

# Minnesota Metropolitan Planning Organizations

Planning Organizations Serving the Metropolitan Areas of Minnesota



## Duluth-Superior Metropolitan Interstate Council

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221 West First Street  
Duluth, MN 55802  
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## Fargo-Moorhead Metropolitan Council of Governments

Ben Griffith, Executive Director  
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[griffith@fmmetrocog.org](mailto:griffith@fmmetrocog.org)

## Grand Forks-East Grand Forks Metropolitan Planning Organization

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## La Crosse Area Planning Committee

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## Mankato/North Mankato Area Planning Organization

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## Metropolitan Council

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## Rochester-Olmsted Council of Governments

Executive Director  
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## St. Cloud Area Planning Organization

Brian Gibson, Executive Director  
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320-252-7568  
[gibson@stcloudapo.org](mailto:gibson@stcloudapo.org)

## MPO Directors Summer Workshop Agenda

August 1, 2023 – August 2, 2023  
St. Cloud Training Facility Lewis Room (in-person)  
3725 12<sup>th</sup> St. N. St. Cloud, MN 56303  
[Teams](#) (virtual option)

### Day 1: Tuesday, August 1, 2023

	TOPIC	PRESENTER
10:03	Welcome & introductions	Erika Shepard, MnDOT
10:30	Vulnerable Road User Safety Assessment	Sonja Piper, MnDOT Matthew Dyrdaahl, Alta Planning + Design, Inc.
11:30	Lunch break	<i>Lunch to be provided to confirmed in-person attendees. Water provided.</i>
1:00	Urban Boundary Update	Erika Shepard, MnDOT
1:30	Access Management Manual update	Erika Shepard (for Tod Sherman), MnDOT
2:00	Carbon Reduction Strategy	Anna Pierce, MnDOT
2:20	10-minute break	
2:30	State Rail Plan update	Robert Clarksen, MnDOT Linda Spohr (Zan Associates) (virtual)
3:00	Gender and Travel Study	Erika Shepard, MnDOT
3:30	MnSHIP update	Kathryn Engelhardt, MnDOT
4:00	Programming Update Workgroup update	Brian Gage, MnDOT (virtual)
4:15	Adjourn	
5:30	Optional happy hour/dinner	<a href="#">Beaver Island Brewing Company</a> , 216 6 <sup>th</sup> Ave S. St. Cloud, MN 56301 NA options are available. Food can be ordered from several different restaurants in the vicinity.

## Day 2: Wednesday, August 2, 2023

	TOPIC	PRESENTER
8:33	Welcome & recap of Day 1	Erika Shepard, MnDOT <i>Coffee and light breakfast refreshments to be provided.</i>
8:45	Federal partners update	Bobbi Retzlaff, FHWA & Bill Wheeler, FTA
9:00	UPWP updates, Complete Streets set-aside update & discussion	Erika Shepard, MnDOT Bobbi Retzlaff, FHWA Bill Wheeler, FTA
10:00	30-minute networking break	
10:30	Safe Routes to School & Active Transportation grant programs overview	Kelly Corbin, Dave Cowan & Steve Prusak, MnDOT ( <i>virtual</i> )
11:00	LAPC update & Q/A	Erin Duffer, LAPC
11:30	MAPO update & Q/A	Chris Talamantez and Shawn Schloesser, MAPO
12:00	Lunch break	<i>Lunch to be provided to confirmed in-person attendees. Water provided.</i>
1:30	Sartell pedestrian bridge tour*	April Ryan, City Engineer, City of Sartell John Kothenbeutel, Public Works Director, City of Sartell Kari Theisen, Project Supervisor, City of Sartell
2:30	Adjourn	

### \*Sartell Pedestrian Bridge Tour

Check out the [newly opened pedestrian bridge](#) with City of Sartell staff. We assume folks will want to check-out of their hotel, drive to the pedestrian bridge, and then leave from home from there, so we have not made any transportation arrangements to get you there. If you do need a ride, please let Erika Shepard know (651-366-3913) and we will make sure you get there and back to your hotel afterward. The tour should take about an hour. Plan to meet in the parking lot outside [River Boat Depot](#) near the entrance to the pedestrian bridge.

### Travel arrangements:

There is no registration fee for this conference. Attendees are responsible for making lodging arrangements. A block of hotel rooms has been reserved at [Holiday Inn & Suites St. Cloud](#), 75 37th Ave, St Cloud, MN 56301. Reservations may be made under the "MnDOT block" at the government rate of \$98/night, through the reservation number (320-253-9000, dial 2), or through [this booking link](#). The hotel block closes July 25th, so all reservations must be made by then.

