



# Active Transportation Working Group

Meeting #8



**METROPOLITAN**  
C O U N C I L

September 26th, 2024

# Agenda for Meeting 8



## Agenda:

1. Introduction / Meeting 7 recap (Glen Johnson, Chair)
2. Grant management requirements recommendations (Joe Widing / Ashanti Payne)
  - Background on DBE and equivalent programs
  - TAB management of pilot grant funds – policy considerations
  - Project grant requirements recommendations – MCUB only
    - Discussion MCUB requirement and forward recommendation to TAB
3. Information Items (Joe Widing)
  - Review of overall Regional Solicitation Evaluation and Active Transportation work group role moving forward
  - Summary of regional funding for active transportation
  - Overview of different types of bicycle facilities

# Grant Management

## Policy Level Grant Management Considerations for Pilot

Set direction on key items for grant management of pilot projects.

1. Program year
2. Grant disbursements
3. Eligible project costs
4. Project plan documentation and plan submittals
5. Environmental impact review
6. Right-of-Way (ROW) acquisition process and documentation
7. Scope change process
8. **Small Business Contracting Program (DBE/TGB/MCUB)**



# Small Business Contracting Programs

## Background

- Disadvantaged Business Enterprise (DBE) Program:
  - The goal of the DBE program is to make sure there is equal opportunity in the award of US DOT-FTA-FAA-FHWA assisted contracts for highway, transit, and airport projects. The program is intended to create a “level playing field” on which DBEs can compete fairly with larger non-DBE firms.
  - Since 1983, all federally funded transportation projects have been required to follow DBE program rules – 49 CFR Part 26, establish sub-contracting goals for Socially and Economically Disadvantaged (SEDO) business, and to track and report on implementation.

State & local agencies have similar programs: Targeted Group and Veteran-Owned Small Business (TGB) program, CERT certified business (St. Paul, Ramsey & Hennepin counties).

- Metropolitan Council Underutilized Business (MCUB) program requires that the small business must be Minnesota-based and have an active certification from one of these programs:
  - DBE
  - TGB
  - CERT certified women or minority
  - Veteran - owned



# Small Business Contracting Program Policies

## Federal - USDOT

- Disadvantaged Business Enterprises (DBE) Requirements (49 CFR Part 26).
- Federal program to ensure firms owned by socially & economically disadvantaged groups have opportunity to participate in federally funded projects
- Includes compliance monitoring, reporting and establishing subcontracting goals for on federally funded projects.

## State – Department of Admin.

- State small business contracting program known as Targeted Group, Economically Disadvantaged, Veteran-Owned Small Business (TGB) program.
  - Similar to DBE with a broader focus.
- Utilized for state funded procurements, but not MnDOT AT grants.
  - No goals or requirements set for AT infrastructure grants.

## Met Council

- Metropolitan Council Underutilized Business (MCUB) program.
  - Utilizes CERT certified women & minority, DBE and TGB for firms based in Minnesota
- Non-federal pass-through grant projects are not subject to MCUB program requirements.
  - Recipients encouraged to participate.
- The Council applies MCUB program requirements to professional services & construction projects estimated at a value >\$175K.
- The Council aims to direct at least 10% of its P-Card spending and 14% on construction & contracted services toward MCUB firms.

# Small Business Contracting Program Recommendation



## Options to consider

### Recommended Option:

- Require grant recipients to apply MCUB program requirements for projects receiving more than \$750,000 (final amount is TAB decision) and work with Met Council's Office of Equity & Equal Opportunity (OEEEO) to review projects for subcontracting opportunities and set subcontracting goals when appropriate.
- The Council has an established framework/process that is used for federal grants to sub recipients and contractors that could be easily adapted.
- If a receiving agency (City of Mpls., City of St. Paul, Hennepin & Ramsey counties) already has a small business contracting program in place, then defer to the local program.

### Alternative Option:

- Encourage the recruiting of certified small business firms for inclusion on participating projects.
- Council staff will provide best practices and technical assistance.
- Reporting of activities required to be submitted to the Council for tracking purposes.

# Summary of Recommendations to Forward to TAB

## To Send for TAB Consideration

**Program Year:** No program year, identify project activity period, begin before end of 2026, TAB approval for extension.

**Grant Funding Disbursements:** 50% granted up-front at construction start, remainder reimbursed.

**Eligible Project Costs:** Eligible costs remain the same as Regional Solicitation.

**Plan Documentation and Submittals:** Final plans submitted to Council to ensure project meets minimum standards and project description.

