Active Transportation Working Group

Meeting #9

METROPOLITAN COUNCIL

October 24th, 2024

Agenda for Meeting 9

Agenda:

1. Introduction / Meeting 8 recap (Glen Johnson, Chair)
2. Information Items (Joe Widing)
   - Revisit summary of regional funding available for active transportation
   - MnDOT GHG Target Setting and Mitigation – Active Transportation Connections
   - Overview of different types of active transportation investments made in past Regional Solicitations
3. Next steps

Regional Funding Overview

Regional Funding Sources - Overview

Overview of Regional Funding Available for AT Investment

New regional funding has been dedicated for active transportation

- TAB's AT sales tax revenue
- Metro counties' new tax revenue dedicated to AT

New funding will join existing federal funding through the Regional Solicitation

New funding has also been made available for active transportation through MnDOT's Active Transportation Program

- Infrastructure: metro communities not eligible in most recent solicitations
- Planning and Safe Routes to School: metro communities eligible for funding

Potential additional funds through future highway expansion mitigation (details TBD)

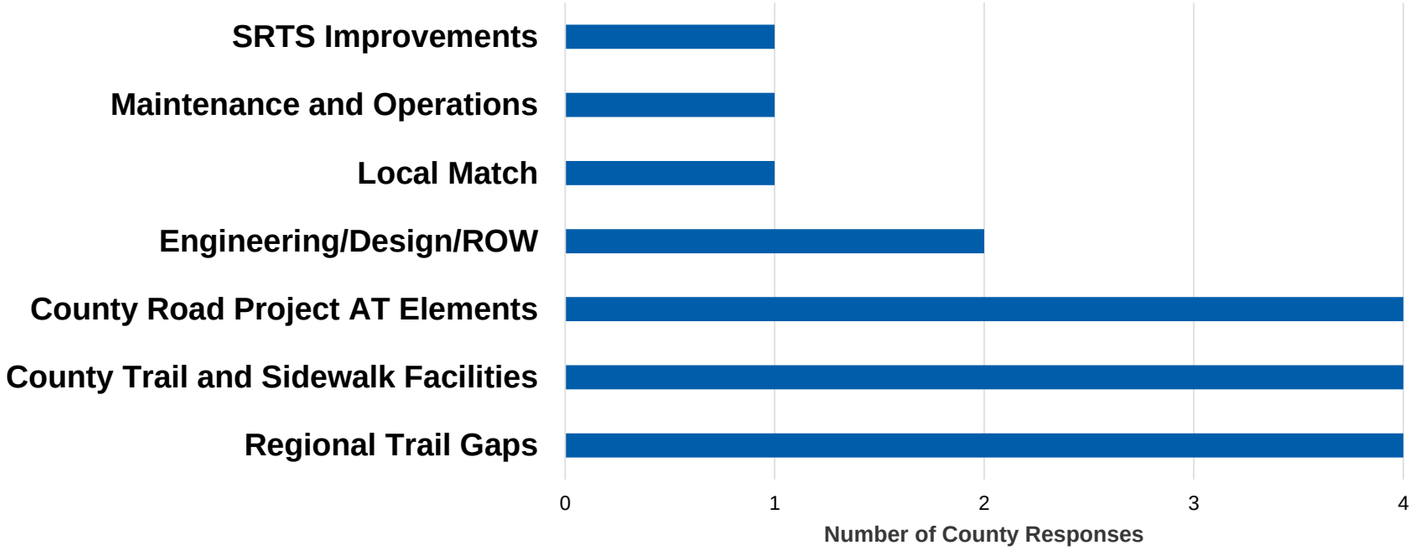
Sources of Regional Funding	Annual Funding (est)
TAB (Federal – based on data from previous solicitations)	$24M
TAB (Local - sales tax estimated)	$24M
Metro Counties (Local - sales tax + delivery fee estimated)	$55M+
Total Regional Funding	**$98M+**
MnDOT (AT Infrastructure + Planning + SRTS - statewide)	$12M+ (variable & TBD)

Regional Funding Sources - County

Metro County AT Funding

- Metro sales tax, delivery fee revenue and auto parts sales tax
  - Spread between seven counties
- FY '26 - estimated **$55 million**
- FY '33 – estimated **$94 million**
- Council staff contacted counties to understand plans for new revenue
- County priorities to focus on county AT and regional systems
  - Final plans are still being worked out – no plans are final
  - Reconstruction needs likely to exceed new funding for some counties

Overall themes of planned priorities for new county AT revenue



Regional Funding Sources - MnDOT

MnDOT Active Transportation Programs

Infrastructure

- The first solicitation was held in 2022
- 5 metro communities received awards
  - St Paul, Richfield, Fridley, Dakota County, North St Paul
  - $2,075,000 total awarded to projects
- Metro communities **not eligible** in subsequent solicitations

