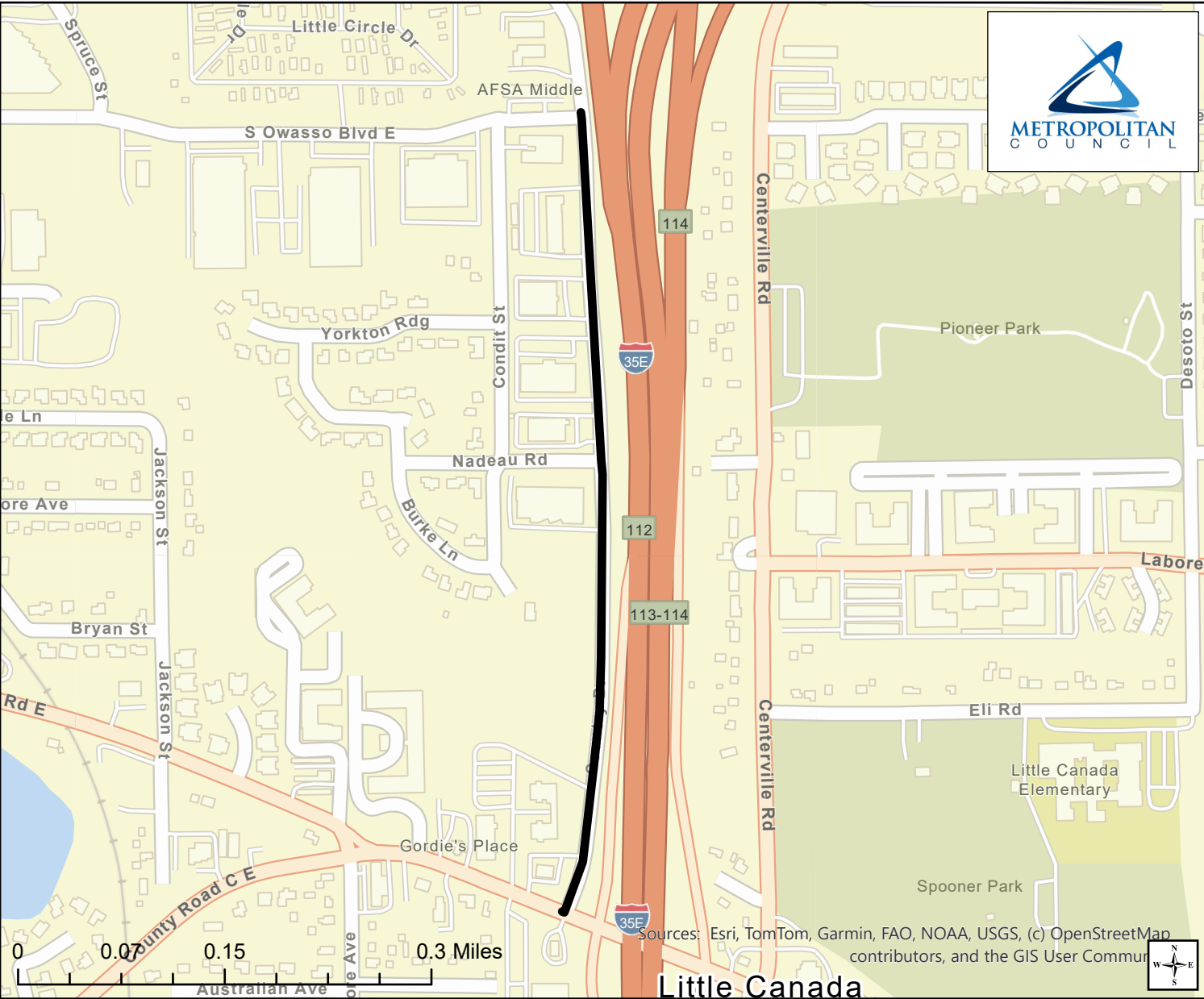
6280-407 is moving from 2027 to 2026. 1308-29 moved from 2026 to 2027 (TIP action completed 10/30/2025), releasing 2026 federal funds that are sufficient to fund this project. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