**Project Scope Change:** Scope change process remains the same as Regional Solicitation.

**Right-of-Way Acquisition:** Follow applicable state statutes. Submit ownership or agreement documentation prior to release of grant funds.

**Environmental Review:** Follow applicable state statutes. No documentation to be submitted.

**Small Business Contracting Program (DBE/TGB/MCUB):**



# Regional Solicitation Evaluation AT Work Group





# 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

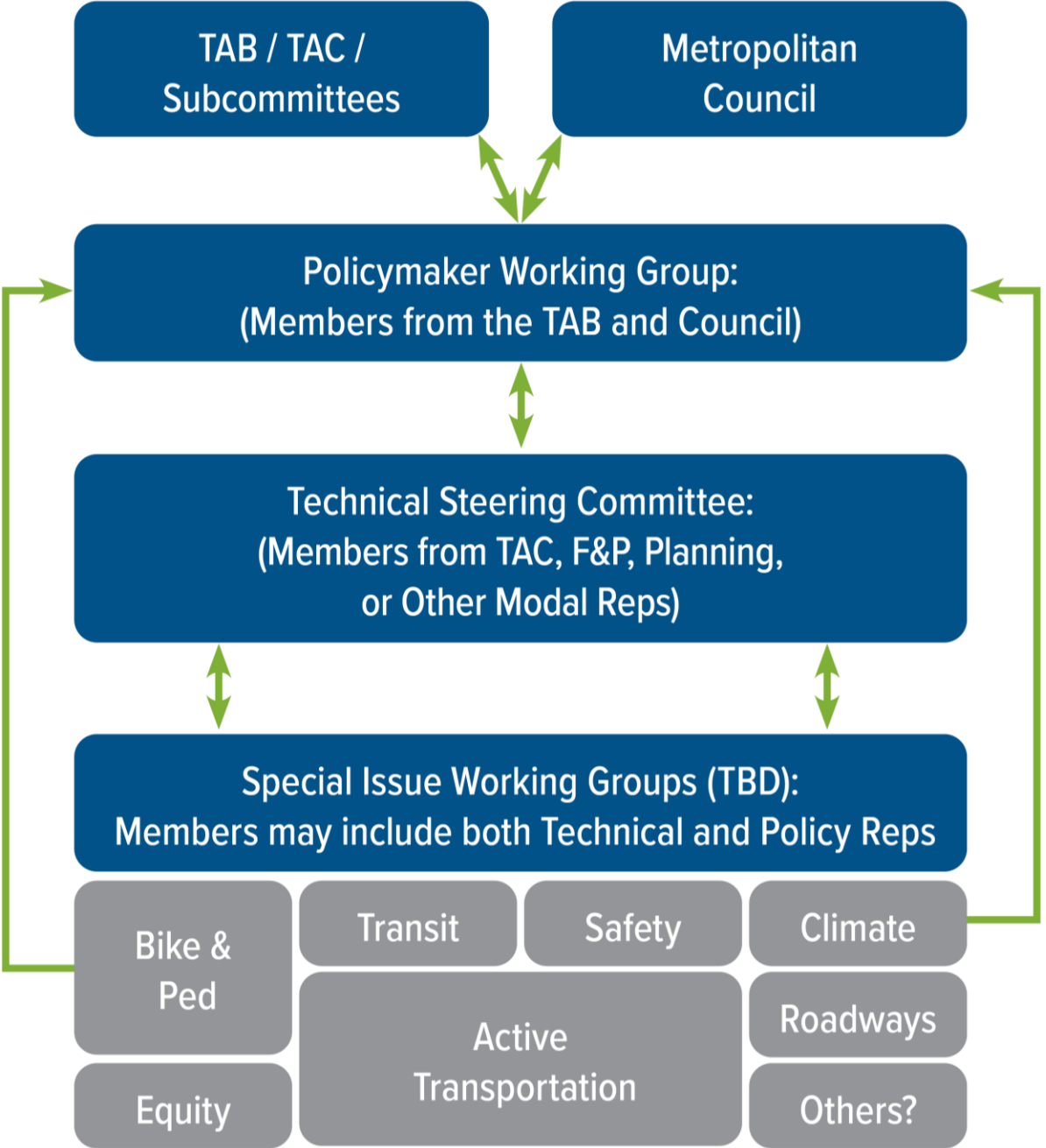
Healthy and  
Safe

Dynamic and  
Resilient

Climate  
Change

Natural  
Systems

# Regional Solicitation Evaluation Recommendation Development Structure



# Evaluation Decisions Timeline

## Stakeholder Groups, Public Engagement, Equity Engagement

<p><b>Decision Point 1: Preferred Solicitation Base Structure</b> November 2024</p>	<p><b>Decision Point 2: Funding Source Structure and Scoring Criteria</b> February 2025</p>	<p><b>Decision Point 3: Scoring Measures and Guidance, Draft Applications</b> June 2025</p>	<p><b>Decision Point 4: Final Application Materials</b> August 2, 2025</p>
<ul style="list-style-type: none"> <li>September PWG: Identify two candidate structures to move forward</li> <li>October PWG: Decision on preferred structure</li> <li>November PWG/TAB: Approval of application structure</li> </ul>	<ul style="list-style-type: none"> <li>Map new application categories to funding sources, existing and new</li> <li>Develop Draft Scoring Criteria</li> <li>February TAC: Funding structures approval, review of draft criteria</li> </ul>	<ul