Planning

- ~$1 million available per solicitation statewide
- Selected projects do not directly receive funding – consultant services provided

Safe Routes to School

- Variable funding amounts appropriated by state legislature
  - ~$11M for 2023/24 solicitation
- 5 metro communities received awards
  - St Paul, Bloomington, Brooklyn Park, Lakeville, Richfield
  - $4,080,000 total awarded to projects

MnDOT Slides

Placeholder

Move to MnDOT slides for their presentation

Types of Bicycle/Pedestrian Infrastructure and Investments through Regional Solicitation

Section Overview

Goals:

- Provide an understanding of AT projects that have been funded so far
- Understand different types of AT infrastructure and identify gaps in the region-wide system
- Identify other types of needs that advance AT that might not be currently funded (planning efforts, etc)
- Develop a base to create a high-level vision for the group
- Develop application details, criteria and materials

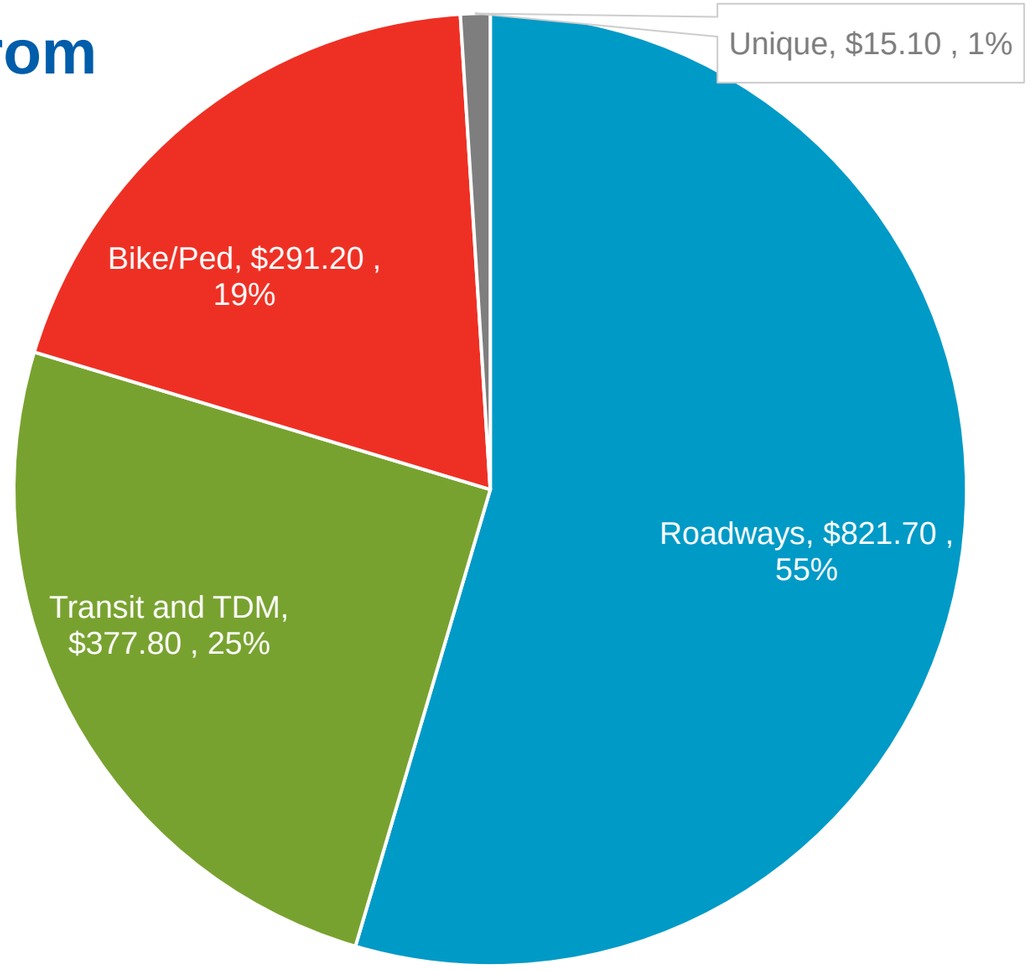
Regional Funding Sources – RS Investment Summary Findings

Summary of Projects Federal Funding from 2014 – 2024

Over the evaluated period, **$1.48 billion** in federal funds were distributed to 420 projects across three modal categories.

Active Transportation investments were 19% of this at **$291 million**

The Regional Solicitation funding leveraged **$1.56 billion** from other sources, bringing the total regional investment to **$3.04 billion**.