2026-2029 Streamlined TIP Amendment: Three MnDOT Project Changes

Country Drive (MSAS 101) at Little Canada Road, I-35E west ramp terminals and Country Drive from Little Canada Road to South Owasso Boulevard



Legend

— Project Area

Action Transmittal

Transportation Advisory Board



Committee meeting date: January 7, 2026

Date: December 24, 2025

Action Transmittal: 2026-13

Streamlined 2026-2029 TIP Amendment Request: Minneapolis Safe Streets for All

To: Technical Advisory Committee

Prepared by: Joe Barbeau, Planning Analyst, 651-602-1705

Requested action

Minneapolis requests an amendment to the 2026-2029 Transportation Improvement Program (TIP) to add its Transportation Safety Countermeasures project.

Recommended motion

Recommend that the Metropolitan Council adopt an amendment to the 2026-2029 TIP to add Minneapolis's Transportation Safety Countermeasures project (SP# 141-070-021).

Background and purpose

The City of Minneapolis was awarded federal Safe Streets for All implementation funding in 2024. The funding will be used to implement transportation safety countermeasures on the city's high-injury street network. These activities include medians, pedestrian refuge islands, lane safety revisions, bikeways, street lighting, pavement markings, signage, and reflective signal backplates.

This project is not funded by the Regional Solicitation.

Relationship to regional policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

Staff analysis

The TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed (Scheduled)
Technical Advisory Committee	Review and recommend	<i>January 7, 2026</i>
Transportation Advisory Board	Review and recommend	<i>January 21, 2026</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>January 26, 2026</i>
Metropolitan Council	Review and recommend	<i>January 28, 2026</i>



2026-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to add the below project.

Project Identification

Seq #	TBD
Fiscal Year (State)	2026
ATP and District	Metro
Route System	NA
Project Number (S.P. #)	141-070-021
Agency	MINNEAPOLIS
Description	IMPLEMENT TRANSPORTATION SAFETY COUNTERMEASURES ACROSS MINNEAPOLIS' HIGH INJURY NETWORK AND CONDUCT SUPPLEMENTAL PLANNING ACTIVITIES ON HIGH INJURY STREETS. COUNTERMEASURES INCLUDE MEDIAN, PEDESTRIAN REFUGE ISLANDS, LANE SAFETY REVISIONS, BIKEWAYS, STREET LIGHTING, PAVEMENT MARKINGS, SIGNAGE, AND REFLECTIVE SIGNAL BACKPLATES.
Miles	NA
Program	Safety
Type of work	Various
Proposed Funds	FFM/SM
Total \$	25,005,000
FHWA \$	20,004,000
State \$	5,001,000 (IIJA)

Background and TIP Amendment Need

This amendment is to add a new 2026 project into the 2026-29 TIP/STIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funding is being provided from Safe Streets for All (SS4A) grant program (DOT-SS4A-FY24-01). These federal funds are above Metro District targets. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

Action Transmittal

Transportation Advisory Board



Committee meeting date: January 7, 2026

Date: December 31, 2025

Action Transmittal: 2026-02

2026 Regional Solicitation Qualifying Requirements

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Barbeau, Planning Analyst, 625-602-1705

Requested action

Recommend approval of the qualifying requirements for the 2026 Regional Solicitation.

Recommended motion

Recommend that the Transportation Advisory Board approve the attached qualifying requirements for the 2026 Regional Solicitation for the purpose of release for public comment.

Background and purpose

TAB must approve qualifying requirements, project eligibility, and other policy concerns as part of the overall application. The attachment shows several requirements that have been discussed by the Technical Steering Committee and Policy Working Group. Some of the qualifying requirements include:

- All projects must: be consistent with the Transportation Policy Plan (TPP); Americans with Disabilities Act (ADA) compliant; open to the general public; a permanent improvement; independent from other applications; and exclude costs of studies, design, or engineering.
- The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per [USDOT Guidance on ADA Accessibility](#). Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project must include information on how the requirement to maintain facilities for year-round use will be met. This information may include either certifying that the agency will handle snow clearance or providing information on the agency's current snow removal policy, such as if property owners or a separate agency is responsible for snow clearance.
- All applicants: must be a public entity (except for Travel Demand Management) and must have current ADA self-evaluation or transition plan.
- Roadway applications: must be built to 10-ton load limit standards.
- Regional Bike Facilities must be on the Regional Bicycle Transportation Network (RBTN), Regional Bicycle Barriers Study (RBBS), or an approved regional trail plan.

