



Active Transportation Working Group

Meeting #2



March 8, 2024

Meeting #2 Agenda

1. Meeting 1 review/outstanding questions (Glen Johnson, Chair)
2. Project federalization information item (Jeni Hager)
3. Cost of grant applications for local governments (Jeni Hager)
4. Active transportation funding options pros and cons (Steve Peterson)
 - a. Options outline
 - b. Discussion
 - c. 2024 Funding option recommendation to TAB
 - d. Begin discussion of 2025 and on options
5. Establish regular meeting schedule for future meetings (Glen Johnson, Chair)

Purpose of Today

Forward 2024 Recommendation to TAB & Discuss Future Options

Revisit and review pros and cons of 2024 funding options

- Forward recommendation to TAB on 2024 funding

Review and discuss 2025 and beyond funding options pros and cons



Active Transportation (AT) Funding Options



Total Funding and Options to Consider

Projected Active Transportation Sales Tax Revenues:

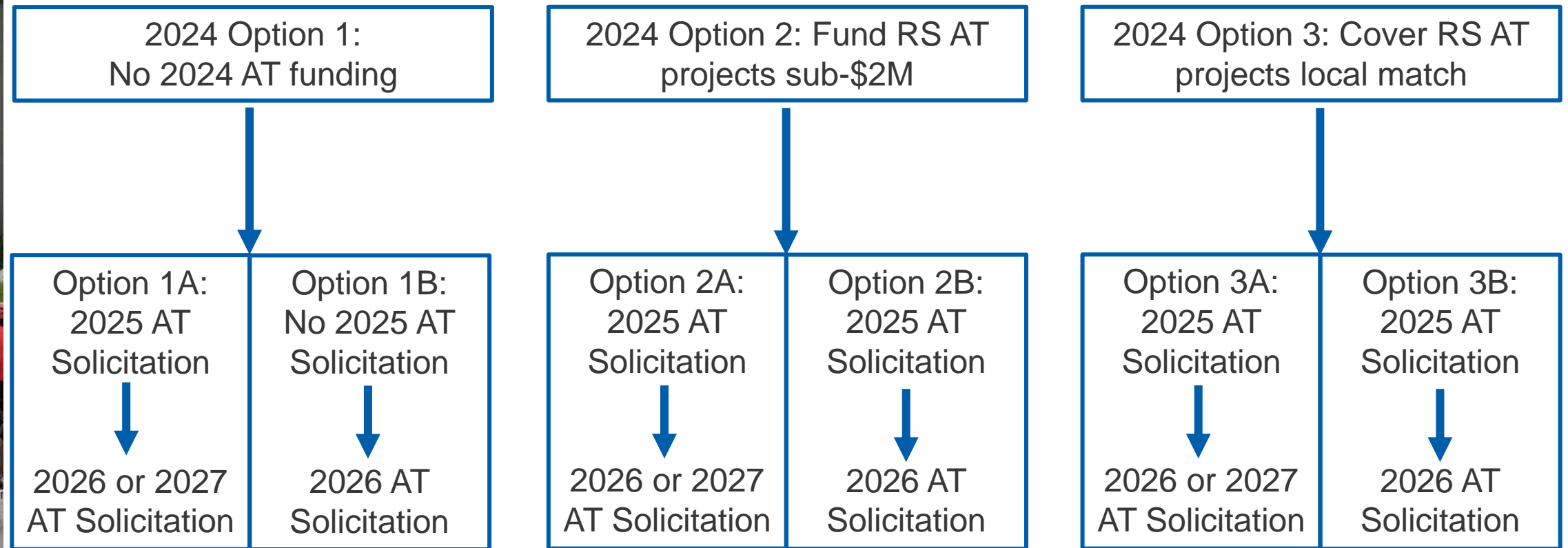
2023/2024	2025	2026	2027	2028	2029	2030	2023-2030 Total
\$28 M	\$24 M	\$24 M	\$24 M	\$24 M	\$24 M	\$24 M	\$172 M

Overview of options for funds:

- (2024) Option 1: No AT funds in 2024, include revenue in later solicitations
 - (2024) Option 2: Fund 2024 Selected Bike/Ped Projects that Requested \$2M or Less
 - (2024) Option 3: Fund 20% Non-Federal Share of Selected Bike/Ped Projects in 2024 Solicitation up to Max Award Amount
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- (2025) Option A: Implement new Active Transportation Reg Solicitation in 2025
 - (2025) Option B: Implement new Active Transportation as part of redesigned 2026 Regional Solicitation

Active Transportation (AT) Funding Options

Active Transportation Options to Consider



Today: Forward recommendation for 2024 Option, discuss 2025 and beyond options

2024 Option 1



Do nothing in 2024, save revenue for future solicitations

Pros:

- Allow time to create process for AT specific solicitation.
- Leaves full funding available for future solicitations.

