



Active Transportation Working Group

Meeting #10



December 3rd, 2024

Agenda for Meeting 10



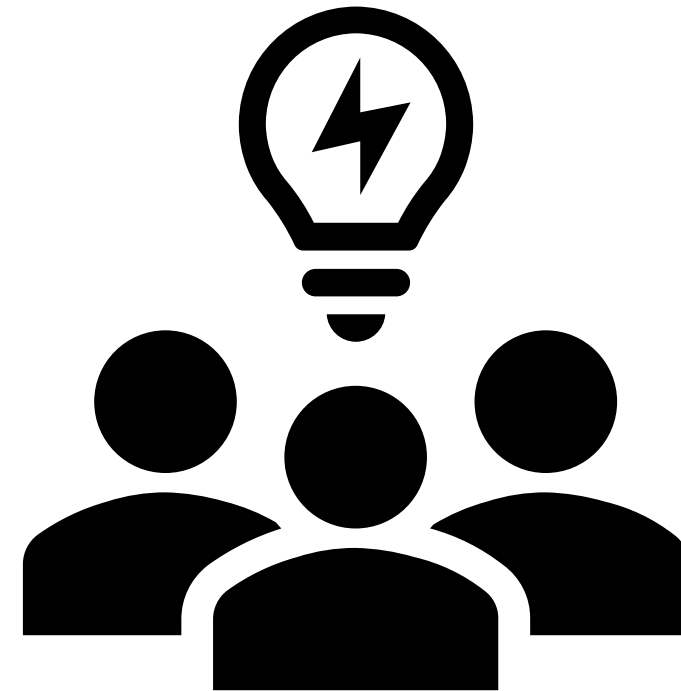
Agenda:

1. Introduction / Policymaker Work Group Update (Glen Johnson, Chair)
2. Discussion Items (Joe Widing)
 - Understanding guiding priorities for TAB Active Transportation Funds
 - Review legislative requirements
 - Review RS investment summary
 - Review relevant 2050 TPP Policies
 - Review feedback from RSE listening sessions and Work Group discussions
 - Mentimeter exercise
3. (If Time) Preview discussion on applicant and project type eligibility for TAB AT Funds
4. Next steps

Active Transportation Working Group Priorities

Establishing guiding priorities for making key decisions

- Legislative requirements for new AT funds
- Updated TPP goals
- Past investment patterns and potential gaps
- Feedback from RSE listening sessions
- New investment opportunities
 - Planning grants
 - Maintenance/operations
 - Project design
 - Other project types
- Other related efforts:
 - State GHG/VMT legislation
 - MnDOT Active Transportation program
 - Carbon Reduction Program



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.*



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

What are we trying to achieve?

Overarching goal of the Regional Solicitation Evaluation:

To align the allocation of the region's federal transportation funds through the Regional Solicitation project selection process to help achieve **the goals, objectives, and policies** of the 2050 Transportation Policy Plan and Imagine 2050.

2050 TPP Goals

Equitable
and Inclusive

Healthy and
Safe

Dynamic and
Resilient

Climate
Change

Natural
Systems

Aligning with TPP update

TPP objectives that are most relevant to Active Transportation

Equitable and Inclusive

- Historically disadvantaged communities are better connected to jobs, education, and other opportunities.
- We better meet the transportation needs of people who have disabilities.

Dynamic and Resilient

- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.

Healthy and Safe

- People do not die or face life-changing injuries when using any form of transportation.
- People feel safer, more comfortable, and more welcome when using any form of transportation.
- People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Climate

- The region's transportation system minimizes its greenhouse gas emissions.
- By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.

Aligning with TPP update

TPP policies and actions that are most relevant to Active Transportation

Equitable and Inclusive

- Ensure investments meet or exceed federal Americans with Disabilities Act (ADA) standards
- Ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that support *All Ages and Abilities*

Dynamic and Resilient

- Provide high quality connections between transportation modes
- Implement a complete system that connects to RBTN
- Support local efforts to establish local systems, consider suburban and rural areas in addition to urban
- Prioritize reducing network gaps and barriers
- Support local pedestrian improvements
- Implement Complete Streets by supporting planning and infrastructure

Healthy and Safe

- Eliminate fatalities and serious injuries using the Safe System approach
- Prioritize the safety of people outside of vehicles
- Support local safety planning like SRTS and SS4A
- Reduce negative health impacts
- Incorporate culturally appropriate placemaking and placekeeping strategies
- Prioritize projects which will reduce common air pollutants
- Improve natural features like shade trees at or along active transportation facilities

Climate

- Use TDM strategies to reduce driving and promote multimodal options
- Prioritize projects that reduce VMT through sustainable transportation options
- Support the expansion of access to bicycle systems beyond infrastructure

Investment Summary Findings

Bicycle and Pedestrian Facilities (\$291.2 million)

- **Over \$218 million toward critical trail projects that enhance regional active transportation connections.**
- **Over \$46 million toward pedestrian improvements.** This includes sidewalk construction, pedestrian bridges, safety improvements and streetscaping for more than 30 projects around the region.
- **Over \$26 million for Safe Routes to School Projects around the region.** These include sidewalk construction, crossing improvements, trail construction, and other projects at 29 schools.
- **Bike/Pedestrian investments are tied to major transitways or roadway projects,** including the Gold Line, Highway 252, Highway 5, Blue Line Extension, and Green Line Extension.
- 307 miles of trails and sidewalks constructed.