Relationship to regional policy

TAB develops and issues a Regional Solicitation for federal funding. The overall purpose of the Regional Solicitation Evaluation process was to update the structure, criteria, and measures to reflect the newly adopted Imagine 2050 Regional Development Guide and 2050 Transportation Policy Plan. The qualifying requirements proposed in this action transmittal reflects the recommendations of the Policymaker Work Group, Technical Steering Committee, and Special Interest Working Groups to implement the policy and direction of the 2050 plans in the Regional Solicitation.

Staff analysis

The attached qualifying requirements are reflective of previous Regional Solicitations along with modifications recommended through the Regional Solicitation Evaluation Process.

Committee comments and action

At its December 18, 2025, meeting, the TAC Funding & Programming Committee recommended approval of the qualifying requirements for the 2026 Regional Solicitation with addition of “or a long-term plan for snow removal as part of a designated route” to item 6 under “All projects” along with clarification in item 25 that exclusion of right-of-way costs refers to right-of-way acquisition (see attachment). The language changes are reflected in the attachments and therefore included as part of the recommended motion.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review and recommend	December 18, 2025
Technical Advisory Committee	Review and recommend	<i>January 7, 2026</i>
Transportation Advisory Board	Review and approve	<i>January 21, 2026</i>

Action Transmittal

Transportation Advisory Board



Committee meeting date: January 7, 2026

Date: December 29, 2025

Action Transmittal: 2026-03

2026 Active Transportation Solicitation Qualifying Requirements

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Widing, Senior Planner, 651-602-1822
Joe Barbeau, Planning Analyst, 651-602-1705

Requested action

Approve qualifying requirements for the 2026 Active Transportation Solicitation.

Recommended motion

Recommend that the Transportation Advisory Board approve the attached qualifying requirements for the 2026 Active Transportation Solicitation for the purpose of release for public comment.

Background and purpose

TAB must approve qualifying requirements as part of the overall application. The attachment shows several requirements that have been discussed by the Technical Steering Committee and Policy Working Group. These include requirements such as:

- All projects must relate to surface transportation.
- The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per state statute [473.4465 Subd. 3\(7\)](#). All bicycle and pedestrian applications must include information on how the requirement to maintain facilities for year-round use will be met. This information may include either certifying that the agency will handle snow clearance or providing information on the agency's current snow removal policy, such as if property owners or a separate agency is responsible for snow clearance.
- Applicants must be a public entity (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization.
- Projects must exclude right-of-way acquisition costs, though projects within these categories can include costs for studies, preliminary engineering, design, or construction engineering.
- To apply in the Active Transportation Planning application category, the applicant must not have an existing equivalent plan that is less than 10 years old. The proposed plan must address active transportation at a system level. The plan must not be used to advance design for a single corridor or facility.

Relationship to regional policy

The Minnesota Legislature dedicated a portion of the regional sales 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"> Scoring criterion: <i>Community Considerations</i> Project selection process that considers geographic balance 	<ul style="list-style-type: none"> Scoring criterion: <i>Community Considerations</i> Project selection process that considers geographic balance
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>

Committee comments and action

At its December 18, 2025, meeting, the TAC Funding & Programming Committee recommended approval of the qualifying requirements for the 2026 Active Transportation Solicitation with addition of “or a long-term plan for snow removal as part of a designated route” to item 5 under “All projects” along with clarification in item 13 that exclusion of right-of-way costs refers to right-of-way acquisition (see attachment).

Discussion included difficulties around year-round maintenance like snow and ice removal, and the potential for that to impede the desire of smaller cities to apply for funds.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review and recommend	December 18, 2025
Technical Advisory Committee	Review and recommend	<i>January 7, 2026</i>
Transportation Advisory Board	Review and approve	<i>January 21, 2026</i>



Action Transmittal

Transportation Advisory Board



Committee meeting date: January 7, 2026

Date: December 31, 2025

Action Transmittal: 2026-05

2026 Regional Solicitation Criteria, Measures, and Scoring Guidance

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Barbeau, Planning Analyst, 625-602-1705

Requested action

Approval of the attached criteria, measures, and scoring guidance for each application category for the 2026 Regional Solicitation.