style="list-style-type: none"> <li>Develop scoring measures and guidance with TAC/Staff feedback</li> <li>Implement changes to simplify application process</li> <li>Special issue working group meetings</li> <li>Draft Applications delivered to TAC June 2025</li> </ul>	<ul style="list-style-type: none"> <li>Final application package delivered August 1, 2025</li> <li>Begins approval process for 2026 solicitation</li> <li>Final report</li> <li>Online testing of application</li> <li>Recommend any changes to the 2050 TPP</li> </ul>
<p><b>Deliverable: Identify preferred solicitation structure</b></p>	<p><b>TAB Update:</b> February 2025</p>	<p><b>TAB Update:</b> June 2025</p>	

# 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
- Develop funding thresholds for solicitation and individual projects
- Options forwarded to TAB must align with procedures for allocation of other funds
  - Working within the Regional Solicitation Evaluation structure will ensure alignment

# 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 funds have not been available for Metro District in most recent solicitations
- Planning and Safe Routes to School funding still available

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

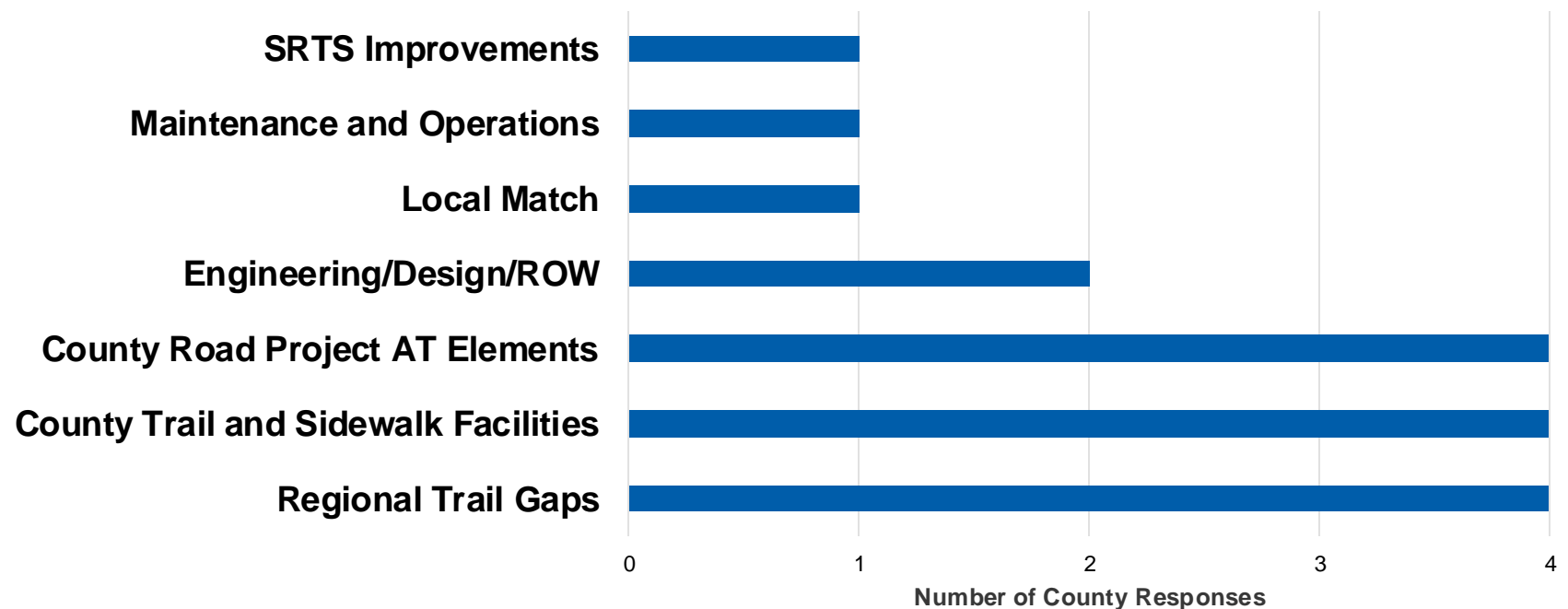
Sources of Regional Funding	Annual Funding (est)
TAB (Federal – based on data from previous solicitations)	\$24M
TAB (Local - sales tax estimated)	\$24M
Metro Counties (Local - sales tax + delivery fee estimated)	\$50M+
<b>Total Regional Funding</b>	<b>\$98M+</b>
MnDOT (AT Infrastructure + Planning + SRTS - statewide)	\$12M (variable)