### Upcoming conferences:

- [MAASTO Annual Meeting](#) in Milwaukee, WI, August 14-16, 2023
- [AMPO Annual Conference](#) in Cleveland, OH September 26-29, 2023
- [APA MN Planning Conference](#) in St. Cloud, MN October 4-6, 2023
- [APA Upper Midwest Annual Conference](#) in Cedar Falls, IA October 11-13, 2023
- [AASHTO Annual Meeting](#) in Indianapolis, IN on November 12-16, 2023
- [APA National Planning Conference](#) in person in Minneapolis on April 13-16, 2024

Other conferences can be found here: <https://ops.fhwa.dot.gov/aboutus/calendar.htm>

### Next MPO Directors Meeting

Tuesday, November 14, 2023, 10:00am to 3:00pm – virtual Teams meeting due to potential for winter conditions. Agenda forthcoming; ROCOG and MIC to present.



# Vulnerable Road User Safety Assessment

MPO Directors' Summer Workshop

Sonja Piper | Active Transportation Safety Engineer

Matthew Dyrdaahl | Alta Planning + Design

August 1, 2023

# Agenda

- Project Introduction and Context
- Key components of the VRU
  - Vulnerable Road User Safety Analysis
  - Consultation and Engagement
  - Program of Projects and Strategies
- Next steps
- Connection to Safe Streets For All (SS4A)





# Vulnerable Road User Safety Analysis

# VRUSA Requirements

- Requirement of Bipartisan Infrastructure Law (BIL)
  - Amended into 2020-2024 Strategic Highway Safety Plan
  - Incorporated into SHSP with updates every 5 years
- Substantially completed by October
  - Commissioner signature and published by November 15, 2023
- Analysis of VRU fatal and serious injuries
- Consultation with high-risk populations
- Identify strategies for implementation through State and local planning



Image Credit: Dan Burden

# VRUSA Outcomes

- Using outcomes of analysis, coordination, and consultations to further define safety concerns and challenges
- Potential countermeasure applications based on roadway contexts and crash profiling developed for high-risk areas
- Identify alignment between VRUSA Safe System Approach, Complete Streets, and other VRU safety initiatives
- Identify potential programs, policies, and best practices that are paired with roadway typologies and crash profiles

# Project Advisory Committee

- Provide high-level guidance and direction
- Roughly 20 members
  - Multi-disciplinary
- Includes representatives from agencies outside MnDOT
  - Emphasize priority populations
  - Participation from Tribal Officials
- PAC meeting roughly every 2 months





# VRUSA Analysis

- High-Injury Network Analysis
  - Geospatial, sliding window analysis
  - Completed for ALL roads in MN
  - Data from 2017—2021 (plus internal testing of pre/post pandemic data)
- Predictive Safety Analysis – **IN PROGRESS**
  - Statewide Pedestrian\* Safety Analysis, completed 2021  
\*included other non-bicyclist VRUs as well
  - Expand to include a bicycle safety analysis, in order to capture all VRU
  - Completed on roads with facility data – primarily trunk highways
  - Data from 2016—2019
- Systemic Safety Analysis
  - 2016 District Safety Plans - Intersection Risk Rating Assessment