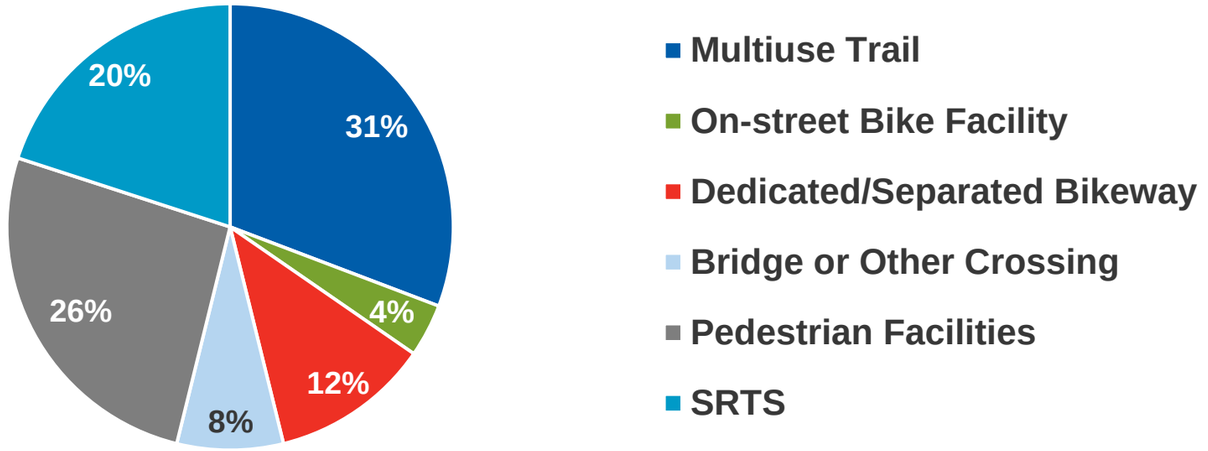
Share of Total Federal Funding From the Regional Solicitation (2014 – 2024) (Shown in $ millions)

Regional Funding Sources – RS Investment Summary Findings

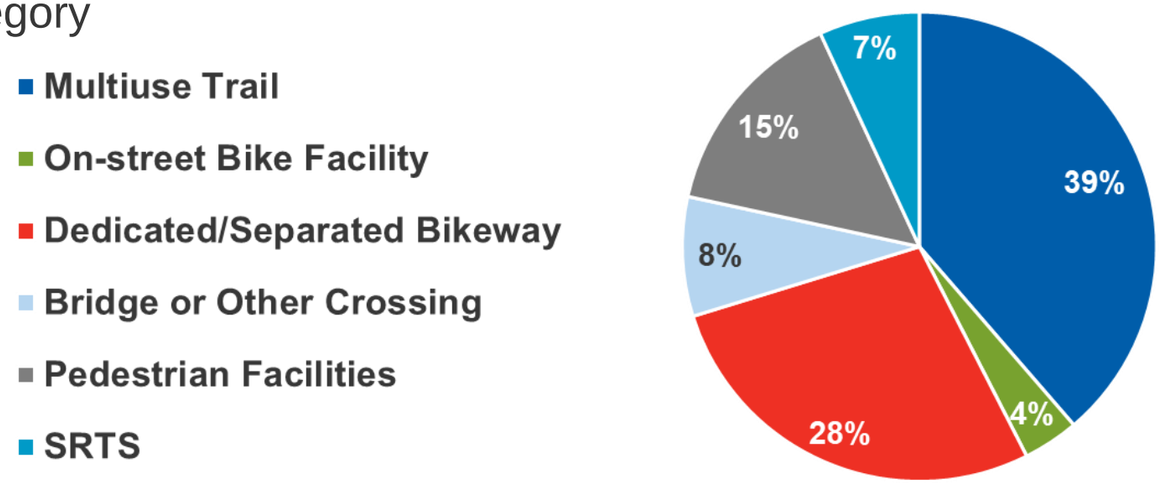
Regional Solicitation Active Transportation

- Previous six (2014-2024) solicitations analyzed to understand RS funding trends for AT categories.
  - Split out by:
    - type of bike projects funded within Multiuse Trail/Bike Facilities category
    - Pedestrian Facilities category
    - Safe Routes to School category
- Non-infrastructure projects have not been eligible for RS

Share of **selected projects** by facility type (for bike facilities) and project category



Share of **funding awarded** by facility type (for bike facilities) and project category



On Street Bicycle Facility

Description

- Wide variety of facility types: On-street facilities like bike lanes that have been designated by pavement markings, striping, and paint
- Used most often to provide space for bikes to connect to on-street destinations