# 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



# Regional Funding Sources – RS Investment Summary Findings

## Selected major changes:

- 2014:
  - Application categories switched from funding program-based to modal-based
  - Application moved online and shortened
  - Equity added as criterion
- 2020:
  - Arterial Bus Rapid Transit (ABRT) category added
  - Spot Mobility and Safety category added
- 2022
  - Unique Projects application added

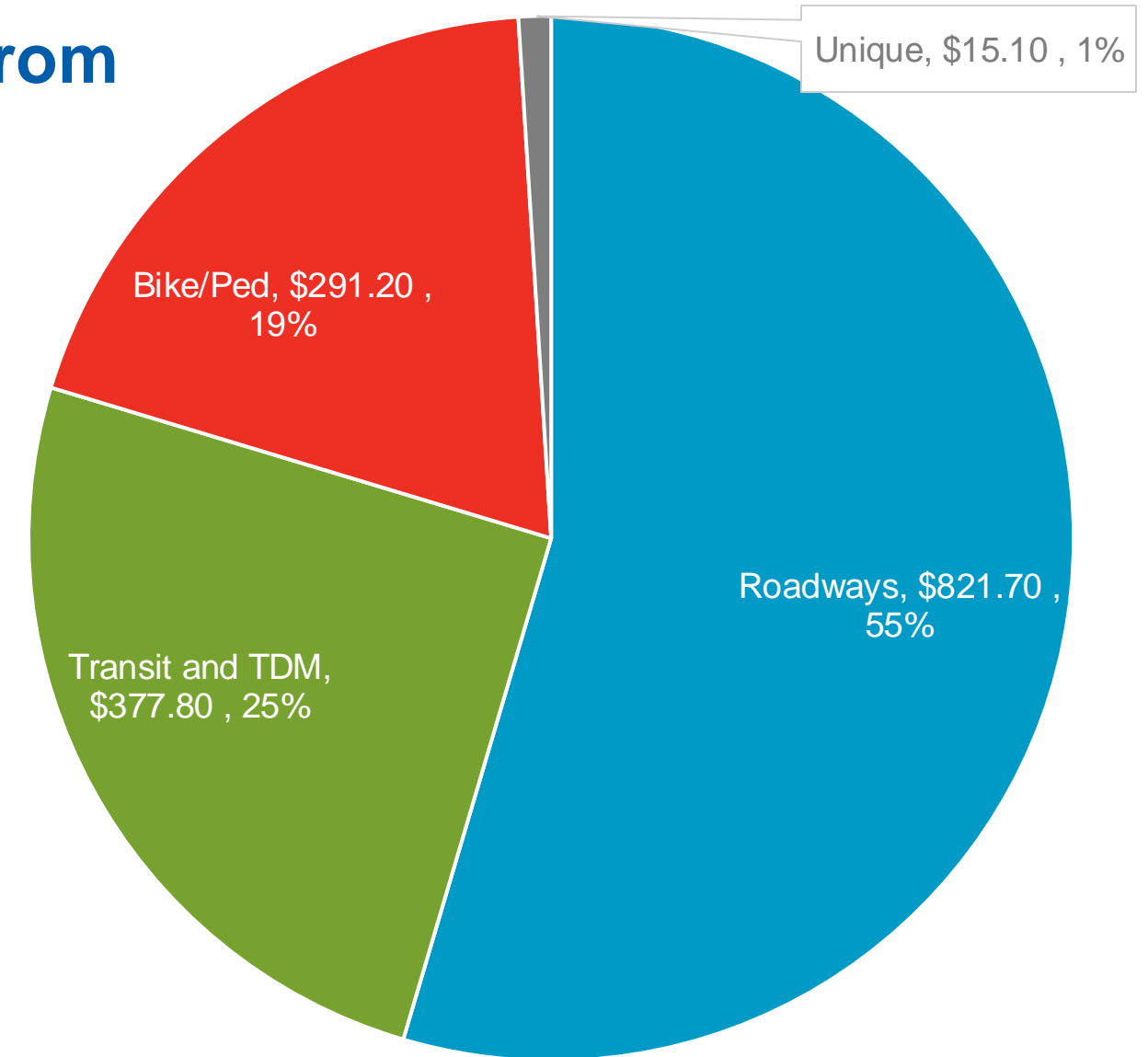
# Regional Funding Sources – RS Investment Summary Findings