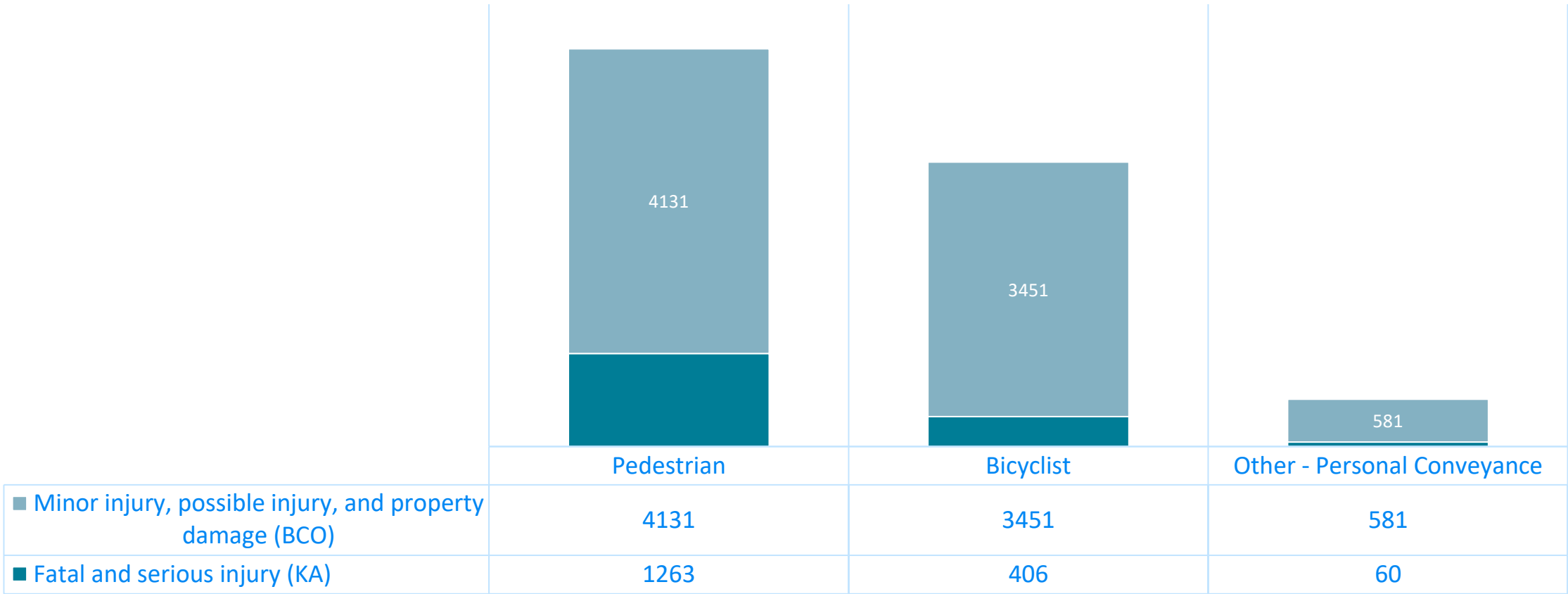
Image Credit: Alta



Sample High-Injury Network Analysis

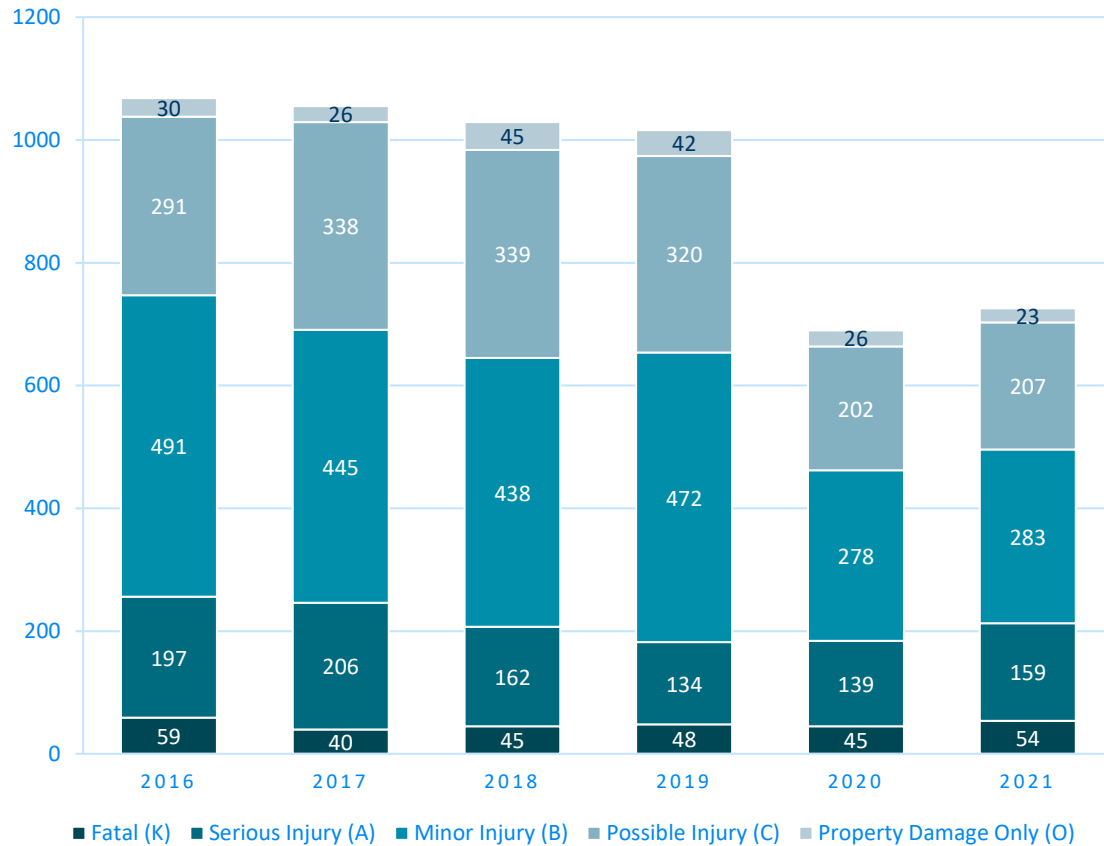