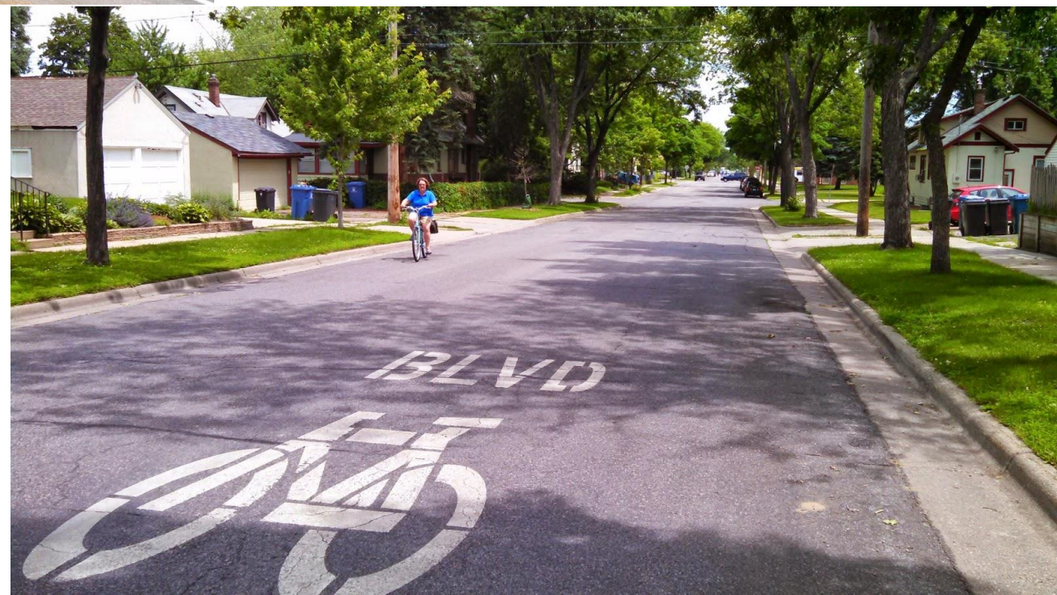
Bike Lane on Hennepin Ave Bridge – City of Minneapolis

Advantages

- More cost effective per mile than other options
- Quick to implement with less overall disruptions
- No need to acquire right-of-way separate from roadways

Disadvantages

- Provides least comfort for riders
- Safety benefits are unclear



40th St Bicycle Boulevard – City of Minneapolis

Example: University of Minnesota and 14th St Bike Lanes

University of Minnesota - https://pts.umn.edu/sites/pts.umn.edu/files/2020-08/2019_tc_bicycle_plan.pdf

Bike lane on 14th St – City of Minneapolis

Dedicated/Separated Facility

Description

- Dedicated bikeway that is fully separated from vehicle space but is still on the street and delineated from pedestrian space, such as bollard or curb protected bike lanes or raised bicycle facilities
- Used most often to connect to on-street destinations

Advantages

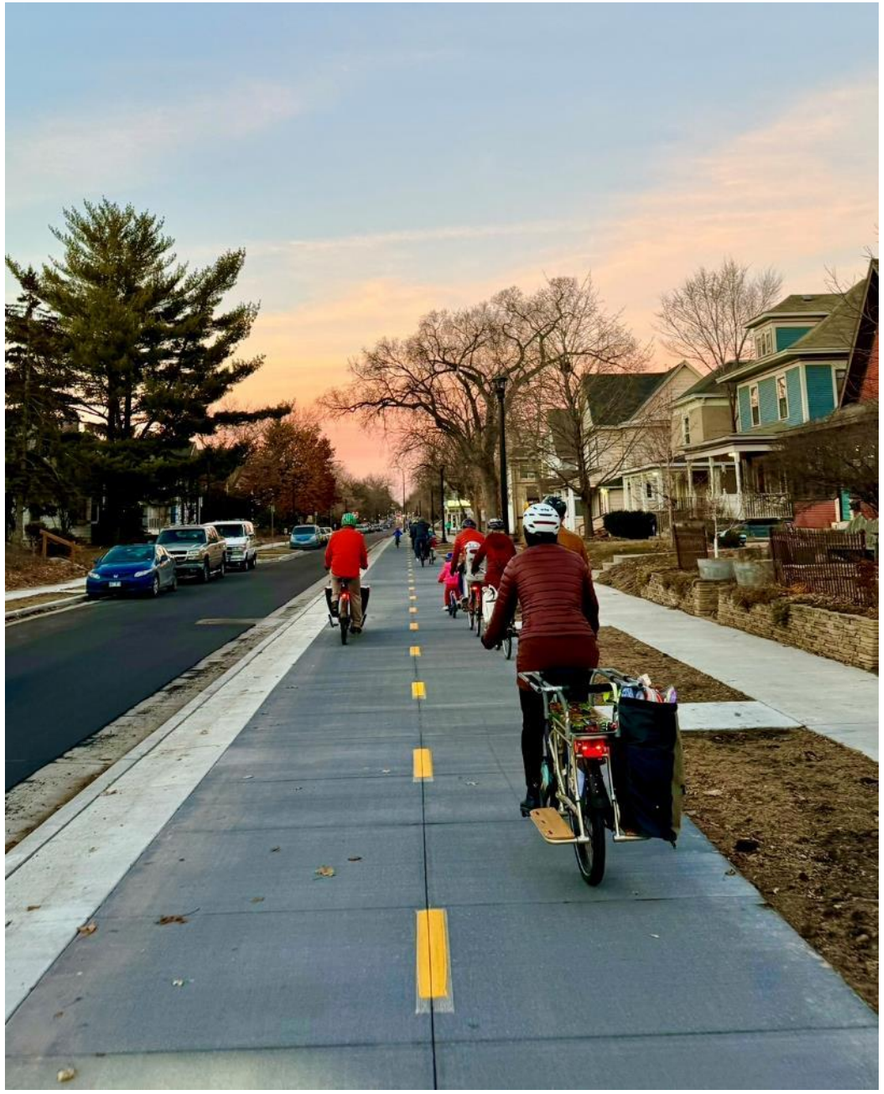
- Greater rider comfort and safety than bicycle lanes
- No need to acquire right-of-way separate from roadways