Recommended motion

That the Transportation Advisory Board approve the attached criteria, measures, and scoring guidance for the 2026 Regional Solicitation for the purpose of release for public comment.

Background and purpose

The Regional Solicitation is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The Transportation Advisory Board (TAB) selects projects for federal funding. The attached materials include the criteria for each category, proposed measures within the criteria, and proposed scoring guidance for the 2026 Regional Solicitation. The attached proposed criteria, measures, and scoring guidance were developed as part of the Regional Solicitation Evaluation. The score weighting across the measures is part of action item 2026-07.

Relationship to regional policy

TAB develops and issues a Regional Solicitation for federal funding. The overall purpose of the Regional Solicitation Evaluation process was to update the structure, criteria, and measures to reflect the newly adopted Imagine 2050 Regional Development Guide and 2050 Transportation Policy Plan. The criteria, measures and scoring guidance proposed in this action transmittal reflects the recommendations of the Regional Solicitation Policymaker Work Group, Technical Steering Committee, and Special Interest Working Groups to implement the policy and direction of the 2050 plans in the Regional Solicitation.

Committee comments and action

At its December 18, 2025, meeting, the TAC Funding & Programming Committee recommended adoption of the attached criteria, measures, and scoring guidance for the 2026 Regional Solicitation.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review and recommend	December 18, 2025
Technical Advisory Committee	Review and recommend	<i>January 7, 2026</i>
Transportation Advisory Board	Review and approve	<i>January 21, 2026</i>



Action Transmittal

Transportation Advisory Board



Committee meeting date: January 7, 2026

Date: December 30, 2025

Action Transmittal: 2026-06

2026 Active Transportation Solicitation Criteria, Measures, and Scoring Guidance

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Widing, Senior Planner, 651-602-1822
Joe Barbeau, Planning Analyst, 651-602-1705

Requested action

Recommend approval of the attached criteria, measures, and scoring guidance for each application category for the 2026 Active Transportation Solicitation.

Recommended motion

That the Transportation Advisory Board approve the attached criteria, measures, and scoring guidance for the 2026 Active Transportation Solicitation for the purpose of release for public comment.

Background and purpose

Following establishment of the regional sales and use tax for Active Transportation funding, the Transportation Advisory Board (TAB) must establish a project selection process. As part of the Regional Solicitation Evaluation, the Active Transportation Working Group and Bike/Pedestrian Special Issue Working Group developed the attached criteria, measures, and scoring guidance. The score weighting across the criteria and measures is part of action item 2026-08.

Relationship to regional policy

The Minnesota Legislature dedicated a portion of the regional sales 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">• Scoring criterion: <i>Community Considerations</i>• Project selection process that considers geographic balance	<ul style="list-style-type: none">• Scoring criterion: <i>Community Considerations</i>• Project selection process that considers geographic balance
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>

Committee comments and action

At its December 18, 2025, meeting, the TAC Funding & Programming Committee recommended approval of the attached criteria, measures, and scoring guidance for the 2026 Active Transportation Solicitation.

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

Action Transmittal

Transportation Advisory Board



Committee meeting date: January 7, 2026

Date: December 31, 2025

Action Transmittal: 2026-07

2026 Regional Solicitation Scoring Criteria and Measures Weighting

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Barbeau, Planning Analyst, 625-602-1705

Requested action

Recommend approval of the weighting of criteria and scoring measures for the 2026 Regional Solicitation as shown in the attachment.

Recommended motion

Recommend that the Transportation Advisory Board approve the weighting of the criteria and scoring measures for the 2026 Regional Solicitation as shown in the attachment for the purpose of release for public comment, with the following changes:

- adjustment of the Community Considerations criterion downward from a total of 20% to 10% in the Safety application categories;
- adjustment of the Community Considerations criterion downward from a total of 20% to 15% in all other application categories;
- adjustment of one or more of the three Community Considerations measures to reflect the 10% downward adjustment in the Safety application categories and 5% downward adjustment in all other application categories to be determined by TAC; and,
- adjustment of another criterion and measure(s) in each application category upward by 10% in the Safety application categories and 5% in all other application categories to be determined by TAC.