Investment Summary Findings

Application Success Trends

- The total applicant **success rate was 50%**.
 - Roadways including Multimodal Elements: 48%
 - Transit and TDM: 64%
 - Bicycle and Pedestrian Elements: 45%
 - Unique Projects: 71%
- Counties as applicants had an average success rate of 41%, however the success rate varied between 27% (Anoka) to 58% (Hennepin).
- Cities as applicants had an average success rate of 53%.

Investment Summary Findings

Application Success Trends

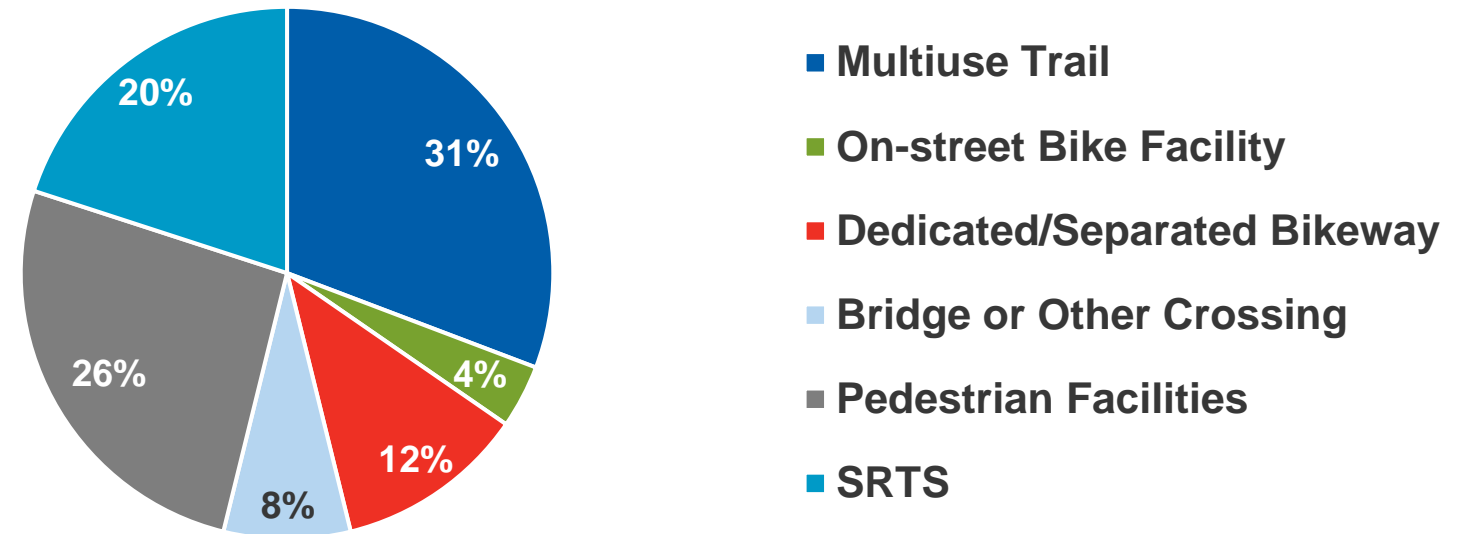
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Investment Summary Findings

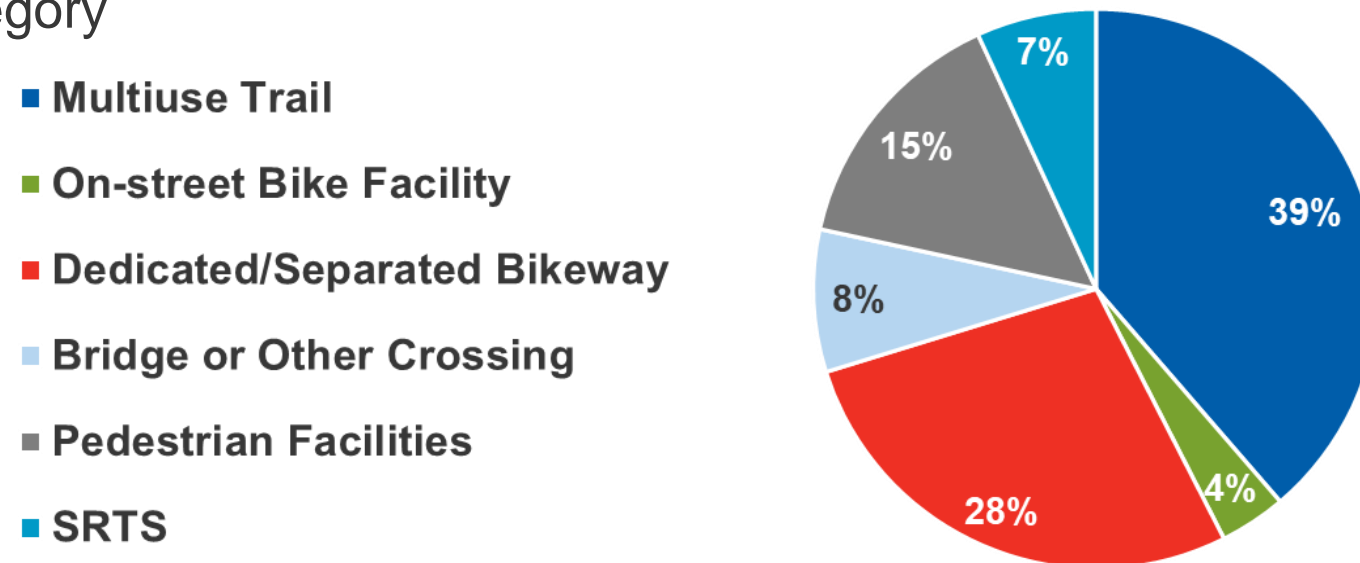
Regional Solicitation Active Transportation