Disadvantages

- More expensive and complicated
- Potential conflicts with other users (pedestrians and vehicles at intersections depending on design)

Capitol City Bikeway – St Paul

Example: Bryant Avenue Bikeway & 66th Street Bikeway



Zack Mensinger - Bryant Avenue Is Amazing - Streets.mn

66th St Bikeway – Richfield

Multiuse Trails

Description

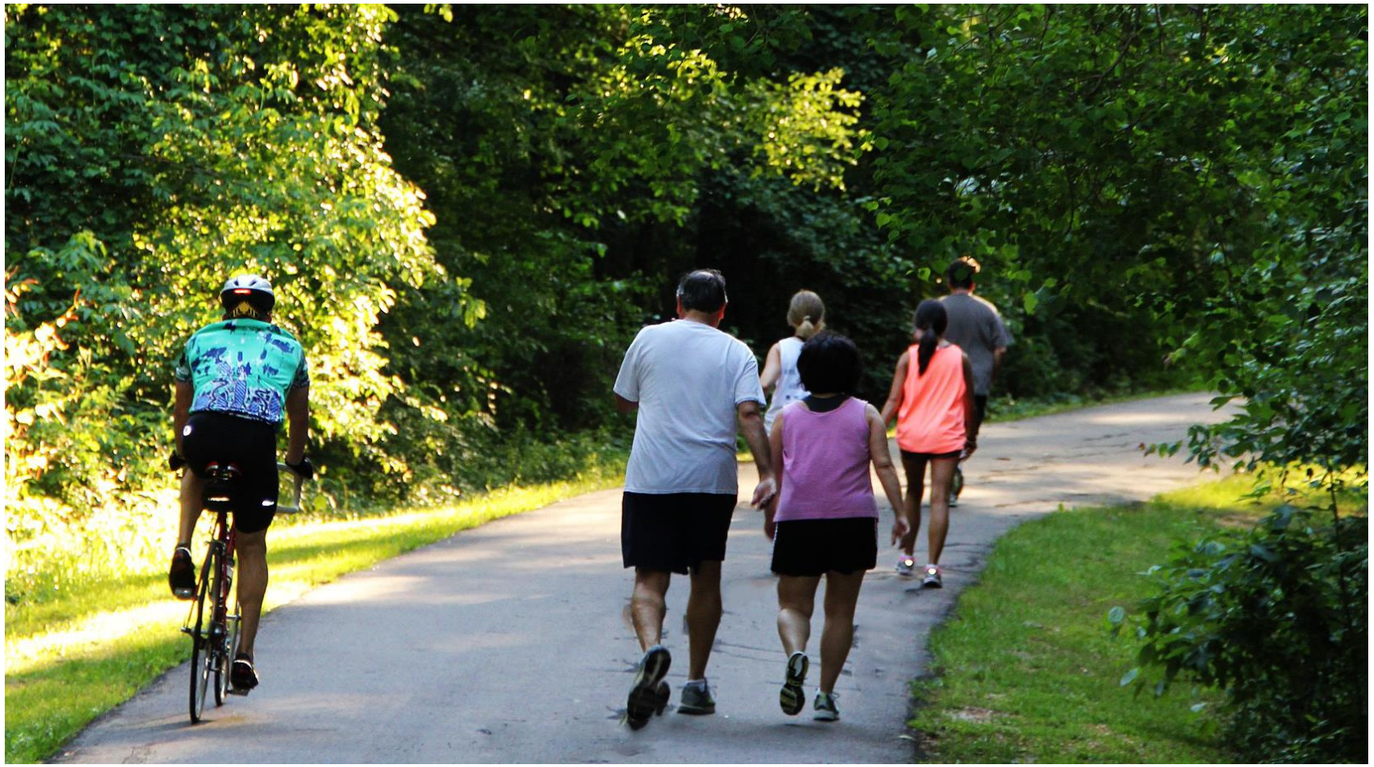
- Multiuse trails may utilize fully separated rights-of-way from the roadway
- Used often for connecting communities in a larger region, often for recreation
- Typically, two-way bicycle traffic that is also shared space with pedestrians