Cons:

- No opportunity to test grants management processes required to administer funds.
- Would delay funding any projects until later solicitations with no likely spending until 2027 and after

2024 Option 2



2024 Reg Sol: Bike/Ped Projects that Requested \$2M or Less

2024	2025	2026	2027	2028	2029	2030
Solicitation	Project Dev	\$10M-\$15M, mostly in 2026 and 2027				

*Note: Could use up to \$52M, but \$10M-\$15M is based on modal funding ranges and federal funding available.

Pros:

- Defederalizes small AT projects with only regional money.
- Allows for grant management pilot.
- Starts spending the quickest of options with spending in 26-27.
- Provides funding for more AT projects now.
 - 65 bike/ped projects submitted requesting \$160M.
- Existing application mostly meets 7 required elements.

Cons:

- Applicants not aware that additional AT funds would be available for this cycle.
- Require follow up and additional information from applicants.

2024 Option 3



2024 Reg Sol: Pay Non-Federal Share for Selected Bike/Ped Projects up to Max Award Amount

2024	2025	2026	2027	2028	2029	2030
Solicitation	Project Development			\$7M-\$9M, mostly in 2028 and 2029		

*Note: Spending delayed because federal funds not available until 2028 and 2029 for these projects.

Pros:

- Frees up match funding for local jurisdictions to be used for other projects.
- Allocates AT funds for implementation in 28-29, possibly sooner if locals can advance.
- Existing application mostly meets 7 required elements.

Cons:

- Projects would stay federalized.
- Selected projects stay on Regional Solicitation timeline – funded projects in 2028/2029.
- Does not test new grants management process as projects are still federal.
- Providing match funding does not lead to additional active transportation projects.

AT Funding Options - Discussion



Three 2024 options to consider.

- Option 1: No AT funds in 2024, include revenue in later solicitations
- Option 2: Fund 2024 Selected Bike/Ped Projects that Requested \$2M or Less
- Option 3: Fund 20% Non-Federal Share of Selected Bike/Ped Projects in 2024 Solicitation up to Max Award Amount

Recommendation for TAB to consider.

- Will need to move through committee review before TAB consideration.
- TAB information item prior to recommendation action.

	March			April			May		
AT Work Group	8-Mar								
TAC F&P					18-Apr			16-May	
TAC				3-Apr			1-May		
TAB		20-Mar			17-Apr			15-May	

*Upcoming TAB Committee schedule

2025 Option A



2025 AT Reg Sol (2024-2025 Revenue)

2024	2025	2026	2027	2028	2029	2030
	Solicitation	Project Dev	Up to \$52M, mostly in 2027 and 2028			

*Note: Could add in up to \$24M more from 2026 revenue; subtract from \$52M if doing 2024 Options 2 or 3.

Pros:

- AT projects are not federalized, regional funding only.
- Off-year solicitation cycle allows applicants to focus on AT applications.
- Could be a one-off process or establish future off-year cycle.
 - Pilot process for AT solicitation.

Cons:

- Selected projects not to begin until 2027, at least 1 year later than 2024 Option 2.
- Off-year solicitation could burden applicants with additional grant applications.
- Short timeline to get solicitation established with simultaneous Reg. Sol. Evaluation work.
- Potentially distracts TAB from 2026 Reg. Sol. Evaluation work

2025 Option B



No 2025 AT Solicitation

2024	2025	2026	2027	2028	2029	2030
		Solicitation	Project Dev	Up to \$76M, mostly in 2028, 2029, 2030		

*Note: Could put an extra year of revenue into 2026, depending on collections. \$76M maximum amount if no other funding distributions before 2026.

Pros:

- Allow AT solicitation to line up with overall regional solicitation (2026 and beyond).
 - Holistic approach to solicitation design.
- Reduced near-term workload for all and provide additional time to establish AT process.
- Additional revenue for 2026 solicitation.
- Reduced timing pressure and potential conflict with 2026 RS.

Cons:

- Would result in a significant single AT solicitation of \$76M if 2024 Option 1 is selected, less if funds are spent in 2024. May be a lot of funding to distribute for the first cycle.
- Spending not to begin until 2028 or 2029 for AT projects.

Future Meeting Schedule



Establish recurring meeting time

Time which works best for group

Timing considerations with other TAB Committees

- TAC F&P: 3rd Thursday of month
- TAC: 1st Wednesday of month
- TAB: 3rd Wednesday of month

Recurring – same day/time of each month

- Send out meeting holds for remainder of year

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.





Steve Peterson

Senior Manager of Highway Planning and TAB/TAC Process

Steven.Peterson@metc.state.mn.us

Amy Vennewitz

Deputy Director of Planning and Finance

Amy.Vennewitz@metc.state.mn.us

Joe Widing

Senior Transportation Planner, MTS

Joseph.Widing@metc.state.mn.us