## 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

## Multimodal Investments

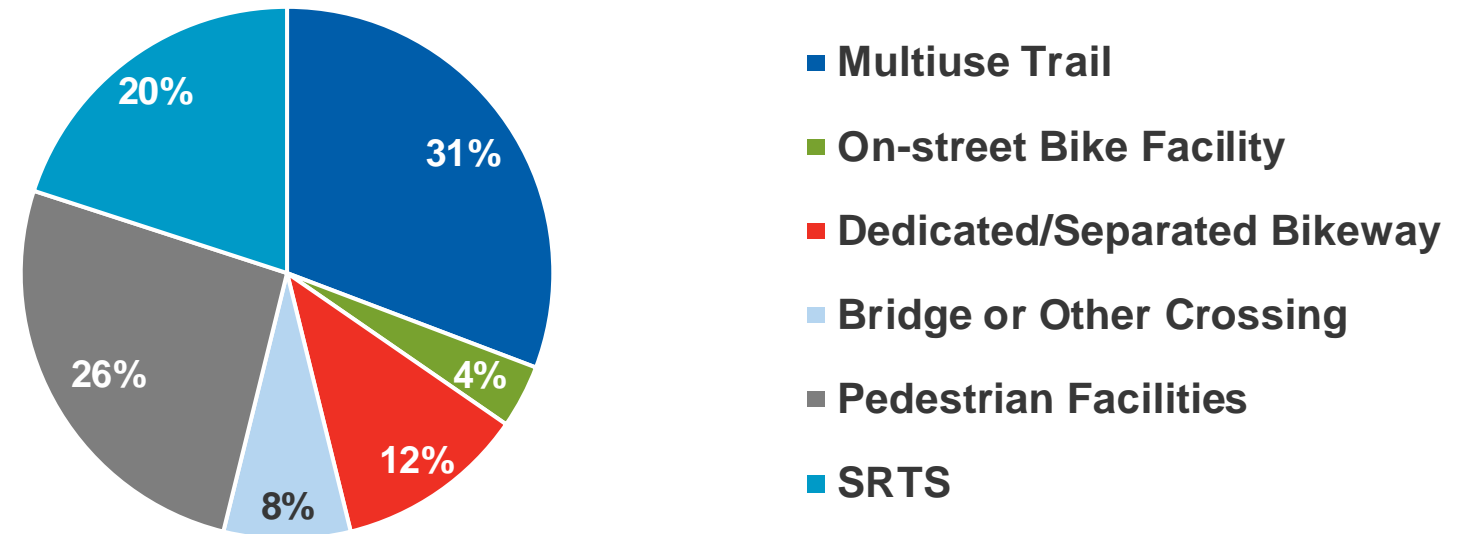
- 307 miles of trails and sidewalks
  - 162 miles of trail and sidewalk constructed as separate bike/ped projects and
  - 145 miles of trail and sidewalk constructed as part of roadway projects
- Several bike/ped projects selected that connect to major transitways (Gold, Blue, Green Lines, etc.) or major roadway projects (Hwy 36, Hwy 5, etc.).
- Investment in 6 Arterial Bus Rapid Transit Lines and modernization of existing transitway and transit stations.
- 32 TDM awards, including 28 to non-government applicants

