



Active Transportation Work Group

Regional Solicitation Evaluation



March 14, 2025



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New Work Group Members



Existing 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)

New Members

- Stan Karwoski (TAB, Washington Co)
- Mai Chong Xiong (TAB, Ramsey Co)
- John Ulrich (TAB, Scott Co)
- Don Do (TAB, Citizen Rep)
- Joe MacPherson (TAC Chair – non-voting)

*Full member roster including existing technical members can be found on the agenda.

Recap of AT Work Group and TAB in 2024



Recommendation to TAB for the Active Transportation solicitation to be considered in 2026 in coordination with the overall Regional Solicitation



Recommendation to TAB to fund 2024 Regional Solicitation pedestrian and bicycling projects for up to a total of \$19 million and establish pilot program for grants



Recommendation to TAB to establish certain grant management requirements for the pilot program



Discussions on role of active transportation funds in the overall Regional Solicitation and priorities for program goals, project types and eligible activities

Key Items for AT Work Group 2025



Recommend which additional active transportation application categories (if any) should be incorporated into proposed Regional Solicitation structure (main objective today)



Recommend to TAB how local Active Transportation and federal funds will be incorporated into the overall Regional Solicitation structure (today)



Review and recommend project eligibility, scoring criteria, and other project prioritization factors for active transportation related categories (future meetings)



Review and recommend project funding considerations, like required local match, minimum and maximum award amounts and total funding for each solicitation (future meetings)



Monitor progress of projects awarded active transportation funding (ongoing)

Updates on Active Transportation

Program Status

New webpage is up for the Active Transportation program

[Active Transportation - Metropolitan Council](#)

Includes summary and details of selected projects and link to new Active Transportation Grant Program Administration Guide

Selected projects update:

- Grant agreements sent to all awardees
- One project is moving fast and will begin construction this year
 - Jordan Safe Routes to School improvements
- One project is working with OEEO to set MCUB goals and beginning predevelopment activities (ROW acquisition and design)
 - Brooklyn Center pedestrian facilities
- One project rescinded grant acceptance
 - Lakeville Safe Routes to School improvements – received larger state grant and will be utilizing this funding source instead



Roles in the Regional Solicitation Evaluation



Multiple Layers of Review

- Special Issue Working Groups will be created with technical stakeholders and established to aid in development of:
 1. Selection criteria
 2. Scoring measures
 3. Project eligibility requirements
 4. Minimum and maximum project awards
 5. If and how to incorporate geographic considerations
- The Bicycle and Pedestrian Planning Work Group will provide review and guidance of these topics in their regular meetings
- These recommendations will be reviewed by the Active Transportation Work Group who will forward their recommendations to the Policymaker Work Group before moving through the TAB/TAC committee review for final adoption

Objective of today's meeting



Most Immediate Needs

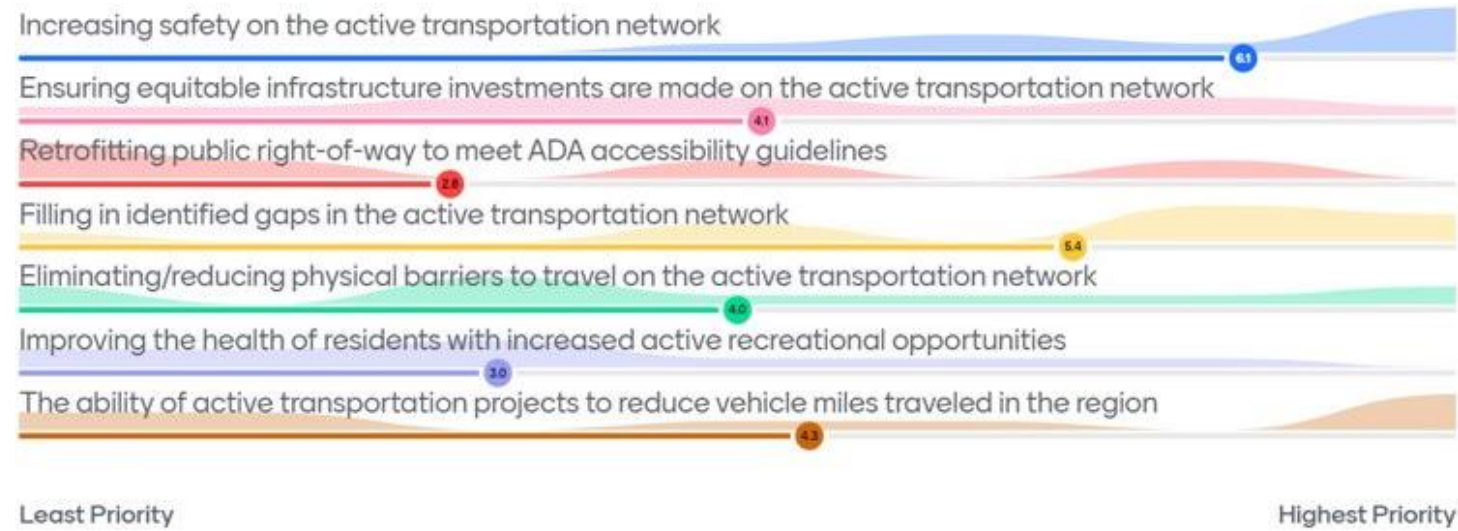
1. Direction on Active Transportation related categories that should be included in the proposed regional solicitation structure.
 - Recommendation on any changes to proposed categories
2. Direction on how to focus regional and federal funding toward active transportation related categories.

