



Active Transportation Working Group

Meeting #1

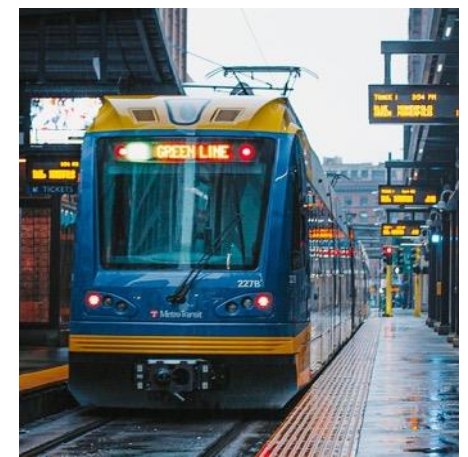
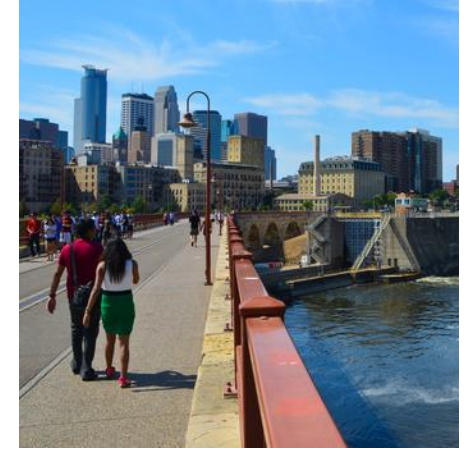


February 14, 2024

Active Transportation Working Group

Members and Role in Working Group

- 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)
- Jeni Hager (TAC Chair - non-voting)
- Brian Issacson (TAC Vice Chair - non-voting)
- Michael Thompson (TAC F&P Chair - non-voting)
- Marc Briese (State-Aid AT Rep – non-voting)
- Aaron Tag (TAC F&P, MnDOT – non-voting)
- Craig Jenson (Bike-Ped WG Co-Chair – non-voting)
- Jordan Kocak (Bike-Ped WG Co-Chair – non-voting)



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



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
- Options forwarded to TAB must align with procedures for allocation of other funds (federal funds)
- Work group can recommend multiple options:
 - Short-term 2024 option (*set direction today*)
 - Interim 2025 option
 - 2026 and on-going option

Available Active Transportation Funding



2023 Legislature provided new Active Transportation funding at the Regional, State and County levels

Regional Active Transportation Funding to TAB

- 5% of Council 83% of .75 cent regional sales tax dedicated to TAB to allocate for Active Transportation
- Collections began Oct 2023, first distribution XXX 2024
- Estimated \$24 M annually (CY 2024 \$23M, CY 2029 \$26.6 M)
- CY 2024-2029 \$145-\$150M available for TAB to distribute to regional AT projects
- 2026 Regional Solicitation for federal funds will award funding for federal fiscal years 2030 & 2031

Available AT Funding cont.



Metro Counties AT Funding:

- New Transportation Advancement Account (TAA) provides new revenues for all local governments through dedication of the state sales tax on auto parts and a new state retail delivery fee
- Metro counties receive 36% of new TAA revenues; \$28M in 2025 grows to \$100 M by 2033 (due to phase-in of auto parts dedication)
- Metro counties receive 17% of new regional sales tax funds, approximately \$97M in 2025
- One-time \$20M appropriation to metro counties in SFY2024
- Legislation requires that metro counties spend 41% of the new funding on “active transportation and transportation corridor safety studies”
- Approximate totals for metro counties AT and corridor safety studies purposes:
 - CY 2024 \$27M
 - CY 2025 \$52M
 - CY 2029 \$67M
 - CY 2024–2029 approximately \$320M for metro counties AT

Available Funding cont.



Statewide AT Funding to MnDOT State-Aid:

- \$40.2 M in 2024-2025 Active Transportation Statewide
 - Recently awarded \$100,000 AT planning assistance grants to Minneapolis, St. Paul, Coon Rapids, and Roseville, plus 4 in Greater MN.
 - \$13.2 M in 2024 Construction grants: Metro deemed not eligible this cycle due to availability of other metro AT funding, policy maybe reconsidered in the future
- \$22.4 M in 2024-2025 for Safe Routes to School grants statewide
- \$10.5 M base for Active Transportation (\$9 M) and SRTS (\$1.5 M) ongoing

Future Decision-Making Process



Key points to consider

- The Working Group is not a decision-making body, but the group may make a recommendation or narrow down options for the Transportation Advisory Board (TAB) to consider
- Information items can be brought to TAB or technical committees to get feedback
- Action item recommendations will go to technical committees with final approval by TAB
 - Technical committees provide feedback on action item recommendations
- Working group may want to first make policy recommendations on the AT allocation process structure and timelines, to be followed up by technical committee work to establish criteria and measures for prioritizing and selecting projects (within the structure)

Potential Structure Options to Consider

Near-Term/2024

- New sales tax revenue accumulating since October 2023
- Some \$s could be allocated in 2024 Solicitation for projects in 2028-29
 - 65 bike/pedestrian applications requesting \$160M
 - Federal modal funding ranges - ~\$30M-~\$40M

And/or

Interim/2025

- Opportunity to pilot off-year AT specific solicitation in 2025
- One-off program to distribute available AT funds to projects that could begin before 2030
- Need to act fast, minimize staff effort
 - If funds to be used quickly, additional meeting time will be needed

And/or

Ongoing/2026 & on

- Establish process for long term program 2026 and beyond
- Regional Solicitation Evaluation is ongoing and should consider how to align and coordinate distribution of regional and federal funds for Active Transportation
- 2026 Solicitation will award for program years 2030 and 2031



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