



Active Transportation Working Group

Meeting #5



May 23, 2024

Purpose/Agenda for Meeting 5



Agenda:

1. Meeting 4 recap and debrief TAB meeting feedback (Glen Johnson, Chair)
2. Revisit 2024 Regional Solicitation active transportation funding (Steve Peterson)
 - a) Discussion: TAC feedback and whether to increase AT funding available in 2024 RS
3. Active Transportation Solicitation priorities/principles discussion
4. Pros and cons for a 2025 AT Solicitation
5. Next steps

2024 Regional Solicitation AT Funding

Revisit additional funding discussion

TAC Feedback

At their previous meetings, some TAC members recommended to consider including additional AT funding to put towards more 2024 RS projects.

Other factors to consider

- Allowing additional AT funding would allow for more flexibility for funding scenarios
- Overall Regional Solicitation geographic balance could be improved if additional AT funds were included in funding scenarios
- Current scenarios provide a good mix of geographic locations for the pilot
- Any additional funding should be useful for pilot purpose
 - Limited additional funds could allow for inclusion of a project in Carver County



Comparing AT Funding Sources

How are funds currently or historically allocated regionally for active transportation?

TAB Regional Solicitation federal funding: Approximately \$18M/year (14.5% of total federal funds based on modal mid-point)

- Modal funding range for bicycle and pedestrian facilities 9%-20% of total federal funding available
- Currently infrastructure projects only; Safe Routes to School projects must have previously completed a planning study

New TAB AT Regional Sales Tax: ~\$24M starting October 1, 2023

- No limitations on possible uses other than meeting legislative requirements

MnDOT: \$10.5M annual appropriation base, statewide

- Includes 2 application categories, funding for infrastructure or planning/studies
- Metro not eligible in 2024 for infrastructure – unclear status moving forward, have been eligible in past
- Limited to small projects – under \$1M



Comparing AT Funding Sources cont.



Metro Counties AT Funding

- Metro Counties receive new funds dedicated to AT projects: \$52 million in 2025; \$99 million in 2033
- Metro County AT revenues generated through:
 - Metro counties receive 36% of a new Transportation Advancement Account (TAA) which receives revenues from a new delivery tax and dedication of a portion of the state sales tax on auto parts
 - Counties receive 17% of the new regional transportation sales tax
- Counties required to use both revenue sources 41.5% for Active Transportation and “transportation corridor safety studies”
- Phased-in increases to the share of sales tax on auto parts dedicated to the TAA results in almost \$100 million for AT by 2033
- Counties share the revenues 50% on population share and 50% on CSAH needs:
 - Anoka 12.3% - Carver 6.5% - Dakota 15.2%
 - Hennepin 34.3% - Ramsey 17.5% - Scott 6.7%
 - Washington 7.7%

Feedback from Regional Solicitation Evaluation Listening Sessions

Feedback received from RS Listening Sessions on pedestrian and bicycle funding

- High needs for multi-use trails in the region overall
- Projects not part of the Regional Bicycle Transportation Network (RBTN) score poorly in RS and difficult to get funding
 - Smaller projects not on regional system that connect to regional system can provide big utility but not easy to get funded
- Limited pedestrian/bicycle use data to understand current usage in the region
- Pedestrian and bike projects are difficult to be funded in areas with less density – should consider developing network overall as well as high density areas
 - Set asides or specific categories for geographic location or facility type is important to consider
- Local match requirements can dissuade smaller applicants or coalitions from applying for funding at all
- Full listening session feedback can be reviewed in support document



Active Transportation Funding Priorities/Principles



What are the values for the Active Transportation funding?

Before recommending future solicitations to award funding – the work group needs to establish guiding principles and set values to define expected outcomes from the new funding

Active Transportation funding presents new opportunity unique from, but also connected to, the Regional Solicitation.

Legislature set minimal limitations on the use of the new regional funding.

- What are the goals that new funding should meet for the region?
- What can this funding accomplish for the region?
- How should it interact with the overall Regional Solicitation process?
- What (if any) gaps are there in today's regional funding for active transportation that could be filled?

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.



2025 AT Solicitation Discussion (1)

Potential 2025 AT Solicitation Timeline

- Summer/Fall 2024: Design solicitation eligibility, scoring measures, funding amount to be awarded, application materials, meet legislative requirements
 - 2025 Solicitation would likely need to be very similar to current Reg. Sol. Active Transportation application categories with “tweaks”
 - Could also consider the MnDOT AT program as well for inspiration
 - 2026 and ongoing could deviate more from Regional Solicitation with more time to work out details
 - Draft Application requires TAB/TAC review and approval process (2 mo. min)
- Late 2024/Early 2025: Application released for 30 days
- Winter/Spring 2025 Scoring
- TAB selection by May/June goal
- 2025 AT application work concurrent with full 2026 Solicitation evaluation/design work
- \$30M-\$35M to award based on remaining 2023/24 revenue and anticipated 2025 sales tax revenue



2025 AT Solicitation Discussion (2)

Pros for 2025 Solicitation

- Allows for more applicants to consider applying for non-federal AT funding
 - 2024 applicants not aware regional AT funding would be included when deciding to apply
 - Small cities might have considered applying for non-federal funds
- Spends more funding, more quickly vs. waiting one more year
- AT Solicitation could better incorporate legislative requirements than did 2024

Cons for 2025 Solicitation

- Will take focus away from work group tasks
 - Creating 2026 AT Solicitation
 - 2024 RS AT funds grant implementation
- Will not have time to learn lessons from 2024 grant pilot
- Will not have time to set up a fully new solicitation process
 - Will likely modify existing applications (RS or MnDOT)
- May not see new project applications from Regional Solicitation
- Adds another competitive application cycle for local partners

2025 AT Solicitation Discussion (3)



2025 AT Specific Solicitation Decisions

- Applicant and project eligibility – types of projects that are eligible and application categories, types of applicants that are eligible
- Funding parameters – overall funding allocation, funding range per application category, funding min/max for application categories, match requirements
- Criteria prioritization - percentage of points allocated to criteria such as safety, access, gaps and barriers, usage (reflecting TAB goals) for each application category
- Scoring measures – establish scoring measures for each criteria
- Grant administration requirements – how should Council administer grants
 - Questions such as program year and scope changes expectations, design or environmental review, DBE expectations
 - Staff meeting with MnDOT and Council LPA staff to learn more on other types of grant administration

Next Steps



June AT Work Group meeting looking to go into 2025 Active Transportation Solicitation into further detail and consider moving recommendation for TAB consideration

- Comparison between Regional Solicitation and MnDOT Active Transportation applications and to Work Group goals and legislative requirements to review

Will need decision to move forward or not on a 2025 solicitation soon in order to work out details over the summer and fall



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