What We've Learned

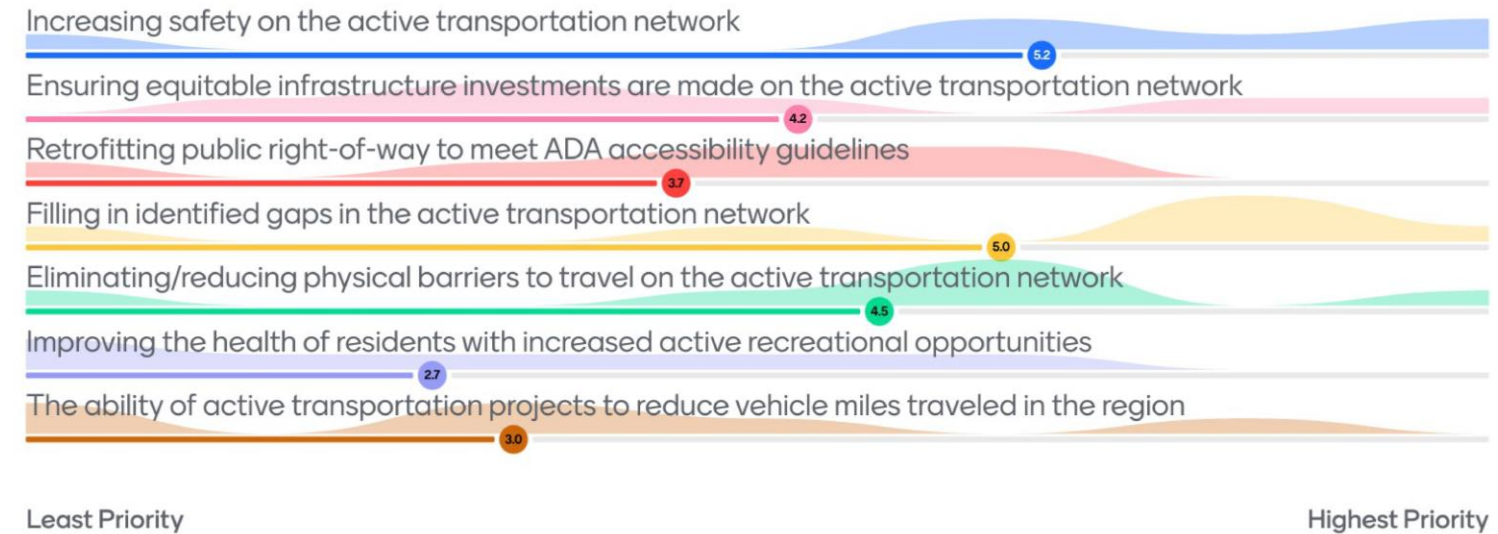


Prioritization Poll from TAB and Technical Members of Work Group

Results from TAB member Prioritization (scale 1 for least to 7 for most prioritized)