# VRU Crashes

NUMBER OF CRASHES BY MODE AND SEVERITY, 2016--2021

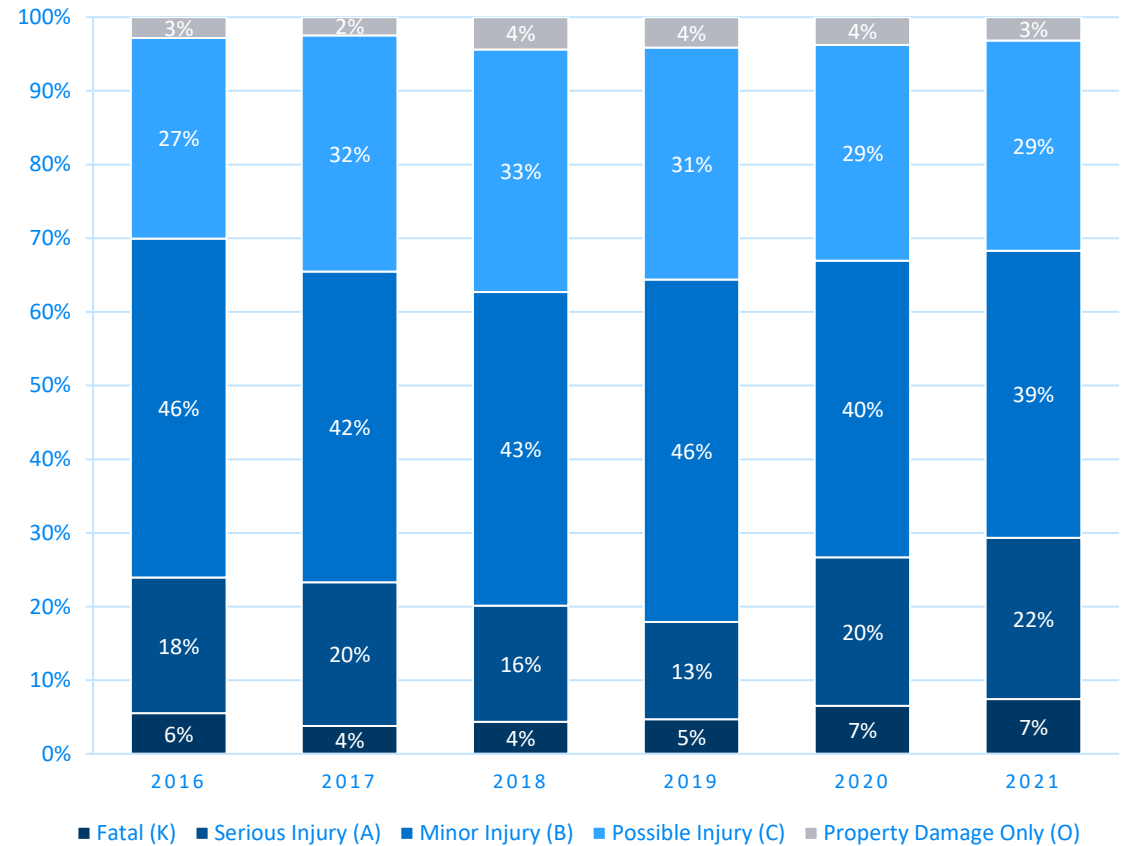


# Pedestrian + Other