# Regional Funding Sources – RS Investment Summary Findings

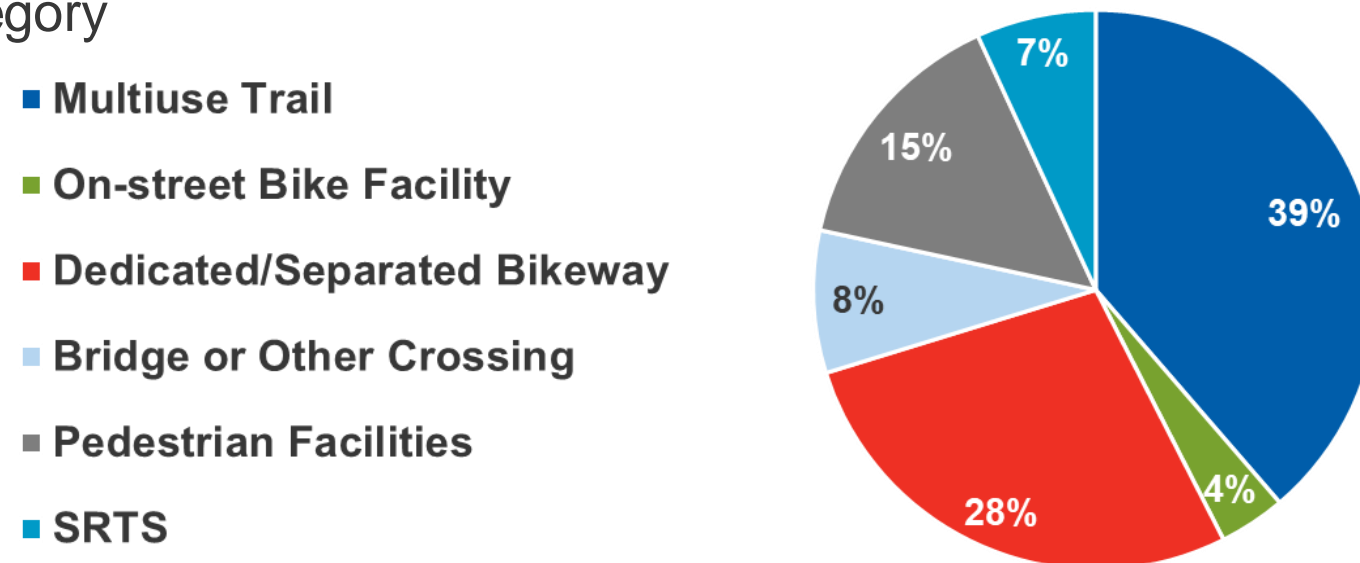
## Regional Solicitation Active Transportation

- 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

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



# Different Types of Bicycle/Pedestrian Infrastructure



# 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

## Advantages

- More cost effective per mile than other options
- No need to acquire right-of-way separate from roadways

## Disadvantages

- Provides least comfort for riders
- Safety benefits are unclear



Bike Lane - [www.pedbikeimages.org](http://www.pedbikeimages.org) - Ryan Snyder



Bike Boulevard, City of Minneapolis Transportation Action Plan

# Example: University of Minnesota Protected Bikeways



# 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
- Less comfort than fully separated facilities that are not along the roadway





# Example: Bryant Avenue Bikeway & 66<sup>th</sup> Street Bikeway



Zack Mensinger - [Bryant Avenue Is Amazing](#) - [Streets.mn](#)



# 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 in-street facilities
- May not connect to destinations that are on the street grid



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

## Advantages

- Provides better comfort and safety than at-grade crossings

## Disadvantages

- Can be significantly more costly than an at-grade crossing
- Require significant ROW and may be impractical at many locations
- Less convenient as bikers have to expend more energy to use the facility and crossing time for pedestrians can be significantly longer than at-grade



Ped/Bike Bridge - [www.pedbikeimages.org](http://www.pedbikeimages.org) - Dan Burden