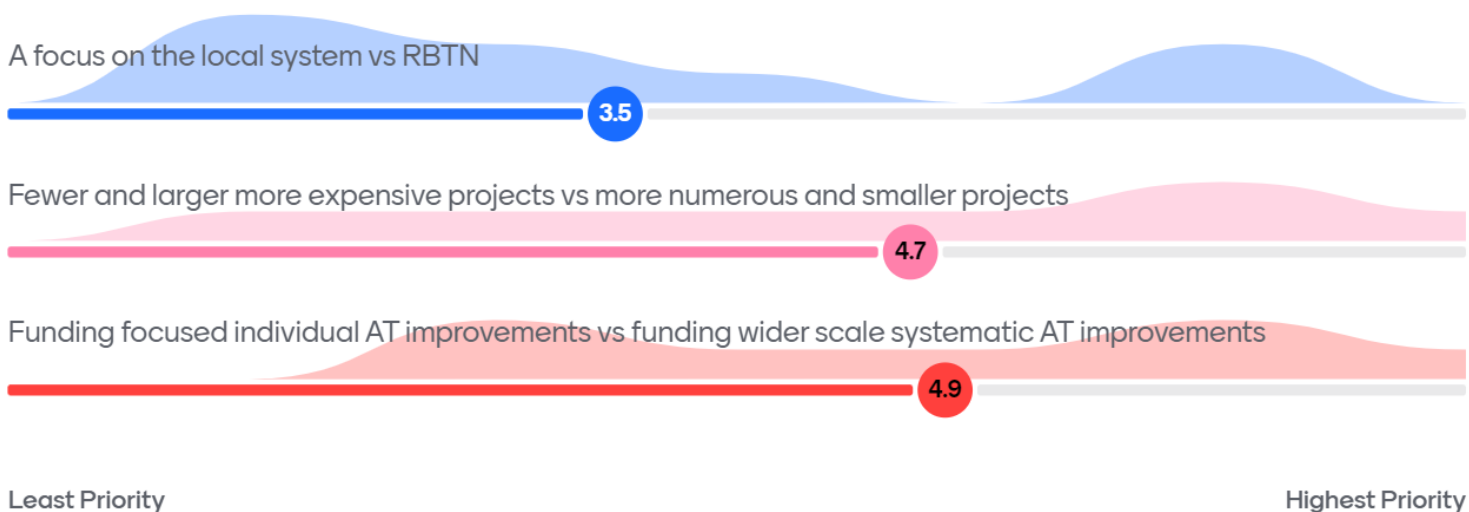
Results from technical member Prioritization (scale 1 for least to 7 for most prioritized)



Prioritization Poll from TAB and Technical Members of Work Group

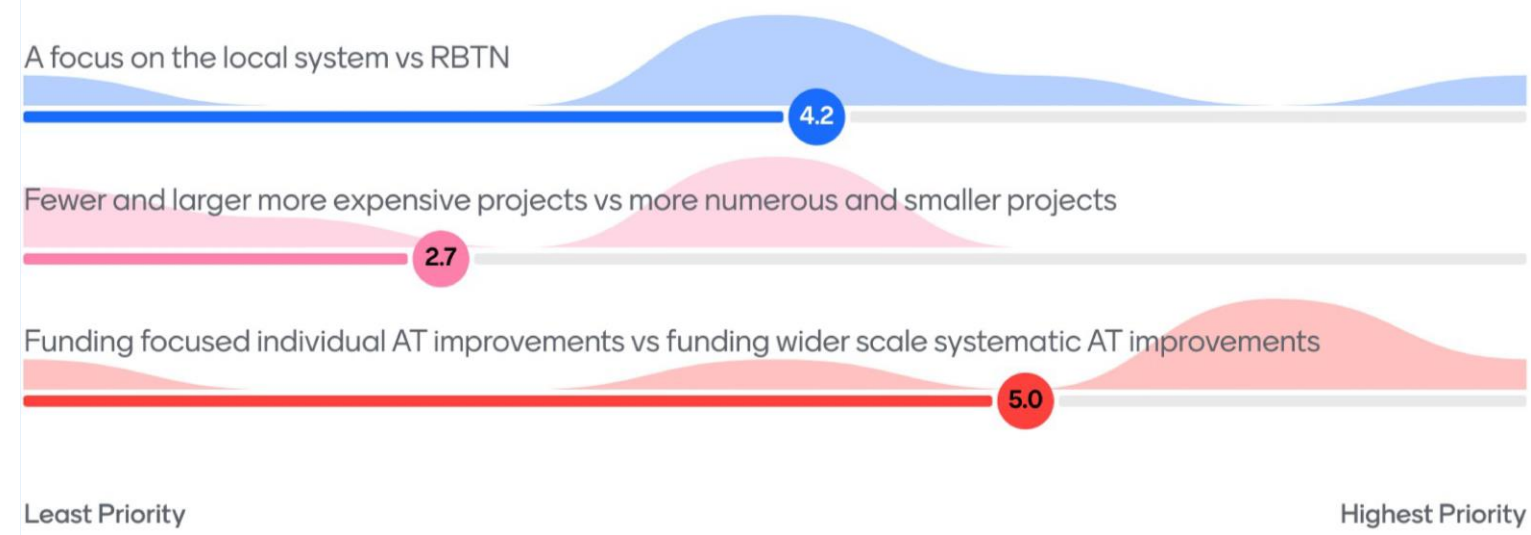
Results from TAB member Prioritization

(scale 1 to 7, lower number prioritizes first item, higher prioritizes second item)