Advantages

- Greatest level of user comfort
- Greatest level of user safety

Disadvantages

- Can require acquiring fully separate rights-of-way from roadways
- More costly than bicycle lanes and or other on-street facilities
- May not connect to destinations
- Capacity constraints for high traffic areas/trails



National Park Service - Bicyclists-and-hikers-on-the-Multi-Use-Trail_NPS.jpg

Example: US-61 Trail in Hastings

Shared use path - MnDOT Bicycle Facility Design Manual

Active Transportation Bridge/Crossing

Description

- Fully grade separated crossing of a roadway
- Can be a bridge or tunnel
- Can cross many types of barriers that may be otherwise non-traversable

Advantages

- Provides better comfort and safety than at-grade crossings

Disadvantages

- Significantly more costly than an at-grade crossing (if at-grade option available)
- Require significant ROW and may be impractical at many locations
- Less convenient for users
- Potential ADA issues

Ped/Bike Bridge - www.pedbikeimages.org - Dan Burden

Example: 5th St SE Ped/Bike Bridge

Google Maps - maps.google.com

Pedestrian Facilities

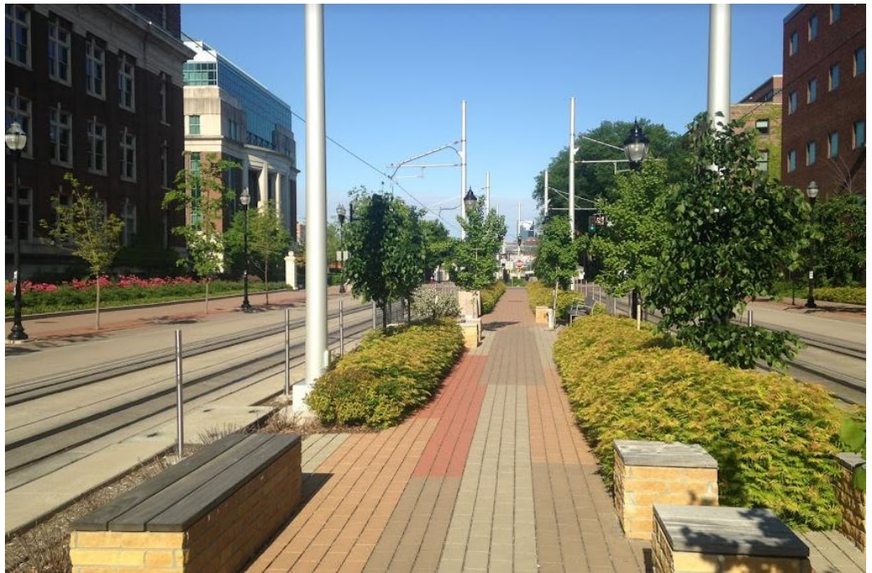
Description

- Typically, concrete sidewalks, but other materials may be used (pavers, asphalt, other materials)
- Used mainly for pedestrian and other non-motorized modes like wheelchairs and other mobility devices
  - Bicycles may use but sometimes not allowed and generally not adequate
- Includes safety and ADA improvements
- Can be tied to other improvements like transit investments

Pedestrian crossing improvements 32nd Street and TH 55 – safety improvements crossing streets

ADA improvements on local street corner – bringing substandard facilities up to ADA accessibility standards

Pedestrian walkway on University Avenue – improving pedestrian infrastructure near transit