- 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
- Average award amount for Multi-use Trail/Bike category = **\$2.7M**

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

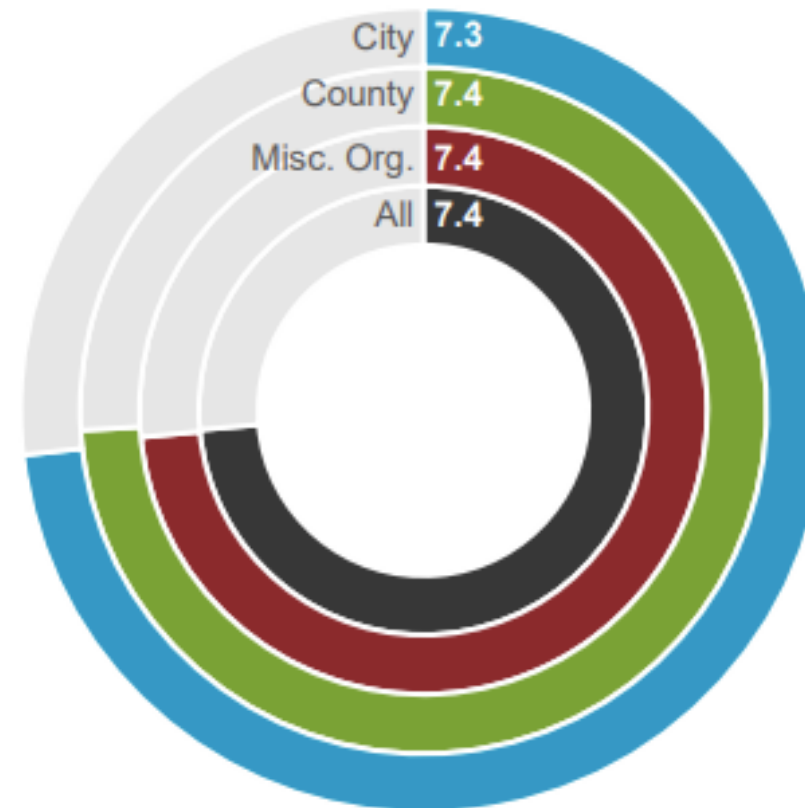


Listening Sessions

Overview

- Carried out between February and April 2024
- City and county staff, elected officials, transportation focused organizations
- Heard from 228 staff across 54 organizations

How familiar are you with the Regional Solicitation process?



Listening Sessions Findings: Bike/Ped



Findings from surveys and listening sessions

- Public surveys for Regional Solicitation show a **high degree of support** for bike and pedestrian infrastructure.
- Suburban and rural areas have **difficulty competing** with urban and core cities for bike trail projects under current scoring metrics that include proximity to the RBTN and population density.
- There is a **wide variation** in understanding of bike infrastructure types and purpose.
- **Differing priorities** based on unit of government: For example, nonurban counties might focus on regional trails, while urban core cities might focus on adding bike/ped improvements on existing street network.

Listening Session Findings

Examples of AT projects that stakeholders liked

Phase 1 Bruce Vento Trail Buerkle Road to Hoffman/Highway 61 (2022)

Extending three miles of the regional trail to eliminate barriers and provide access to different modes of transportation in an area currently lacking

Marcy-Holmes Dinkytown Pedestrian Improvements (2024)

Carrying out pedestrian and ADA improvements in a student-heavy neighborhood to reduce biking and walking crashes

eWorkplace at Humphrey School (2018)

Travel demand management efforts to reduce driving and encourage other modes of travel at the University of Minnesota's Humphrey School

Individual Listening Session Findings

Relevant AT Feedback from Counties

- Unease about VMT reduction target as they have a growing population
- Difficulty in competing for trail projects with more urban counties under current RS scoring metrics
- Suggest changing density and usage criteria in suburban areas to RBTN projects to make county more competitive
- Suggest more flexibility under bicycle and pedestrian projects category
- Award points to projects that encourage mode shift to AT and transit

Relevant AT Feedback from Cities

- Bike and ped funding is most competitive and there is not enough funding
- Mixed feelings on including modal balances in solicitation
- Smaller projects not on county roads but providing connections to county infrastructure should be considered