VRU Crashes Over Time

## NUMBER OF CRASHES BY SEVERITY

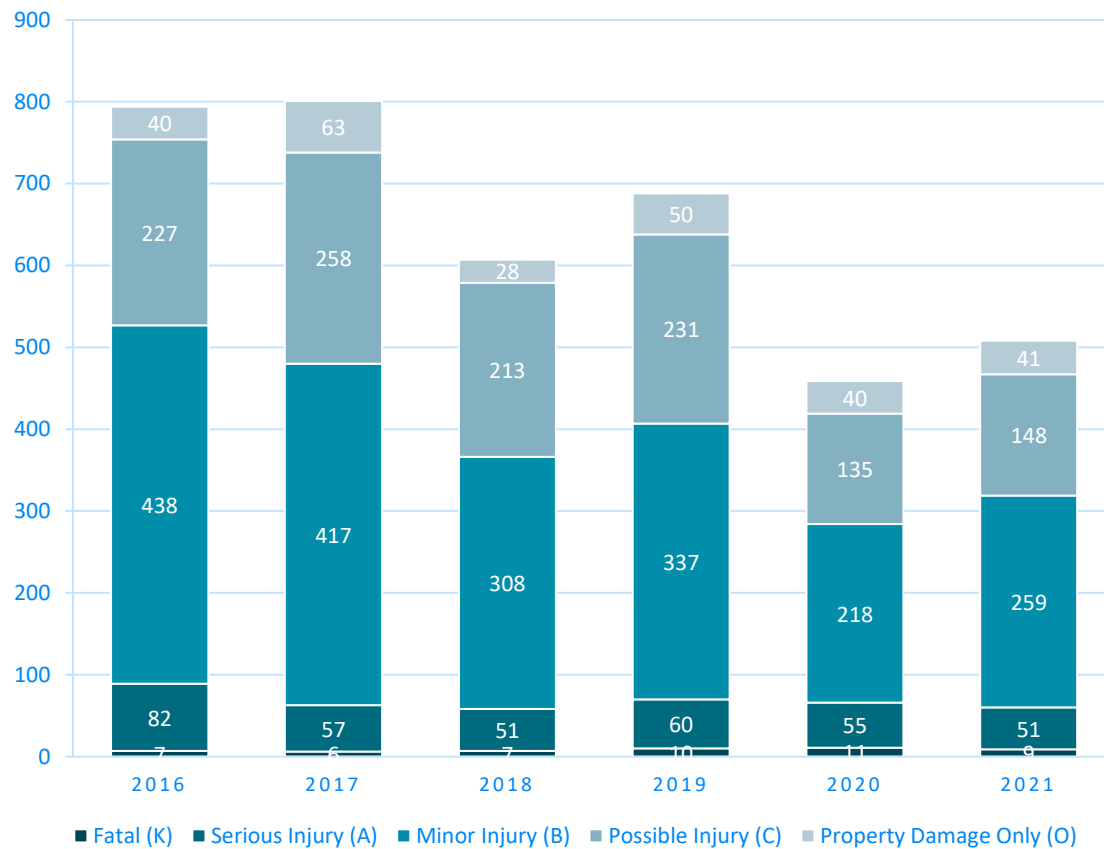


## PERCENTAGE OF CRASHES BY SEVERITY