Background and purpose

The proposed scoring criteria, measures, and weighting were generated through the Regional Solicitation Evaluation process. This process included Special Interest Working Groups comprised of technical staff with expertise in eight special topics, and these groups were responsible for developing the scoring recommendations. The Special Issue Working Groups' recommendations were then reviewed by the Regional Solicitation Technical Steering Committee and Policy Working Group and are now proceeding through the TAC recommendation process.

Relationship to regional policy

TAB develops and issues a Regional Solicitation for federal funding. The overall purpose of the Regional Solicitation Evaluation process was to update the structure, criteria, and measures to reflect the newly adopted Imagine 2050 Regional Development Guide and 2050 Transportation

Policy Plan. The criteria and measures weighting proposed in this action transmittal reflects the recommendations of the Policymaker Work Group, Technical Steering Committee, and Special Interest Working Groups to implement the policy and direction of the 2050 plans in the Regional Solicitation.

Committee comments and action

At its December 18, 2025, meeting the TAC Funding & Programming Committee recommended the weighting of the scoring criteria and measures for the 2026 Regional Solicitation as shown in the attachment, but with a reduction in weighting for Community Considerations from 20% to 10% for the Safety application categories and from 20% to 15% for all other application categories. Redistribution of the reduced score weighting among the Community Considerations measures and to measures that should be increased by the 10% for Safety and 5% for the other categories was not discussed or recommended as part of the motion.

The rationale for the reduction was that at its December 12, 2025, meeting, the Regional Solicitation Technical Steering Committee had favored this redistribution, though it was countered that this was based on an informal vote of 7 to 5 in a meeting with incomplete attendance. In addition, the Regional Solicitation Policy Working group discussed this issue at its December 17, 2025, meeting and directed that the distribution should be 20% for the Community Considerations criterion, except for the Safety application categories, which the Policy Group directed should be at 15%. However, because the action transmittals had already been prepared and mailed for the Funding & Programming Committee for its meeting on December 18, 2025,, this policy direction was not reflected in the materials mailed and the Funding & Programming Committee chose a different allocation as reflected in the motion.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review and recommend	December 18, 2025
Technical Advisory Committee	Review and recommend	<i>January 7, 2026</i>
Transportation Advisory Board	Review and approve	<i>January 21, 2026</i>

Safety

Criteria and Measures	Proactive	Reactive
Connection to Existing Safety Planning Efforts	30	20
Connection to existing safety planning efforts	30	20
Expected System Risk Reduction in Fatal or Serious Injury Crashes	15	-
Crash Modification Factor (CMF)	15	-
Expected Reduction in Fatal and Serious Injury Crashes	-	35
Crashes reduced (Benefit/Cost ratio)	-	35
Fatal and Serious Injury Crash History	15	5
10-year crash history of fatal and serious injury crashes	15	5
Improvements for People Outside of Vehicles	20	20
Project-based pedestrian safety enhancements and risk elements	20	20
Community Considerations	20 10	20 10
Community data and context	6.6 TBD	6.6 TBD
Community need and future engagement	6.7 TBD	6.7 TBD
Community benefits	6.7 TBD	6.7 TBD
Subtotal	100 90	100 90
Uncommitted	10	10

Regional Bicycle Facilities

Criteria and Measures	Regional Bicycle Facilities
Regional Bicycle Priorities	30
Identified network priorities	30
Connection to Key destinations	10
Connection to key destinations	10
All Ages & Abilities Design	20
Facility type	10
Design features and roadway crossings	10
Safety	20
Connection to existing safety planning efforts	5
Safety improvements for people outside of vehicles	15
Community Considerations	20 15
Community data and context	6.67 TBD
Community need and future engagement	6.67 TBD
Community benefits	6.67 TBD
Subtotal	100 95
Uncommitted	5