Individual Listening Session Findings

Relevant AT feedback from other participants

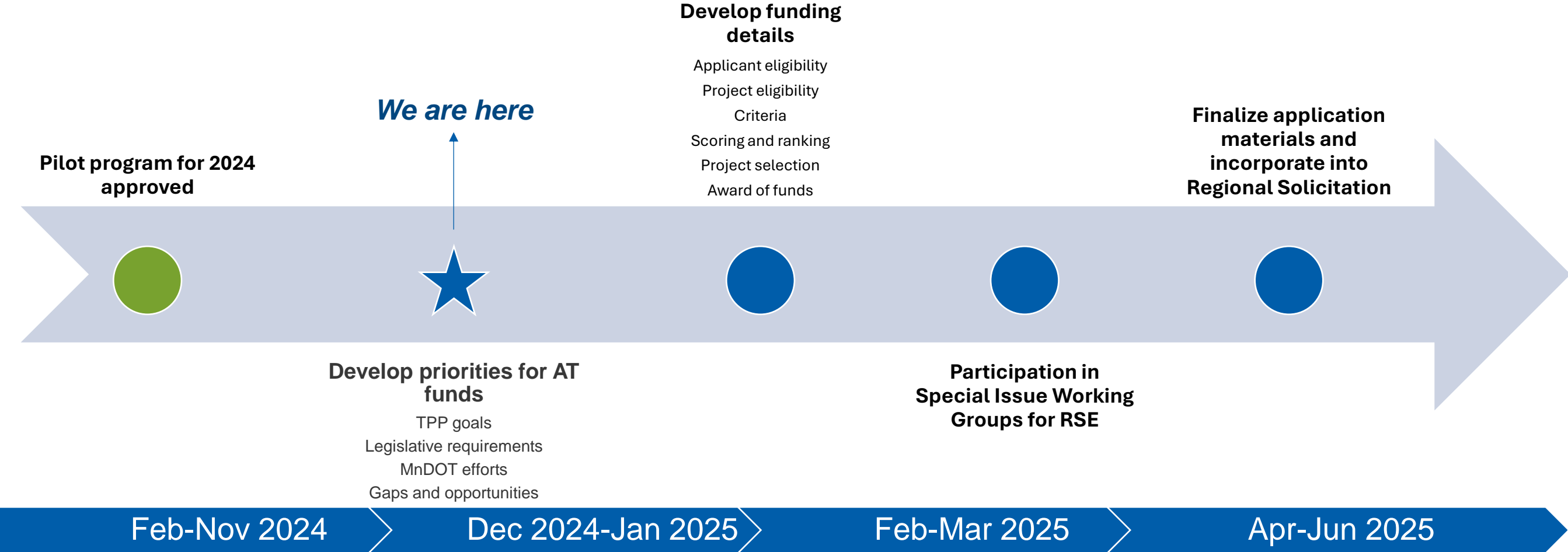
- Lack of pedestrian count data prevents analysis of projects related to high generators of ped activity
- Smaller coalitions have trouble getting the funds to meet the match, so other funding sources are being explored.
- Modal balance is necessary for bike/ped to be competitive.
- While there is increased weight for safety, this hasn't necessarily led to increased safety for bike/peds (e.g., roundabouts)
- Bike/ped category has a lot of applicants and not enough money
- Concern that new funding sources will backfill existing demand for bike/ped projects rather than address the specific purpose of the funding (especially federal funding, CRP, PROTECT)
- Favoring population density makes sense, but bike/ped should focus on developing a growing network
- There should be funding for new projects, but maintenance funding for existing infrastructure is also a need
- Set-asides for specific geographies are most relevant/needed for bike/ped and trail projects.
- More project coordination is necessary to ensure trail connectivity

AT workgroup discussions | Values

Summary of themes heard from TAB AT Work Group members

- *Simplify application and project development process.*
- *Applicant eligibility should consider other new funding sources for certain jurisdictions.*
- *Funds should be used on their own and not be tied up with federal funding.*
- *Limit matching fund amount required or waive completely from program.*
- *Fund more diverse types of bike projects beyond multiuse trails and other big-ticket projects like grade separations.*
- *Focus on more systematic improvements to improve the active transportation system as a whole in region.*
- *Consider funding bike projects beyond the RBTN or regional bike trails.*
- *Do not limit funding to just new infrastructure projects. Funding should be considered for diverse types of projects beyond just infrastructure.*
- *Is there ways for larger projects be better support specific modal elements (i.e. pedestrian improvements within road projects)*

Key Decisions and Next Steps Timeline



Mentimeter Poll

Go to [mentimeter.com](https://www.mentimeter.com) and input code
2941 5823 or click this link <https://www.menti.com/albv27b46w1r>

First activity: Word Cloud

What overarching values do you think that the TAB Active Transportation funds should meet? (type into the box on your Mentimeter Screen)

Examples: *equity, safety, opportunity*

Assess Priorities for the Active Transportation Sales Tax Funds

Second Activity: Priorities for the AT Sales Tax Funds

To what extent should the AT sales tax funding prioritize the following considerations?

We will go through each question and have each member give a rating of priority of the following concepts.

All meeting attendees welcome to provide input

Poll will be open until the end of the week – for members who are not here or cannot complete the activity today

Feedback from this activity will be used to influence future decision making and recommendations for key questions

Priorities for the Active Transportation Sales Tax Funds

Increasing safety on the active transportation network

Ensuring equitable infrastructure investments are made on the active transportation network

Retrofitting public right-of-way to meet ADA accessibility guidelines

Filling in identified gaps in the active transportation network

Eliminating/reducing physical barriers to travel on the active transportation network

Improving the health of residents with increased active recreational opportunities

The ability of active transportation projects to reduce vehicle miles traveled in the region

The least priority

The most priority

Priorities for the Active Transportation Sales Tax Funds

Increasing safety on the active transportation network

- Scale: 1 least priority, 7 most priority
- I.e. focusing investment on safety infrastructure or safety improvements to existing infrastructure