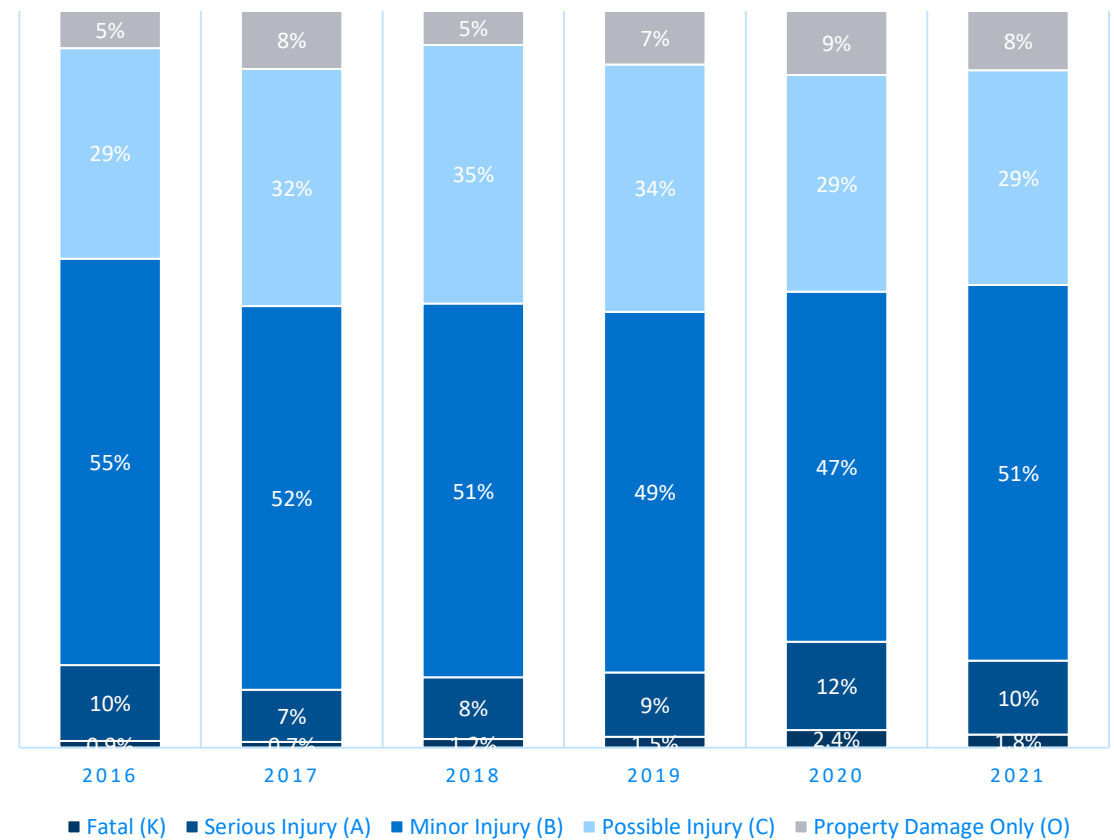


# Bicyclist Crashes Over Time

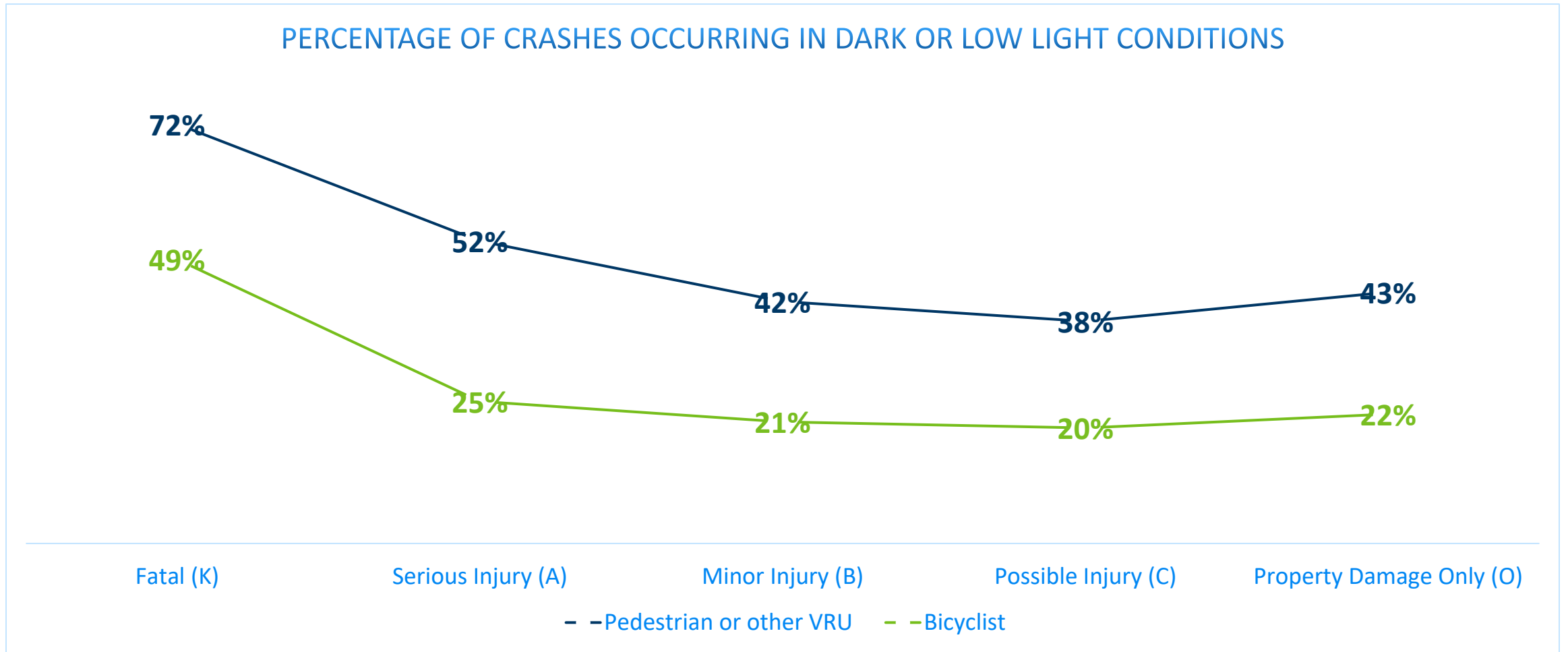
## NUMBER OF CRASHES