Transit

Criteria and Measures	Expansion	Cust Exp ¹
Service/Facility Provided Must be Effective for Transit Market Area	30	-
Transit Market Area Alignment	10	-
Regional Transit Performance Guidelines	20	-
Ridership	20	20
New annual riders	20	-
Total existing annual riders	-	20
Access to Transit Facilities	-	15
Multimodal connections and ADA accessibility	-	15
New Coverage	10	-
New service hours by population within service area	10	-
Access to Transit Facilities	-	15
Multimodal connections and ADA accessibility	-	15
Connection to Key Destinations	10	-
Connection to key destinations	10	-
Safety and Security	-	15
Safety and security for transit riders and people accessing transit facilities	-	15
Transit Needs-based Determination	10	-
Demographic and roadway delay/reliability data	10	-
Customer Comfort and Ease of Use	-	15
Comfort for transit riders and overall ease of use of the transit system	-	15
Community Considerations	20 15	20 15
Community data and context	6.67 TBD	6.67 TBD
Community need and future engagement	6.67 TBD	6.67 TBD
Community benefits	6.67 TBD	6.67 TBD
Subtotal	100 95	100 95
Uncommitted	5	5

¹ Transit Customer Experience

Roadways

Criteria and Measures	Mod ²	CMS ³	Bridge	Interchange
Multimodal/Complete Streets Connections	40	10	15	10
New or improved multimodal connections	40	10	15	10
System Resilience	-	-	45	-
Detour length	-	-	15	-
Detour impact	-	-	15	-
Bridge posting for load restrictions	-	-	15	-
Anticipated Delay Reduction	-	15	-	10
Cost effectiveness of delay reduced	-	15	-	10
Regional Priorities for Reliability & Excessive Delay	-	25	-	20
2050 TPP map for Reliability	-	10	-	10
2050 TPP map for Excessive Delay	-	10	-	10
Intersection Mobility and Safety Study priorities	-	5	-	-
Safety	30	20	10	30
Connection to existing safety planning efforts	10	10	-	10
Safety for people outside of vehicles	10	5	10	10
Safe System approach	10	5	-	10
Freight	5	5	5	5
Regional Truck Corridor Study tiers	5	5	5	5
Natural Systems Protection and Restoration	5	5	5	5
Flood, stormwater, other environmental benefits	5	5	5	5
Community Considerations	20 15	20 15	20 15	20 15
Community data and context	6.67 TBD	6.67 TBD	6.67 TBD	6.67 TBD
Community need and future engagement	6.67 TBD	6.67 TBD	6.67 TBD	6.67 TBD
Community benefits	6.67 TBD	6.67 TBD	6.67 TBD	6.67 TBD
Subtotal	100 95	100 95	100 95	100 95
Uncommitted	5	5	5	5

² Modernization

³ Congestion Management Strategies

Environment

Criteria and Measures	TDM ⁴
Vehicle Miles Traveled (VMT) Reduction	30
Average weekday users and miles shifted to non-SOV vehicle travel or trip reduction	30
Connections to Jobs, Educations, and Opportunity	25
Connections to jobs, education, and other opportunities	25
Project Effectiveness Evaluation	20
Plan and methods to evaluate project outcomes	20
Innovation	5
Completely new, new to the region, or serving new communities	5
Community Considerations	20 15
Community data and context	6.67 TBD
Community need and future engagement	6.67 TBD
Community benefits	6.67 TBD
Subtotal	100 95
Uncommitted	5

⁴ Travel Demand Management

Action Transmittal

Transportation Advisory Board



Committee meeting date: January 7, 2026

Date: December 31, 2025

Action Transmittal: 2026-08

2026 Active Transportation Solicitation Scoring Criteria and Measure Weighting

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Widing, Senior Planner, 651-602-1822
Joe Barbeau, Planning Analyst, 625-602-1705

Requested action

Recommend approval of the weighting of scoring criteria and measures for the 2026 Active Transportation Solicitation as attached.

Recommended motion

Recommend that the Transportation Advisory Board approve the weighting of the scoring criteria and measures for the 2026 Active Transportation Solicitation as shown in the attachment for the purpose of release for public comment, with:

- adjustment of the Community Considerations criterion downward from a total of 20% to 15% in the Active Transportation application categories;
- adjustment of one or more of the three Community Considerations measures to reflect the 5% downward adjustment in the Active Transportation application categories to be determined by TAC; and,
- adjustment of another criterion and measure(s) in Active Transportation application categories upward by 5% to be determined by TAC.