Priorities for the Active Transportation Sales Tax Funds



Ensuring equitable infrastructure investments are made on the active transportation network

Scale: 1 least priority, 7 most priority

I.e. focusing investment on AT infrastructure in places less served by AT infrastructure or experiencing a lack of investments

Priorities for the Active Transportation Sales Tax Funds

Retrofitting public right-of-way to meet ADA accessibility guidelines

- Scale: 1 least priority, 7 most priority
- I.e. focusing investment on fixing deficient existing infrastructure which does not meet ADA (PROWAG) guidelines



Priorities for the Active Transportation Sales Tax Funds

Filling in identified gaps in the active transportation network

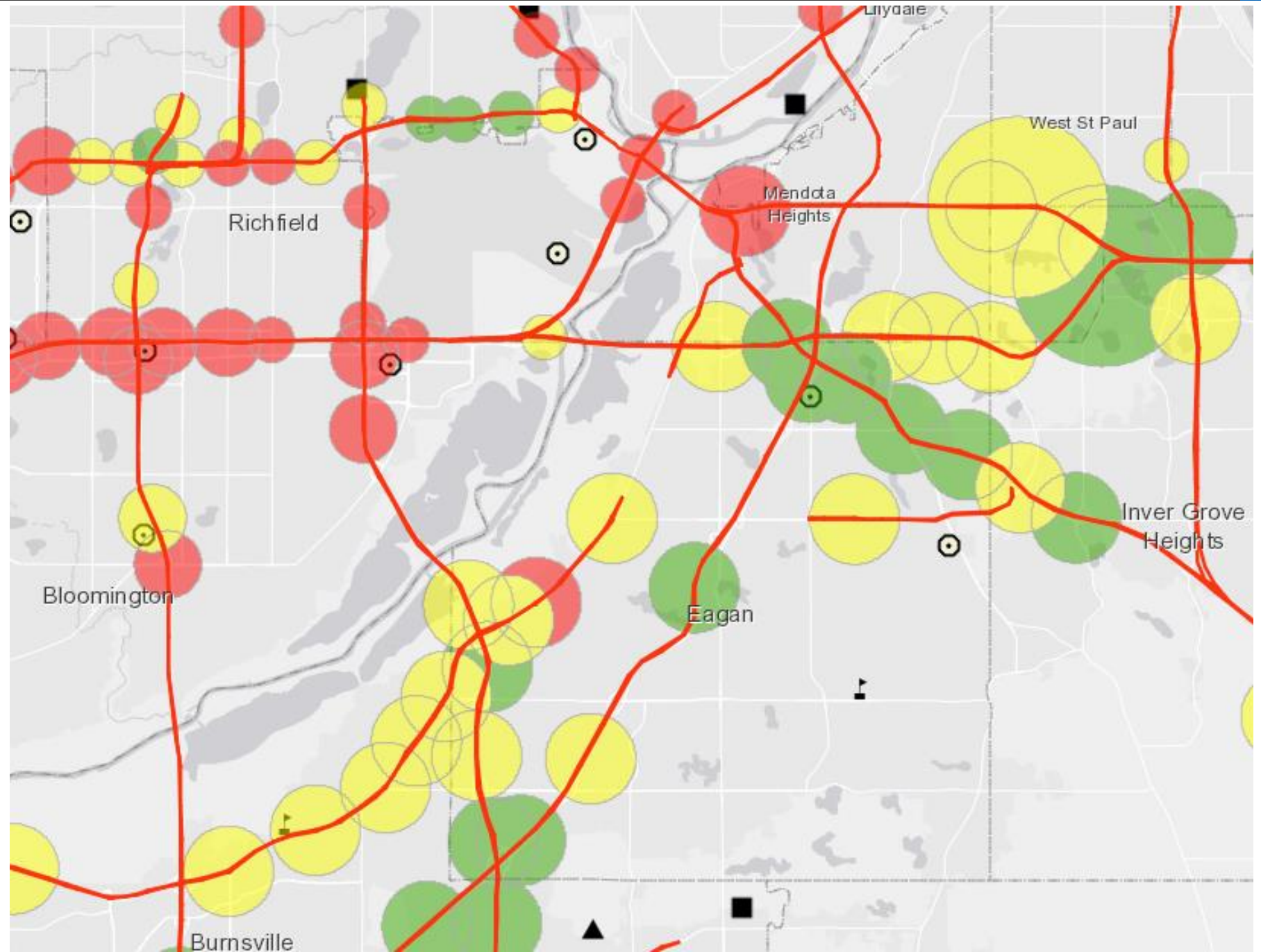
- Scale: 1 least priority, 7 most priority
- I.e. focusing investment on building infrastructure that fills in gaps on the existing system (could be sidewalk gaps, trail gaps, bike network gaps)



Priorities for the Active Transportation Sales Tax Funds

Eliminating/reducing physical barriers to travel on the active transportation network

