



# Active Transportation Working Group

Update to the Transportation Advisory Board  
March 20<sup>th</sup>, 2024



March 20, 2024



# Active Transportation Work Group

## 18 members from TAB, TAC, and other Experts

- Glen Johnson (Chair & TAB Citizen Rep)
- Brian Martinson (Vice Chair & TAB Non-Motorized Rep)
- James Hovland (TAB Chair)
- Hwa Jeong Kim (TAB, St. Paul)
- Mary Liz Holberg (TAB, Dakota Co)
- Peter Dugan (TAB Citizen Rep)
- Amity Foster (TAB Transit Rep)
- Aurin Chowdhury (TAB, Minneapolis)
- Mark Steffenson (TAB, Maple Grove)
- Julie Jeppson (TAB, Anoka Co)
- Alexander Ask (TAB, Non-Motorized Rep Alternate)
- Jeni Hager (TAC Chair)
- Brian Issacson (TAC Vice Chair)
- Michael Thompson (TAC F&P Chair)
- Marc Briese (State-Aid AT Rep)
- Aaron Tag (TAC F&P, MnDOT)
- Craig Jenson (Bike-Ped WG Co-Chair)
- Jordan Kocak (Bike-Ped WG Co-Chair)



# Goals of the AT Work Group

## Immediate and Long-Term Policy Goals

Make recommendations to TAB on use of Active Transportation Sales Tax Funds (est. \$24 million/year)

### Immediate Goals

- Whether to spend funds in 2024 Regional Solicitation
  - If so, how much and what requirements?
- Should a special 2025 Active Transportation Solicitation be pursued?
  - If so, determine details

### Long-Term Goal

- Make recommendations for a long-term process to allocate funds

# Regional AT Legislative Language

## Relevant Session Law Language

*(a) Sales tax revenue allocated to the Transportation Advisory Board under subdivision 2, clause (1), is for grants to support active transportation within the metropolitan area.*

*(b) The Transportation Advisory Board must establish eligibility requirements and a selection process to provide the grant awards. The process must include: solicitation; evaluation and prioritization, including technical review, scoring, and ranking; project selection; and award of funds. To the extent practicable and subject to paragraph (c), the process must align with procedures and requirements established for allocation of other sources of funds.*

*(c) The selection process must include criteria and prioritization of projects based on:*

*(1) the project's inclusion in a municipal or regional nonmotorized transportation system plan;*

*(2) the extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;*

*(3) the extent to which the project supports connections between communities and to key destinations within a community;*

*(4) identified barriers or deficiencies in the nonmotorized transportation system;*

*(5) identified safety or health benefits;*

*(6) geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and*

*(7) the ability of a grantee to maintain the active transportation infrastructure following project completion.*





# 2024 Regional Solicitation



## 2024 Considerations

How soon can funds be spent on projects?

- Work Group values spending funds sooner

State sales tax grants will be managed by Met Council, not MnDOT

- Unknown in summer of 2023. Need to build up expertise and capacity

# Active Transportation (AT) Funding Options



## Total Funding and 2024 Options to Consider

Projected Active Transportation Sales Tax Revenues:

2023/2024	2025	2026	2027	2028	2029	2030	2023-2030 Total
\$28 M	\$24 M	\$24 M	\$24 M	\$24 M	\$24 M	\$24 M	\$172 M

### Overview of options for funds:

- (2024) Option 1: No AT funds in 2024, include revenue in later solicitations
- (2024) Option 2: Fund 2024 Selected Bike/Ped Projects that Requested \$2M or Less
- (2024) Option 3: Fund 20% Non-Federal Share of Selected Bike/Ped Projects in 2024 Solicitation up to Max Award Amount



# 2024 Option 1 – Remains as Option



## Do nothing in 2024, save revenue for future solicitations

### Pros:

- Allow time to create process for AT specific solicitation.
- Leaves full funding available for future solicitations.

### Cons:

- No opportunity to test grants management processes required to administer funds.
- Would delay funding any projects until later solicitations with no likely spending until 2027 and after



# 2024 Option 2 – Continued Evaluation



## 2024 Reg Sol: Bike/Ped Projects that Requested \$2M or Less

2024	2025	2026	2027	2028	2029	2030
Solicitation	Project Dev	\$10M-\$15M, mostly in 2026 and 2027				

\*Note: Could use up to \$52M, but \$10M-\$15M is based on modal funding ranges and federal funding available.

### Pros:

- Defederalizes small AT projects with only regional money.
- Allows for grant management pilot.
- Starts spending the quickest of options with spending in 26-27.
- Provides funding for more AT projects now.
  - 65 bike/ped projects submitted requesting \$160M.
- Existing application mostly meets 7 required elements.

### Cons:

- Applicants not aware that additional AT funds would be available for this cycle.
- Require follow up and additional information from applicants.



# 2024 Option 3 - Eliminated



## 2024 Reg Sol: Pay Non-Federal Share for Selected Bike/Ped Projects up to Max Award Amount

2024	2025	2026	2027	2028	2029	2030
Solicitation	Project Development				\$7M-\$9M, mostly in 2028 and 2029	

\*Note: Spending delayed because federal funds not available until 2028 and 2029 for these projects.

### Pros:

- Frees up match funding for local jurisdictions to be used for other projects.
- Allocates AT funds for implementation in 28-29, possibly sooner if locals can advance.
- Existing application mostly meets 7 required elements.

### Cons:

- Projects would stay federalized.
- Selected projects stay on Regional Solicitation timeline – funded projects in 2028/2029.
- Does not test new grants management process as projects are still federal.
- Providing match funding does not lead to additional active transportation projects.

# AT Funding Options – Preferred Option



Three 2024 options considered

- Option 1: No AT funds in 2024, include revenue in later solicitations
- **Option 2: Fund 2024 Selected Bike/Ped Projects that Requested \$2M or Less**
- ~~Option 3: Fund 20% Non-Federal Share of Selected Bike/Ped Projects in 2024 Solicitation up to Max Award Amount~~

Recommendation for detailed 2024 option at upcoming TAB meeting

- 2024 Regional Solicitation will be complete by summer
- AT Work Group making recommendation in time for 2024 cycle
- Ongoing work for potential 2025 Active Transportation Solicitation and as part of 2026 Regional Solicitation process

	March			April			May		
AT Work Group	8-Mar		27-Mar			24-Apr			22-May
TAC F&P					18-Apr			16-May	
TAC				3-Apr			1-May		
TAB		20-Mar			17-Apr			15-May	

\*Upcoming TAB Committee schedule





## **Glen Johnson**

Chair of the Active Transportation Work Group  
TAB Citizen Representative

## **Brian Martinson**

Vice Chair of the Active Transportation Work Group  
TAB Non-Motorized Representative

[Active Transportation Work Group Site](#)