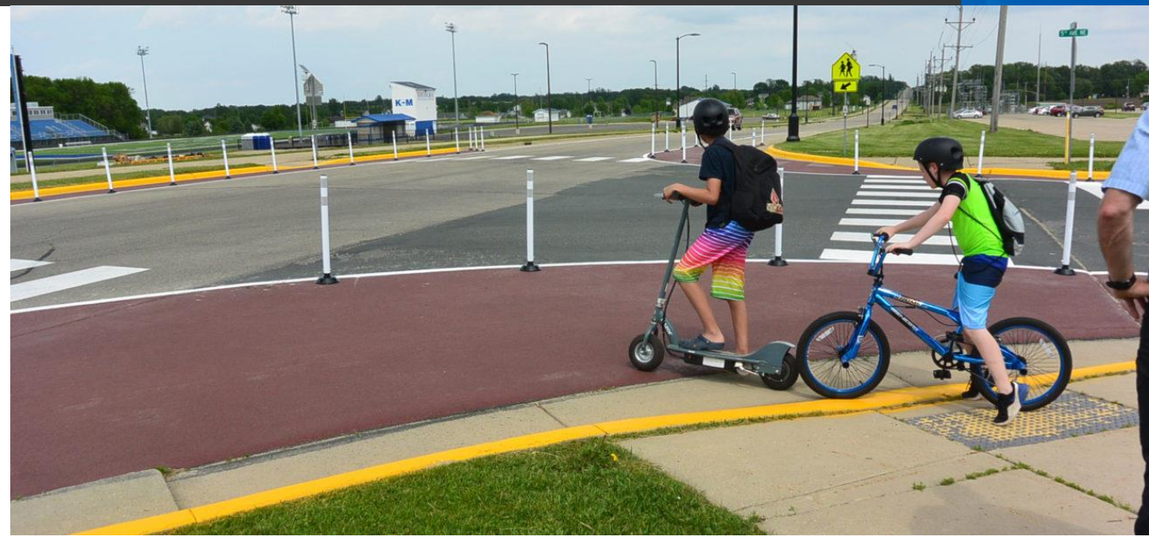


Typical St Paul concrete sidewalk – filling in sidewalk gaps

Safe Routes to School

Description

- SRTS programs improve safety, reduce traffic and improve air quality near schools through a multidisciplinary approach that is structured around the six Es.*
- Wide variety of infrastructure projects included in category – must be school adjacent or focused on student travel/safety
  - Walking improvements
  - Safety improvements
  - Bicycling improvements
- Improvements are typically identified in Safe Routes to School plans
  - Can be identified in other ways or from other studies
- RS has only funded SRTS infrastructure projects



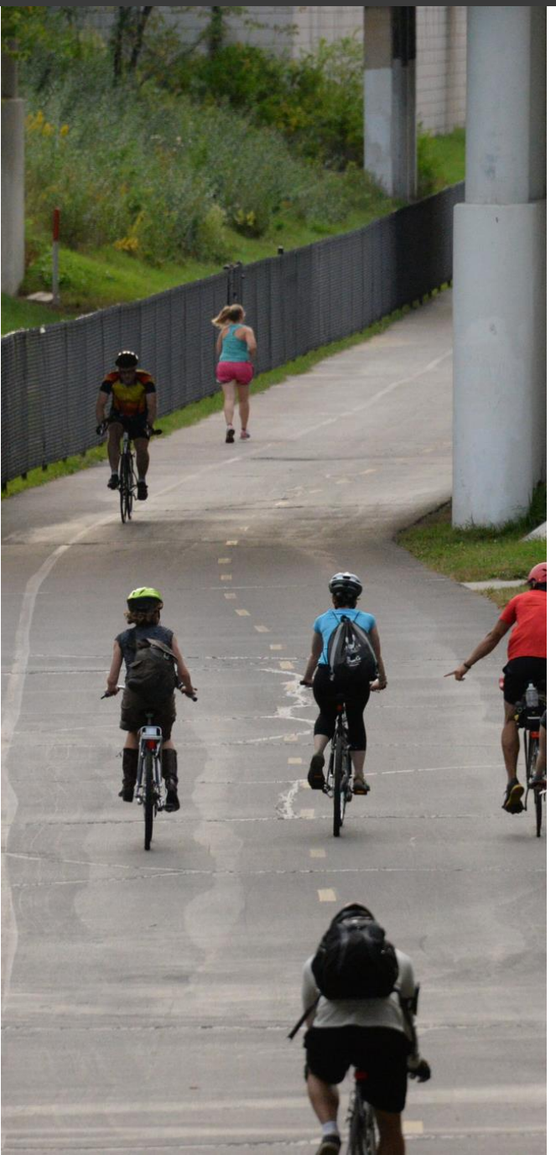
Safe Routes to School improvement at Minnesota school – Alta Planning

Safe Routes to School improvement at Minnesota school – google

*Six E's:

- Engagement
- Equity
- Education
- Encouragement
- Engineering
- Evaluation

Other Non-Infrastructure Project Types



Other Types or Elements of Projects not Currently Supported through the Regional Solicitation

- **Planning**: Legislation requires selected projects to be in a local or regional plan. Planning could cover system planning, corridor planning, safety planning to aid partners in getting ready to construct new or improve existing facilities.
- **Design/engineering**: The project design and engineering phase can be costly for local partners and key in determining what facilities will look like and how they will support safe and welcoming use.
- **Right-of-Way**: Depending on the type of project, ROW acquisition can be costly for local partners and a key factor for projects to be able to move forward.
- **Maintenance**: Once facilities are built, they must be maintained. Routine maintenance like crack sealing/resurfacing, repainting etc. are an important aspect of an active transportation system.
- **Operations/other**: Building and planning a system is only one aspect of promoting active transportation. Operations could cover daily needs of facilities like plowing and clearing. This could also be expanded to providing operating systems to promote the use of active transportation infrastructure like a bike share system. Other projects could focus on education or system evaluations as well.