Results from technical member Prioritization

(scale 1 to 7, lower number prioritizes first item, higher prioritizes second item)

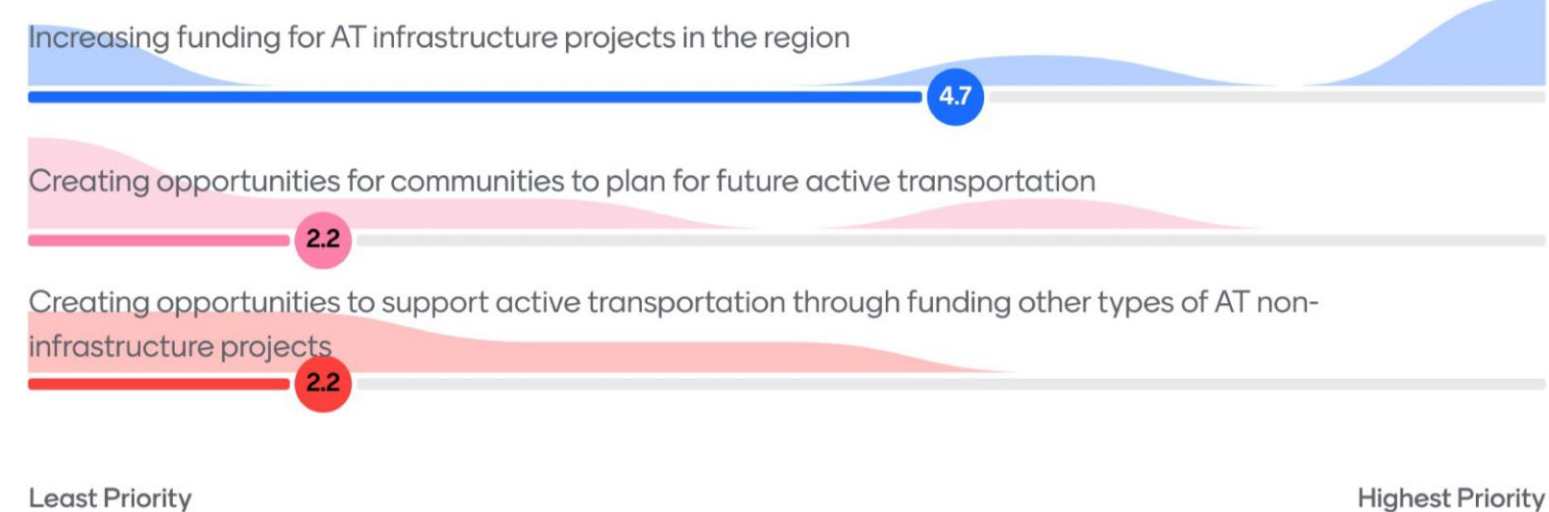


Prioritization Poll from TAB and Technical Members of Work Group

Results from TAB member Prioritization (scale 1 for least to 7 for most prioritized)



Results from technical member Prioritization (scale 1 for least to 7 for most prioritized)



Summary of December Prioritization Poll

Key Takeaways

- General agreement on overall priority for AT funding on infrastructure needs
 - Biggest differences
 - ADA retrofitting* (technical members give more priority)
 - Reducing VMT (TAB members give more priority)
- Disagreement on scale of projects to focus AT funding
 - TAB members prioritize smaller, more numerous and locally focused projects
 - Technical members look to prioritize larger projects on regionally identified system
- Disagreement on funding additional project types beyond infrastructure
 - TAB members prioritized planning and other opportunities much higher than technical members

*Meaning upgrading ADA deficient infrastructure, new construction is required to be ADA compliant

Revisiting Themes of Previous AT Work Group Discussions

Summary of themes heard in 2024 from TAB 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 i.e., 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.***
- *Are there ways for larger projects to better support specific modal elements (i.e., pedestrian improvements within road projects)*
- *Consider ways to fund projects in places which have not scored well in the past*

Technical Steering Committee (Jan/Feb)

Key Takeaways

- General support for the hybrid/modal+ Regional Solicitation structure, but want flexibility in the final application categories based on what comes out of special interest groups
- **General support for using federal funding for "regional" projects, and AT funding for local projects**
- **Desire for simplification of scoring/amount of scoring measures**
- Greater clarity needed on where a project would apply and how to address projects that may fit under multiple categories
- Discussion on how Active Transportation sales tax funding will fit into the overall structure and on the timing of the solicitations (off-set timing or do all at once)
- **Interest shown in supporting planning grants for active transportation**

