



ACTIVE TRANSPORTATION WORKING GROUP

Meeting #1 Agenda

February 14, 2024

12:00 PM – 2:00 PM

Virtual Meeting – Microsoft Teams

Working Group Members

- 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)

1. Welcome and Introductions (Glen Johnson, Chair)
2. Role of the Working Group (Glen Johnson, Chair)
3. Legislative Language Review
 - a. Discussion of legislative guidance and potential legislative changes (Glen Johnson, Chair)
4. Overview of Active Transportation Funding (Local, Regional, State, and Federal)
5. Future Decision-Making Process
6. Open Discussion on Active Transportation Funding and Future Solicitations (Glen Johnson, Chair)
 - a. Different near-term/interim vs mid-term approach?
 - b. Timing Options
 - i. 2024 Regional Solicitation: 65 bike/pedestrian applications requesting \$160M in federal funds (based on TAB modal funding ranges, between \$30M and \$40M may get funded with federal funds) and/or,
 - ii. Separate 2025 Active Transportation Solicitation and/or,
 - iii. 2026 Regional Solicitation or separate solicitation or other mid-term approach
 - c. Potential focus areas for the funding
7. Confirm needed meeting schedule moving forward (Glen Johnson, Chair)
 - a. If opting for earlier use of funds, more frequent meetings may be necessary

Active Transportation Background:

As authorized by the Omnibus Transportation Bill in the 2023 Minnesota Legislative session, the Metropolitan Council must impose a tax of three-quarters of one percent on retail sales and uses in the seven-county metro area. Five percent of the Council's portion of the sales tax revenue (estimated at approximately \$24 million/year) must be allocated by the Transportation Advisory Board (TAB) for grants to support active transportation projects. The tax started being collected on October 1, 2023.

Relevant Session Law Language

Subd. 3. Use of funds; active transportation

(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.