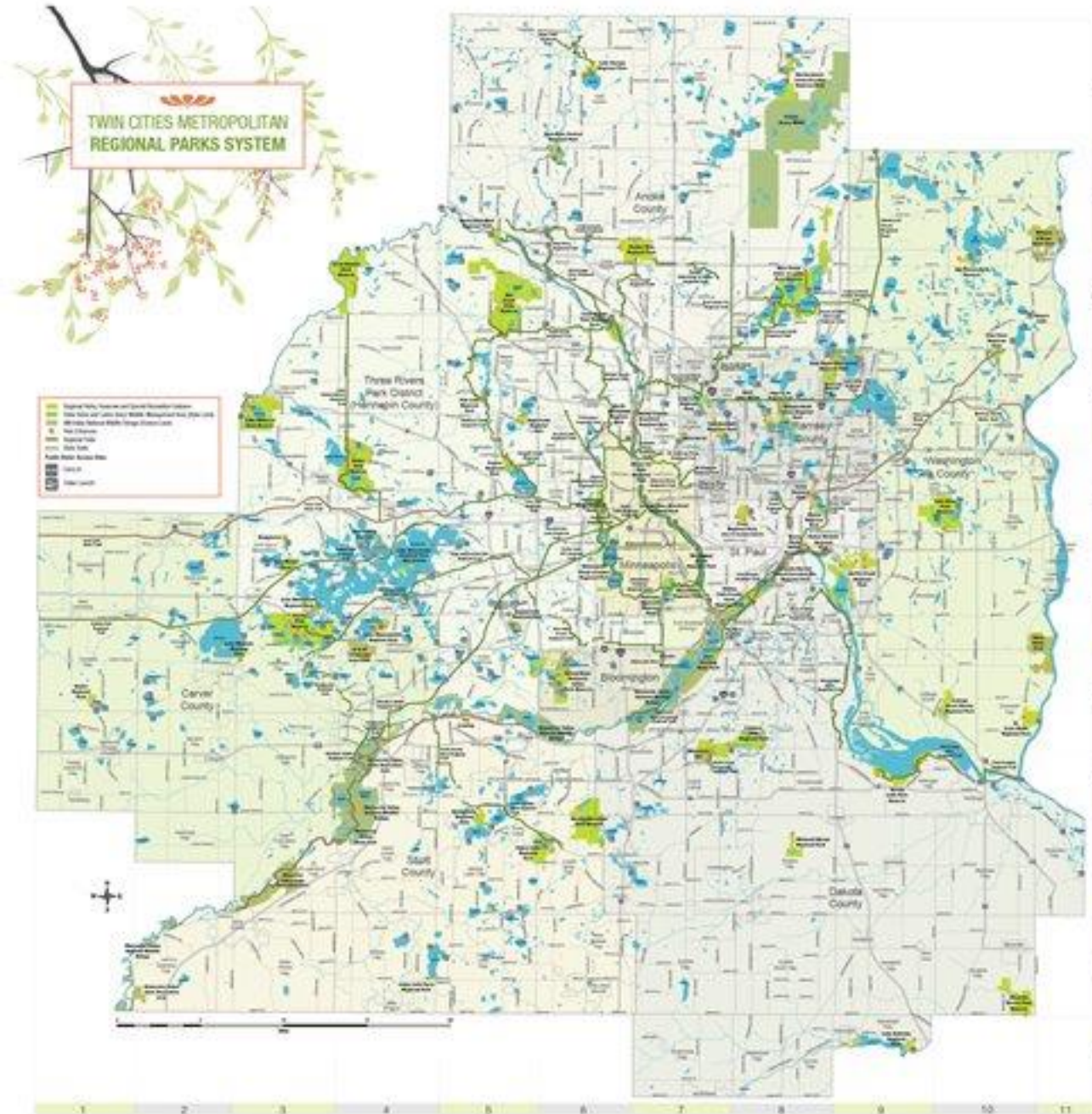
- Scale: 1 least priority, 7 most priority
- I.e. focusing investment on building infrastructure to overcome identified barriers (Regional Barrier Study)



Priorities for the Active Transportation Sales Tax Funds

Improving the health of residents with increased active recreational opportunities

- Scale: 1 least priority, 7 most priority
- I.e. focusing investment on building infrastructure to provide increased recreational opportunities for residents (regional trails, park facilities/trails))