Feedback 2/26 Ped/Bike Planning Work Group

Key Takeaways

- **Pedestrian and Bike categories could be split up by cost (for federal vs regional funds)**
- Engineering costs could be included in eligible costs for projects
- If SRTS will not be its own category, need to consider how to integrate into scoring
 - Concern of not funding many projects if competing with all different types
 - Risk of making scoring more complicated if included in general categories
- **Should keep local pedestrian and bicycle categories separate – lots of specific pedestrian projects like smaller connections, intersection improvements, ADA projects that would be missed if combined with local bike.**

Active Transportation Role in Regional Solicitation Structure



Funding Assumptions for Regional Solicitation



Federal and Regional Funding

- New regional funds will be used in addition to federal funds
- Federal funding levels will remain at or near historic levels for active transportation categories
 - New funding categories may cause changes to overall funding structure in the future
- Regional funding stays constant
- Funding levels not a topic of discussion for now – future decision point

Current Proposed Modal+ Hybrid Structure

Safety

Proactive Safety

Reactive Safety

Dynamic and Resilient

Bicycle/ Pedestrian

Regional (RBTN and Grade Separated Barriers)

Local Bicycle Network Gaps and Barriers

Local Pedestrian Network Connections

Transit

Transit Expansion (Including Microtransit)

Arterial Bus Rapid Transit

Transit Customer Experience

Roadway

Complete Streets/ Modernization

Reliability/ Excessive Delays

Bridges / System Resiliency

Environment

EV Charging Infrastructure

TDM

Resiliency

Safety Detail and Key Questions

TPP Objectives/Policies

- Eliminate fatalities and serious injuries
- Provide more opportunities to walk, bike, and roll
- Increase safety and comfort for people outside of vehicles

Category Notes

- High priority for both policymakers and technical staff
- Technical staff recommended to remove SRTS as a dedicated category in favor of considering it within other categories (local ped/bike categories and possible proactive safety category)

Example Potential Application Categories and Project Types:

- Proactive: Projects that address a potential safety risk
 - Road diets, intersection improvements, mode separation, etc.
- Reactive: Projects that address an observed safety challenge
 - Road diets, roundabouts, intersection improvements, access management, multimodal facilities, grade separation, etc.
- Provide more opportunities to walk, bike, and roll/Increase safety and comfort outside of vehicles
 - **Safe Routes to School?**

Key Questions:

- Could Safe Routes to School be included as a *dedicated category* under Safety or the Pedestrian/Bicycle funding buckets? Could it be folded into larger local pedestrian and biking categories with scoring measures as recommended?

Safety

TPP Objectives/Policies

(majority of points should address these objectives)

- Eliminate fatalities and serious injuries
- Provide more opportunities to walk, bike, and roll
- Increase safety and comfort for people outside of vehicles

Example Eligible Project Types:

- New intersection controls such as roundabouts or traffic signals
- Intersection modifications
- Separated bicycle or pedestrian facilities
- Pedestrian crossing treatments
- Roadway reconstruction that focuses on safety improvements
- Crashes on roadway segments that include a bridge
- Road diets or lane modifications
- Safe Routes to School projects (Proactive)
- Safety studies

Example Core Scoring Criteria (**Special Issue Working Group Discussion**):

- Crash history
- Proposed reduction to fatal and serious injury crashes
- Addresses vulnerable road user safety
- *Safe Routes to School?*

Example of Potential Modal+ Hybrid Structure - Safe Routes to School

Safety

Proactive Safety

Reactive Safety

Dynamic and Resilient

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Pedestrian and Bicycle Details and Key Questions

TPP Objectives/Policies

- Enhance Travel Options
- Plan and implement a complete bicycle system
- Support pedestrian travel at the local level
- Address network gaps or physical barriers
- Eliminate fatalities and serious injuries
- Provide more opportunities to walk, bike, and roll
- Increase safety and comfort for people outside of vehicles

Category Notes

- Dedicated funding source available for active transportation purposes in addition to existing federal sources.

Example Potential Application Categories and Project Types:

- RBTN/grade separated bike barriers
- Local bike network implementation (including regional trails not on RBTN)
- Local pedestrian options
- **Non-infrastructure?**
 - *Planning (system, corridor, safety, safe routes to school, project design assistance)*
 - *Quick-build/demonstration (non-permanent infrastructure to provide intermediate improvements – bollards, signage, demonstration projects)*
 - *Other project types (types of projects or initiatives which do not fit in other categories like bike share program, e-bike rebates, education)*

Key Questions:

- Would funding planning or other types of projects be something to pursue with a dedicated category? Subcategory of other ped/bike categories?
- How should active transportation funding be focused in RS? By project type (local vs regional) or by funding request amount (small projects vs large)?