BY SEVERITY



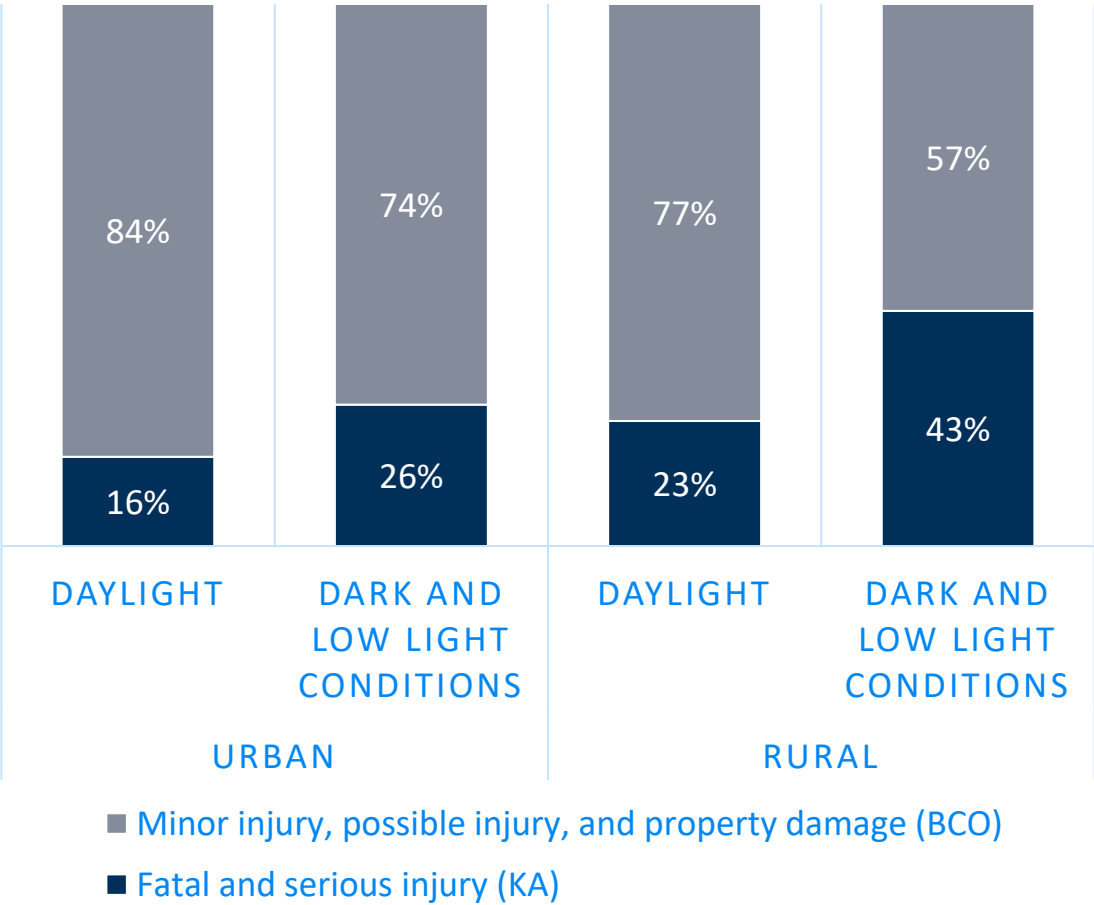
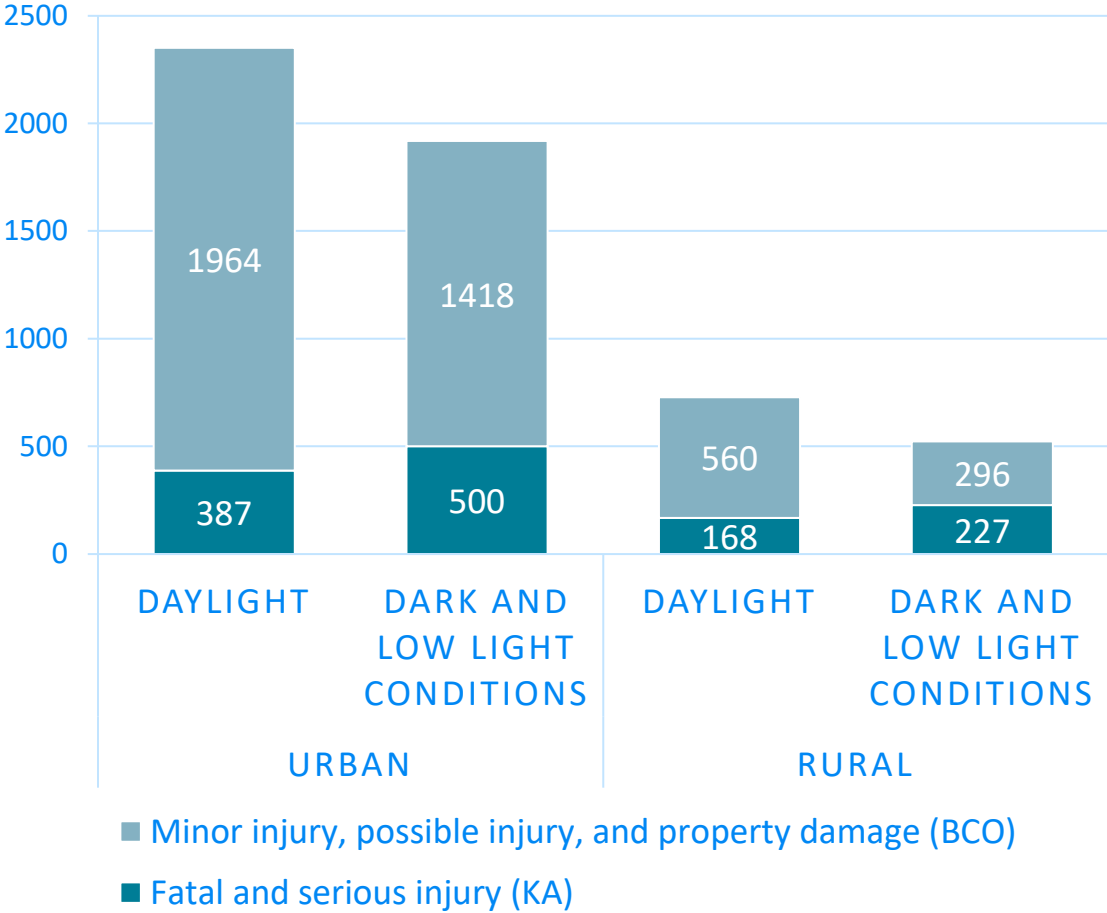
## PERCENTAGE OF CRASHES BY SEVERITY