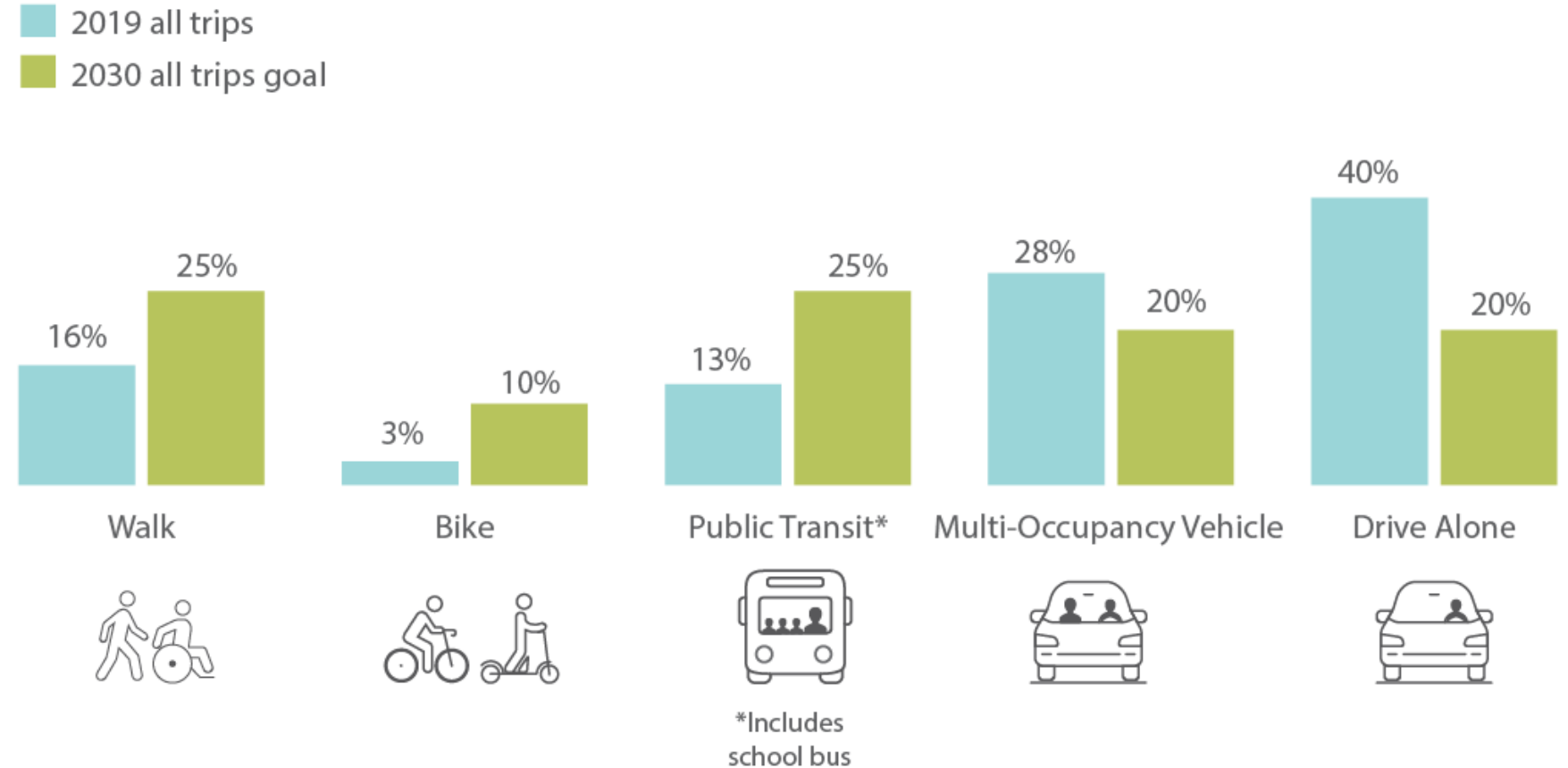


Priorities for the Active Transportation Sales Tax Funds

The ability of active transportation projects to reduce vehicle miles traveled in the region

- Scale: 1 least priority, 7 most priority
- I.e. focusing investment on projects which could provide the greatest impact on reducing regional VMT

All trips starting and ending in Minneapolis; mode split (2010) and mode split goal (2030)



Priorities for the Active Transportation Sales Tax Funds

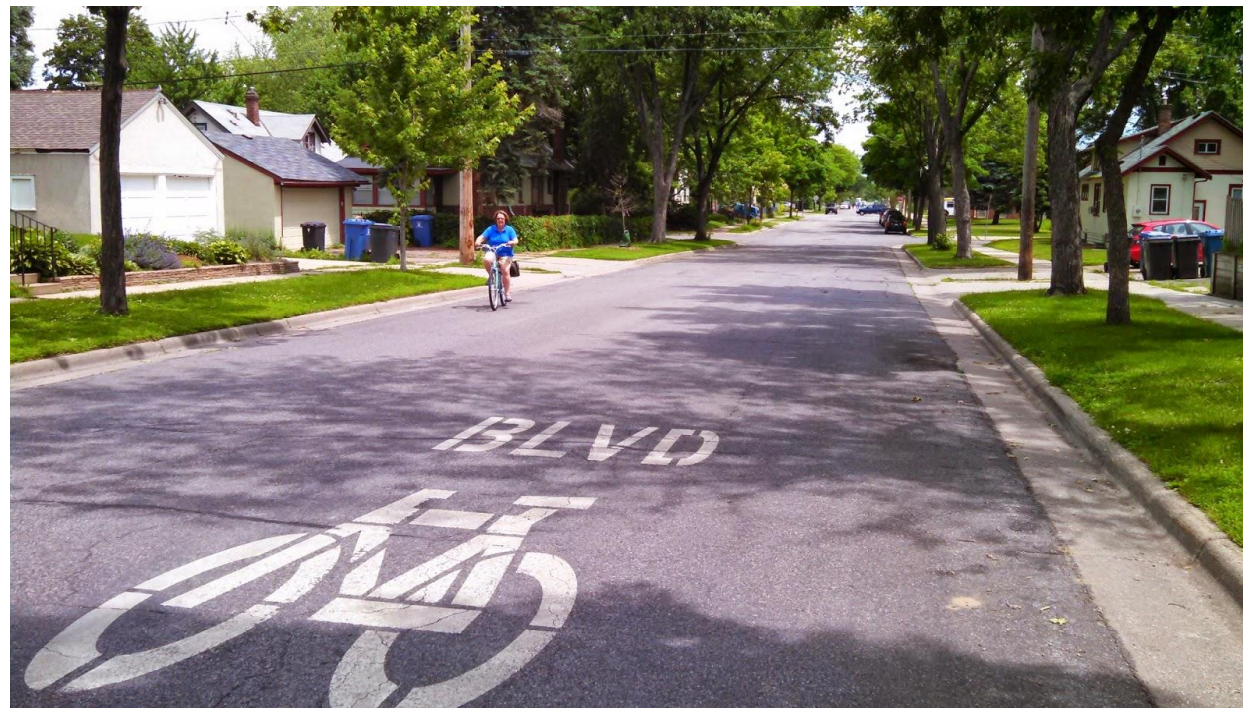
A focus on the local system(s) vs a focus on the regional network (RBTN, regional trails)