Bicycle/Pedestrian (Dynamic)

TPP Objectives/Policies

(majority of points should address these objectives)

- Enhance Travel Options
- Plan and implement a complete bicycle system
- Support pedestrian travel at the local level
- Address network gaps or physical barriers
- Eliminate fatalities and serious injuries
- Provide more opportunities to walk, bike, and roll
- Increase safety and comfort for people outside of vehicles

Example Eligible Project Types:

- RBTN trail segments or connections
- Grade separated bike barriers
- Local bike gaps/barriers
- Local pedestrian options
- Safe Routes to School projects
- Planning studies
- Other Non-Infrastructure Project Types

Proposed Regional Solicitation funding

Potential AT Funding

Example Core Scoring Criteria (**Special Issue Working Group Discussion**):

- RBTN Prioritization
- Bike Barriers Study
- Network gaps
- Connections between modes
- Connections to community destinations
- *Safety improvements*
- *Local planning*

Example of Potential Modal+ Hybrid Structure – Non-Infrastructure

Safety

Proactive Safety

Reactive Safety

Dynamic and Resilient

Bicycle/ Pedestrian

Regional (RBTN and Grade Separated Barriers)

Local Bicycle Network Gaps and Barriers

Local Pedestrian Network Connections

Non-infrastructure?

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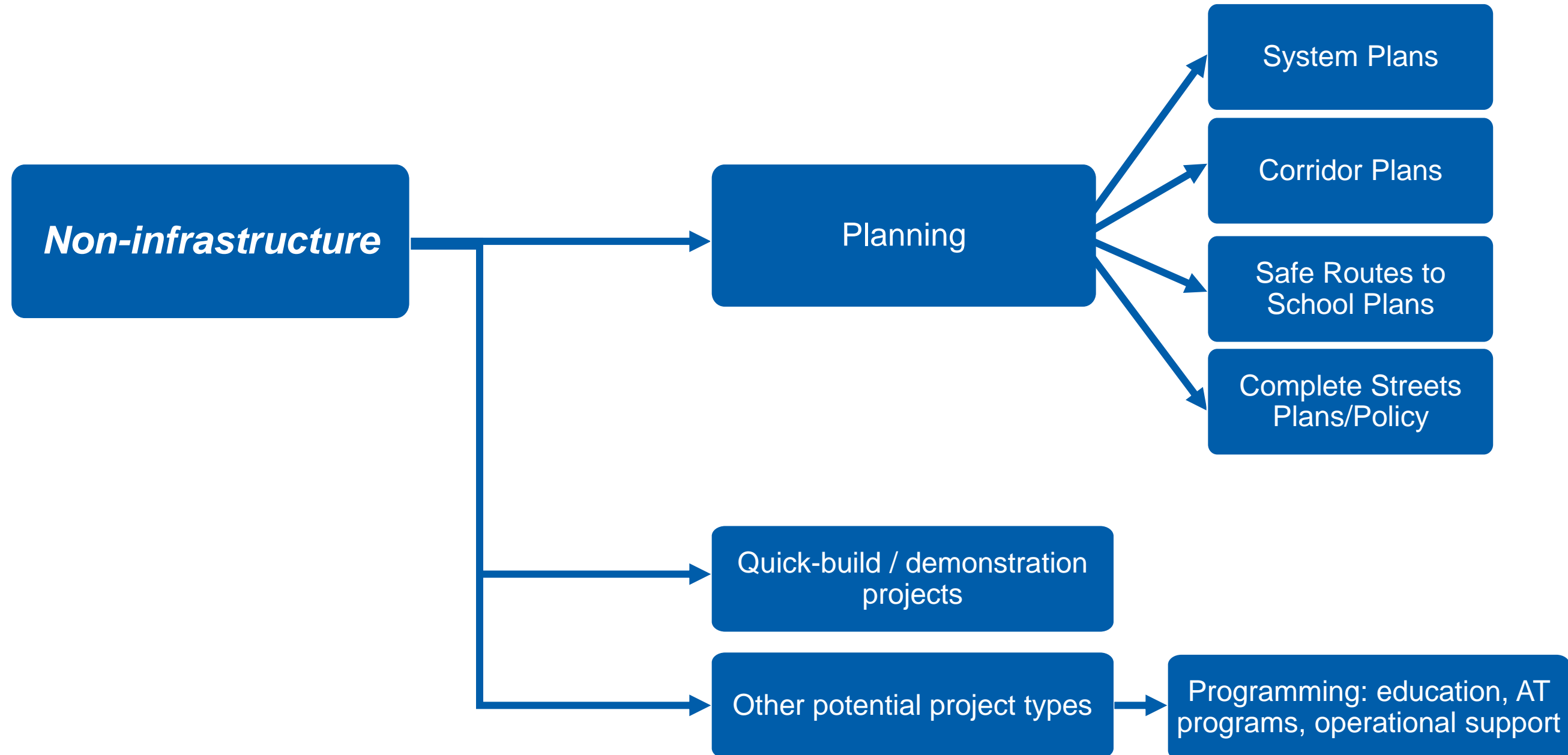
Environment