# Example: 5<sup>th</sup> St SE Ped/Bike Bridge



# Pedestrian Facilities

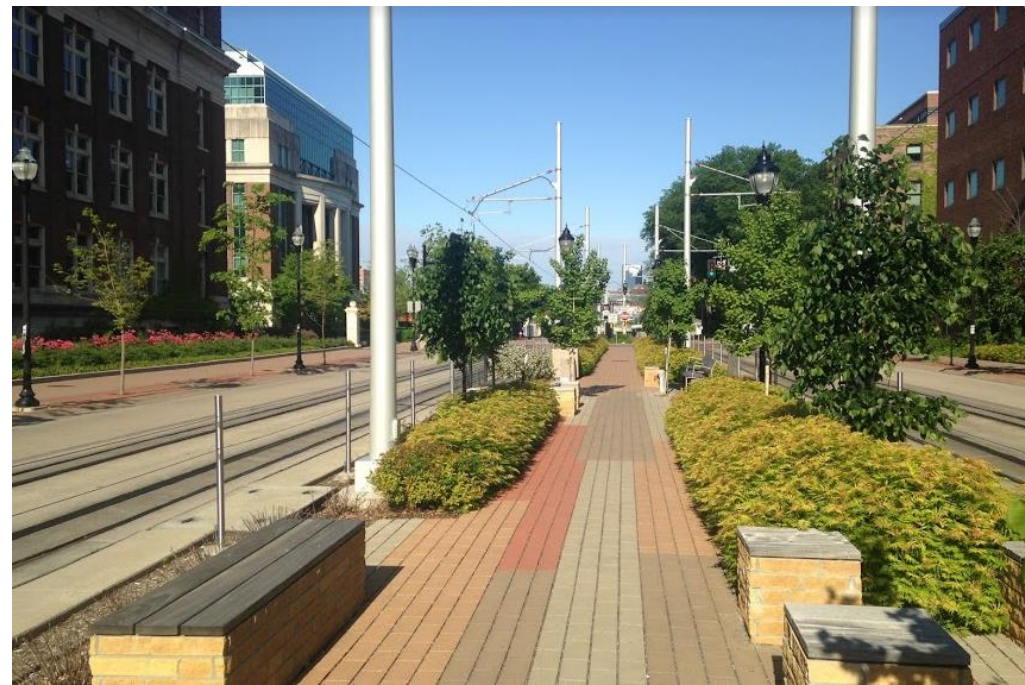
## Description

- 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
- Includes street crossings and ADA improvements
- Can be tied to other improvements like transit investments



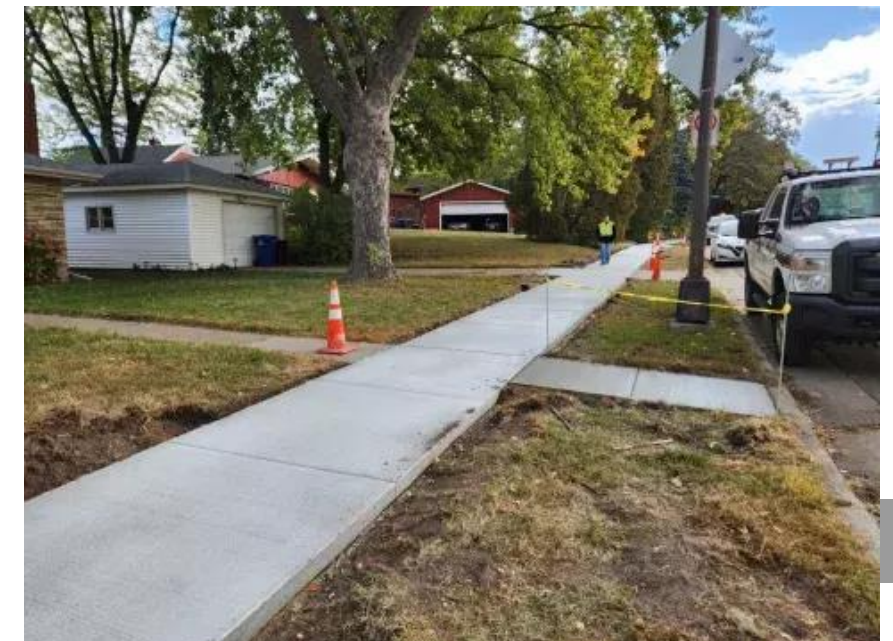
Pedestrian crossing improvements 32<sup>nd</sup> Street and TH 55

Pedestrian walkway University Avenue



ADA improvements on local street corner

Typical St Paul concrete sidewalk



# 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 6 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



Safe Routes to School improvement at Minnesota school – google

Safe Routes to School improvement at Minnesota school – [Alta Planning](#)





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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.*