Role of the AT Working Group Revisited

Develop Active Transportation funding allocation options and recommendations for TAB consideration and approval that:

- Best meet and implement the legislative language
- Develop project eligibility options (project types, applicants)
- Develop process options that include solicitation, evaluation and prioritization of projects
  - Establish to what extent TAB local AT funds will integrate into overall Regional Solicitation
- Develop funding thresholds for solicitation and individual projects
- Options forwarded to TAB must align with procedures for allocation of other TAB funds
  - Working within the Regional Solicitation Evaluation structure will ensure alignment

Working Group Proceedings

Next Steps

- Develop a vision for how new AT funds will be used (*next meeting*)
- Determine applicant eligibility
- Determine project types and potential new categories of funding
- Incorporate group's goals into larger Regional Solicitation Evaluation (RSE) process
- Develop application categories, eligibility, scoring criteria and application materials in line with RSE process
- Consider adding metrics for tracking and evaluation

Evaluation Decisions Timeline

Stakeholder Groups, Public Engagement, Equity Engagement

Decision Point 1: Preferred Solicitation Base Structure
November 2024

- September PWG: Identify two candidate structures to move forward
- October PWG: Decision on preferred structure
- November PWG/TAB: Approval of application structure

Deliverable: Identify preferred solicitation structure

Decision Point 2: Funding Source Structure and Scoring Criteria
February 2025

- Map new application categories to funding sources, existing and new
- Develop Draft Scoring Criteria
- February TAC: Funding structures approval, review of draft criteria

TAB Update: February 2025

Decision Point 3: Scoring Measures and Guidance, Draft Applications
June 2025

- Develop scoring measures and guidance with TAC/Staff feedback
- Implement changes to simplify application process
- Special issue working group meetings
- Draft Applications delivered to TAC June 2025

TAB Update: June 2025

Decision Point 4: Final Application Materials
August 2, 2025

- Final application package delivered August 1, 2025
- Begins approval process for 2026 solicitation
- Final report
- Online testing of application
- Recommend any changes to the 2050 TPP

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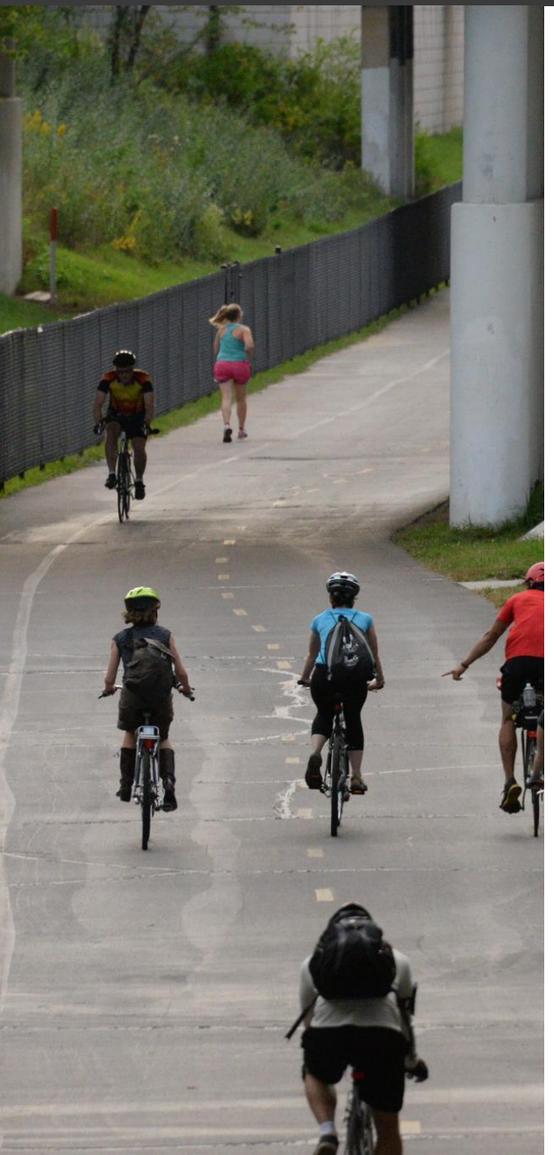
Regional AT Legislative Language



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.