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Resiliency

Potential Non-infrastructure Project Types



Examples of Other AT Programs



MnDOT Active Transportation Programs

- Dedicated funding source and programs available for planning and quick-build projects – statewide:
 - [Planning Assistance Solicitation Guide - Active Transportation Program – MnDOT](#)
 - [Quick-Build/Demonstration Project - Active Transportation Program – MnDOT](#)
 - \$1.3 M ongoing base appropriation.
- Dedicated program for SRTS funding – statewide:
 - [Grants & Funding - Safe Routes to School – MnDOT](#)
 - \$8.5 M for 2024 selected projects. Future funding unknown – appropriated by state legislature
- Dedicated program for active transportation infrastructure – limited to greater Minnesota:
 - [Infrastructure - Active Transportation Program – MnDOT](#)
 - \$12.5 M for 2024 selected projects. \$6.9 M per year ongoing base appropriation.

Discussion and Decision Point

Recommendation of Active Transportation categories for Modal+ Hybrid Structure



Recommendation

Proposed Structure Recommendations

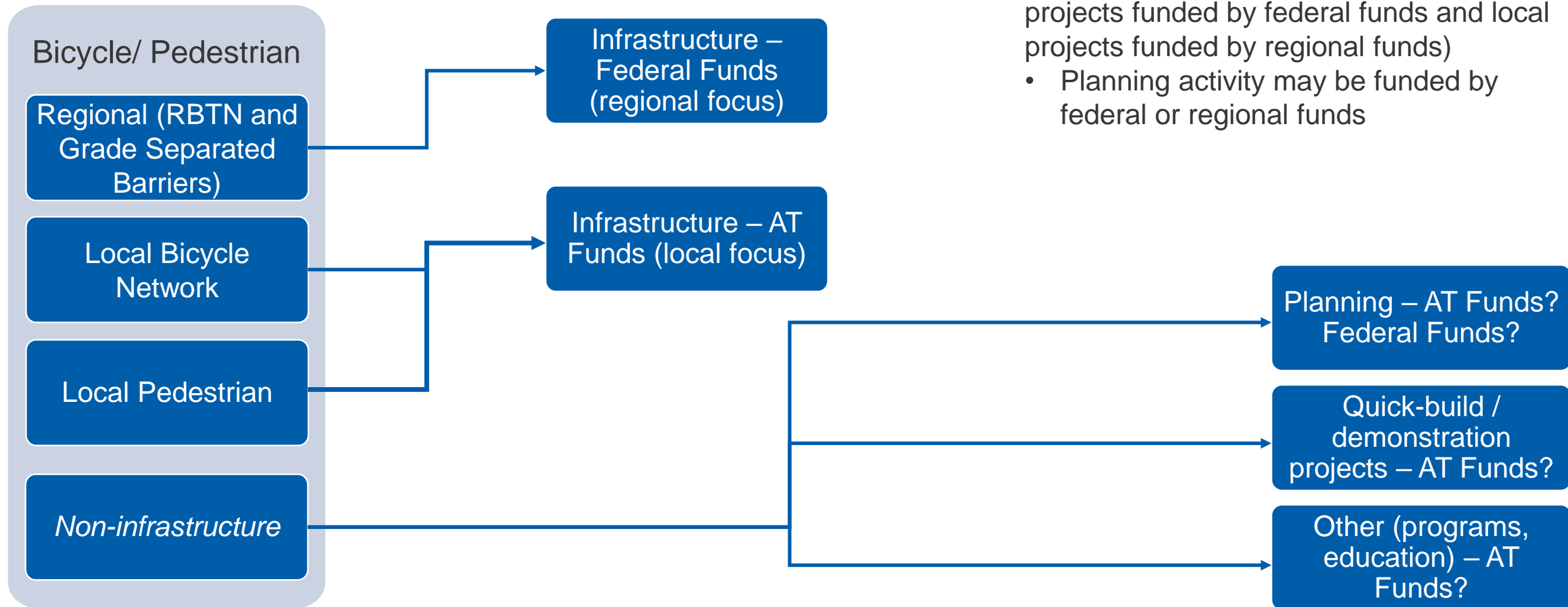
~~Recommendation 1: Proposed Modal+ Hybrid structure as drafted with no additions~~