Background and purpose

The proposed Active Transportation Solicitation is structured similarly to the Regional Solicitation. Each criterion contains one or more measures, the weighting for which are determined by the Transportation Advisory Board (TAB) following TAC recommendation. The attached recommendations came from the Regional Solicitation Evaluation process and were developed by the Bike and Pedestrian Special Issue Working Group and reviewed by the Active Transportation Working Group and the Regional Solicitation Policymaker Working Group and Technical Steering Committee.

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

Committee comments and action

At its December 18, 2025, meeting the TAC Funding & Programming Committee recommended adoption of the weighting of the scoring criteria and measures for the 2026 Active Transportation Solicitation as shown in the attachment, with a reduction in weighting for Community Considerations criteria from a total of 20% to 15%. Redistribution of the reduced 5% weighting among the Community Considerations measures and which measures should be increased by 5% for the Active Transportation application categories was not discussed or recommended as part of the motion.

The rationale for the reduction was to remain consistent with the Regional Solicitation weighting of Community Considerations (AT 2026-07), excluding the Safety application categories.



Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review and recommend	December 18, 2025
Technical Advisory Committee	Review and recommend	<i>January 7, 2026</i>
Transportation Advisory Board	Review and approve	<i>January 21, 2026</i>



Active Transportation Weighting

Criteria and Measures	Local Bike	Local Pedestrian	Planning
Complete Streets and Proposed Planning Effort	5	5	50
Project identification	-	-	40
Complete streets planning, design construction	5	5	10
Connection to Key Destinations	30	30	-
Connection to key destinations	20	20	-
Connection to K-12 schools	5	5	-
Active transportation demand	5	5	-
Identified Gaps, Barriers, or Deficiencies	25	25	-
Gaps, barriers, deficiencies addressed	25	25	-
Safety	20	20	30
Connection to existing safety planning	5	5	-
Safety for people outside of vehicles	15	15	30
Community Considerations	20 15	20 15	20-15
Community data and context	6.67 TBD	6.67 TBD	-
Community need and future engagement	6.67 TBD	6.67 TBD	-
Community benefits	6.67 TBD	6.67 TBD	-
Community considerations	-	-	20 15
Subtotal	100 95	100 95	100 95
Uncommitted	5	5	5



Action Transmittal

Transportation Advisory Board



Committee meeting date: January 7, 2026

Date: December 31, 2025

Action Transmittal: 2026-09

2026 Regional Solicitation Application Package Release for Public Comment

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Barbeau, Planning Analyst, 625-602-1705

Requested action

Recommend the draft 2026 Regional Solicitation application package for release for public comment.

Recommended motion

Recommend that the Transportation Advisory Board release the draft 2026 Regional Solicitation application package for public comment, inclusive of all changes in Action Transmittals 2025-31, 2025-33, 2025-35, 2026-02, 2026-05, and 2026-07.

Background and purpose

After developing and approving the proposed Regional Solicitation structure, criteria, measures, score weighting, eligibility requirements, and scoring guidance, the Transportation Advisory Board (TAB) releases the draft 2026 Regional Solicitation package for public review and comment. The Regional Solicitation will be released for public comment beginning January 23, 2026, and concluding on February 17, 2026. After the public comment period, a public comment report will be prepared, along with any suggested changes in response to the public comments, for TAB's review and approval.

Relationship to regional policy

TAB develops and issues a Regional Solicitation for federal funding. The overall purpose of the Regional Solicitation Evaluation process was to update the structure, criteria, and measures to reflect the newly adopted Imagine 2050 Regional Development Guide and 2050 Transportation Policy Plan. The Regional Solicitation design proposed to be released for public comment in this action transmittal reflects the recommendations of the Policymaker Work Group, Technical Steering Committee, and Special Interest Working Groups to implement the policy and direction of the 2050 plans in the Regional Solicitation.