- Scale: 1 more priority for local networks, 7 more priority for regional networks
- Weighing the priority for funding on networks to focus on – local (local bike systems or sidewalks) or regional (RBTN, regional trails, county trails, state trails)

Priorities for the Active Transportation Sales Tax Funds

Fewer and larger more expensive projects vs more numerous and smaller projects

- Scale: 1 more priority for larger projects per solicitation, 7 more priority for smaller projects per solicitation
- I.e. identifying if investments should be made toward fewer, more large-scale projects or more numerous smaller scale projects per solicitation



Priorities for the Active Transportation Sales Tax Funds



Funding focused individual AT improvements vs funding wider scale systematic AT improvements

Scale: 1 more priority for individual projects, 7 more priority for widescale improvements

I.e. focus investments on supporting more systematic improvements for areas or focus investments on individual specific projects or corridors

Priorities for the Active Transportation Sales Tax Funds

Priority of the following focuses for projects to consider for AT funding (Scale: 1 least priority, 7 most priority)

1. Increasing funding for AT infrastructure projects in the region
2. Creating opportunities for communities to plan for future active transportation systems and improvements
3. Creating opportunities to support active transportation through funding other types of AT non-infrastructure projects (Project Design/Engineering, Maintenance (routine maintenance of facilities like repainting, minor repairs), operations (clearing of infrastructure, other daily maintenance needs), programs (bike share program or other programs to promote active transportation use))



Next steps



Next steps:

1. Policymaker Workshop for TAB and Council Members – December 18
2. Policymaker Work Group next meeting – January 15
3. Technical Steering Committee meeting – January 28
4. Feedback on TAB's action item on a base structure recommendation and application categories
 - F&P – February 20
 - TAC – March 5
 - TAB – March 19

Ongoing TAC Involvement

- Updates and feedback opportunities throughout the process
- Opportunity to be involved in special issue working groups

Preview: First Big Questions



Project Types Eligibility

What Types of Projects Should the TAB AT Funding Support?

Federal RS Funding is infrastructure specific

- A focus on regional facilities (RBTN)
 - Projects on RBTN prioritized – limiting types and locations of bike projects which have been applied for in past
- Larger more expensive bike projects (\$5.5 million max award)
 - Majority of awarded bike projects have been for multiuse trail facilities (average award for bike/MUT = \$2.7M)
- Smaller pedestrian and Safe Routes to School projects (\$1 million max award)
- Requires a local match for awarded funds

Regional AT Funding legislative requirements

- Can only be awarded to communities that have identified projects in a local active transportation system plan or if identified on a regional plan in community. (Planning)
- Must consider a community's complete streets practices. (Planning)
- Must be maintained after project completion (maintenance/operations)

Project Types Eligibility

Potential Project Types to Consider

Infrastructure – building out AT facilities in the region

Planning – system planning or non-motorized safety planning would make facilities eligible for funding, legislation requirement. Other types of planning could be corridor planning to get projects ready to construct.

Design/engineering – supporting high level design to ensure facilities support all abilities use

Maintenance – supporting to keep AT facilities in a state of good repair once built (for example – repainting of roadway lines, minor/routine repair work)

Operations – supporting to keep facilities high-quality and open year-round, legislation requirement (for example – maintenance vehicles, maintenance operations (sweeping, plowing), safety operations)

Programs – supporting active transportation adoption with programs that encourage active transportation (for example – a bike share program, educational programs, TDM programs)

Other/Unique – supporting the evaluation of use of the system, or other ideas that support increased active transportation use or better understanding of regional needs (for example – evaluation studies)

Applicant Eligibility

Who should be eligible to apply for TAB AT funding?

Regional Active Transportation funding will be considered alongside federal funding set aside for non-motorized transportation

Federal funding is likely to continue to focus on infrastructure (~\$29 million a year)

- ~\$22.5M Bike/Multiuse Trail
- ~\$4.5M Pedestrian
- ~\$2M Safe Routes to School

Federal funding is likely to continue to prioritize regional transportation focused infrastructure (RBTN for bike facilities, regional barrier crossings for all non-motorized categories)

Federal funding to remain available to all jurisdictions in the region (counties, municipalities, townships, park districts)

Applicant Eligibility

Who should be eligible to apply for TAB AT funding?

Counties

- Significant new dedicated AT funding to be used mainly on county and regional facilities
- Own and maintain county systems

Municipalities

- Did not receive new funding from most recent legislative bills
- Own and maintain the majority of transportation network
- Smaller agencies less likely to apply for federal funding due to match and federal requirements

Other jurisdictions (park implementing agencies, townships, state agencies, transit agencies)

- Specific infrastructure needs (regional trails, location specific infrastructure)
- Smaller agencies less likely to apply for federal funding due to match and federal requirements

Non-governmental entities (TMOs, non-profits, universities, etc.)

- Limited infrastructure
- Mainly programmatic



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