~~Recommendation 2: Proposed Modal+ Hybrid structure as drafted with no additions — consider non-infrastructure project types as sub-categories within existing categories~~

~~Recommendation 3A: Add dedicated category for Safe Routes to School infrastructure projects into proposed Modal+ Hybrid structure and direct technical groups and staff to develop category details — Direct staff to provide more details on the Safe Route to School program and considerations on how to incorporate into category criteria.~~

~~Recommendation 3B: Create a dedicated category for non-infrastructure active transportation projects and direct technical groups and staff to develop category details~~

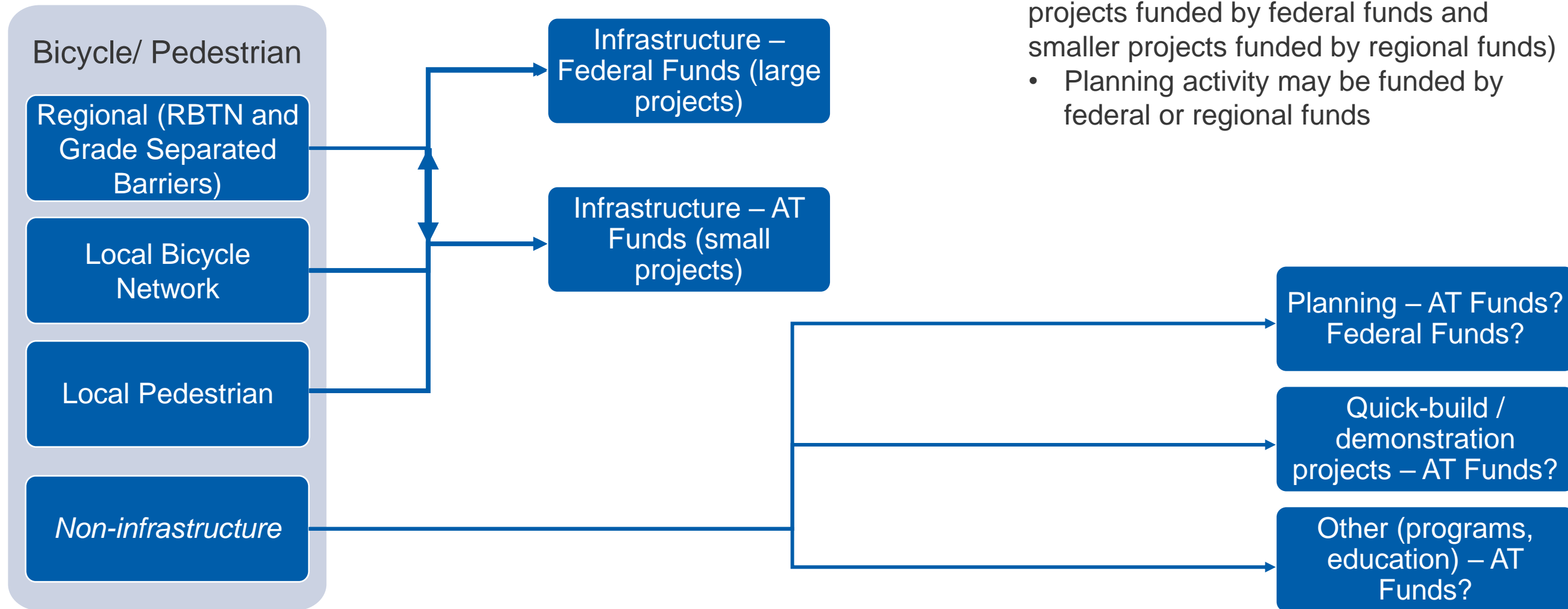
Example of Potential Use of Active Transportation Funds



If split by project type (i.e. regional projects funded by federal funds and local projects funded by regional funds)

- Planning activity may be funded by federal or regional funds

Example of Potential Use of Active Transportation Funds



Next steps



Next steps:

1. Info item on a base structure recommendation and application categories
 - F&P – March 20
 - TAC – April 2
 - TAB – April 16

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.