Committee discussion and action

At its December 18, 2025, meeting, the TAC Funding & Programming Committee recommended the draft 2026 Regional Solicitation application package for release for public comment including the changes reflected in Action Transmittals 2025-31, 2025-33, 2025-35, 2026-02, 2026-05, and 2026-07.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review and recommend	December 18, 2025
Technical Advisory Committee	Review and recommend	<i>January 7, 2026</i>
Transportation Advisory Board	Review and approve	<i>January 21, 2026</i>

Action Transmittal

Transportation Advisory Board



Committee meeting date: January 7, 2026

Date: December 31, 2025

Action Transmittal: 2026-10

2026 Active Transportation Solicitation Application Package Release for Public Comment

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Widing, Senior Planner, 651-602-1822
Joe Barbeau, Planning Analyst, 651-602-1705

Requested action

Recommend the draft 2026 Active Transportation Solicitation application package for release for public comment.

Recommended motion

Recommend that the Transportation Advisory Board approve the draft 2026 Active Transportation Solicitation application package, inclusive of the changes included in Action Transmittals 2025-32, 2025-34, 2025-36, 2026-03, 2026-04, 2026-06, and 2026-08, for release for public comment.

Background and purpose

After developing and approving the proposed 2026 Active Transportation Solicitation structure, criteria, measures, score weighting, eligibility requirements, and scoring guidance, the Transportation Advisory Board (TAB) releases the draft application package for public comment. The Active Transportation Solicitation will be released for a public comment beginning January 23, 2026, and concluding on February 17, 2026. After the public comment period, a public comment report will be prepared, along with any suggested changes in response to the public comments, for TAB's review and approval.

Relationship to regional policy

The Minnesota Legislature dedicated a portion of the regional sales 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 and Proposed Planning Effort</i>	Scoring criterion: <i>Complete Streets and Proposed Planning Effort</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 and Proposed Planning Effort</i>
Identified barriers or deficiencies in the nonmotorized transportation system.	Scoring criterion: <i>Identified Gaps, Barriers, or Deficiencies</i>	Scoring criterion: <i>Complete Streets and Proposed Planning Effort</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">• Scoring criterion: <i>Community Considerations</i>• Project selection process that considers geographic balance	<ul style="list-style-type: none">• Scoring criterion: <i>Community Considerations</i>• Project selection process that considers geographic balance
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>

Committee comments and action

At its December 18, 2025, meeting, the TAC Funding & Programming Committee recommended the draft 2026 Active Transportation Solicitation be released for public comment. Including the changes reflected in Action Transmittals 2025-32, 2025-34, 2025-36, 2026-03, 2026-04, 2026-06, and 2026-08.

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

Action Transmittal

Transportation Advisory Board



Committee meeting date: January 7, 2026

Date: December 22, 2025

Action Transmittal: 2026-11

2026 Highway Safety Improvement Solicitation Release for Public Comment

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Joe Barbeau, Planning Analyst, 651-602-1705

Requested action

Approve the draft 2026 Highway Safety Improvement Program (HSIP) application for release for public comment.

Recommended motion

Recommend that the Transportation Advisory Board approve the draft 2026 Highway Safety Improvement Program (HSIP) applications for release for public comment including up to \$6 million total in HSIP funding in construction seasons of 2030 and 2031 to reduce lane departure on locally owned roads.

Background and purpose

MnDOT requests that TAB release the draft 2026 Highway Safety Improvement Program (HSIP) application for review and public comment. The HSIP application will be released for a public comment period. After the public comment period, a revised draft package will be prepared for approval starting at the February TAC Funding & Programming meeting. The HSIP Solicitation was not developed as part of the Regional Solicitation Evaluation. With input from partners, MnDOT develops and manages the HSIP Solicitation.

For the 2026 HSIP cycle there will be three applications:

- Proactive Safety
- Reactive Safety
- Rumble Strip Special Program

Relationship to regional policy

MnDOT develops, and TAB releases, a Highway Safety Improvement Program (HSIP) solicitation for federal funding.

Committee discussion and action

At its December 18, 2025, meeting, the TAC Funding & Programming Committee recommended approval of the draft 2026 Highway Safety Improvement Program (HSIP) applications for release for public comment including up to \$6 million total in construction seasons of 2030 and 2031 to reduce lane departure on locally owned roads.

MnDOT has recently added the lane departure funding statewide. This will fund rumble strips and mumble strips on local roadways.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review and recommend	December 18, 2025
Technical Advisory Committee	Review and recommend	<i>January 7, 2026</i>
Transportation Advisory Board	Review and approve	<i>January 21, 2026</i>