# Dark and low light conditions



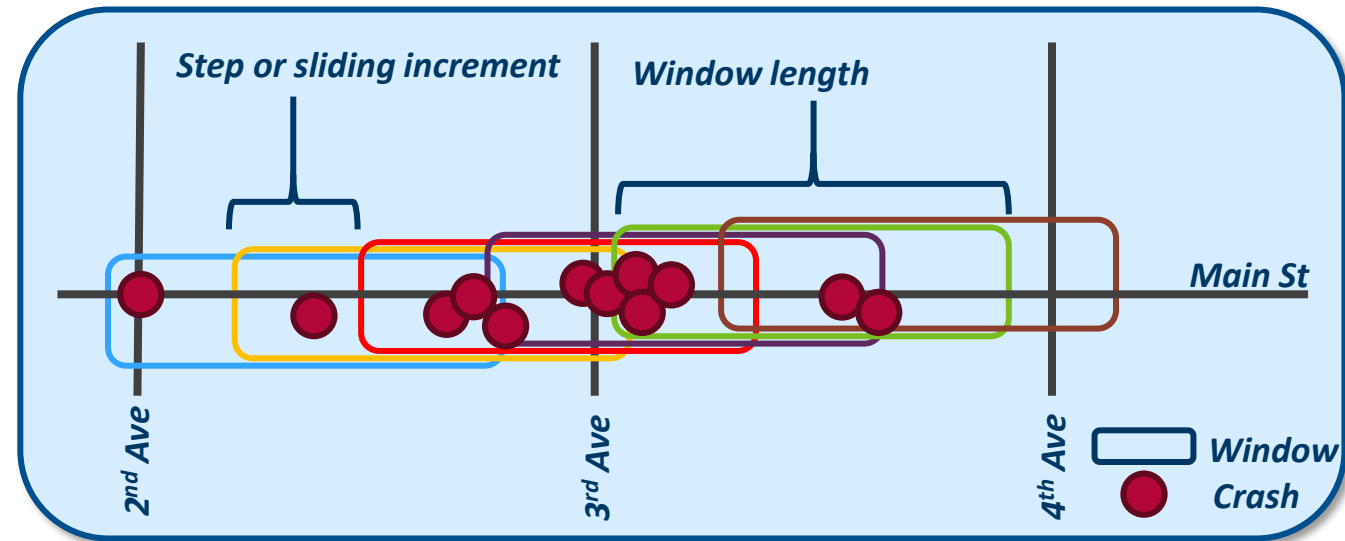
# Pedestrian + other VRU crashes in urban and rural areas



# Sliding Windows → High Injury Networks

- Crash Modes:
  - Bicyclist
  - Pedestrian + Other Human Powered
- Crash Weights
  - Fatal and Serious Injury (KA): 3
  - Minor Injury (B): 1
  - Possible Injury (C) and Property Damage Only (O): excluded
- Sliding Windows
  - Urban: 1-mile window, 0.1-mile steps
  - Rural: 2-mile window, 0.25-mile steps

Image Credit: Safe Streets Research & Consulting



Example Sliding Window Process

# VRUSA Analysis – High Injury Network

Image Credit: Safe Streets Research & Consulting

## Urban: Duluth



Pedestrian Sliding Windows Results in Duluth



Bicyclist Sliding Windows Results in Duluth

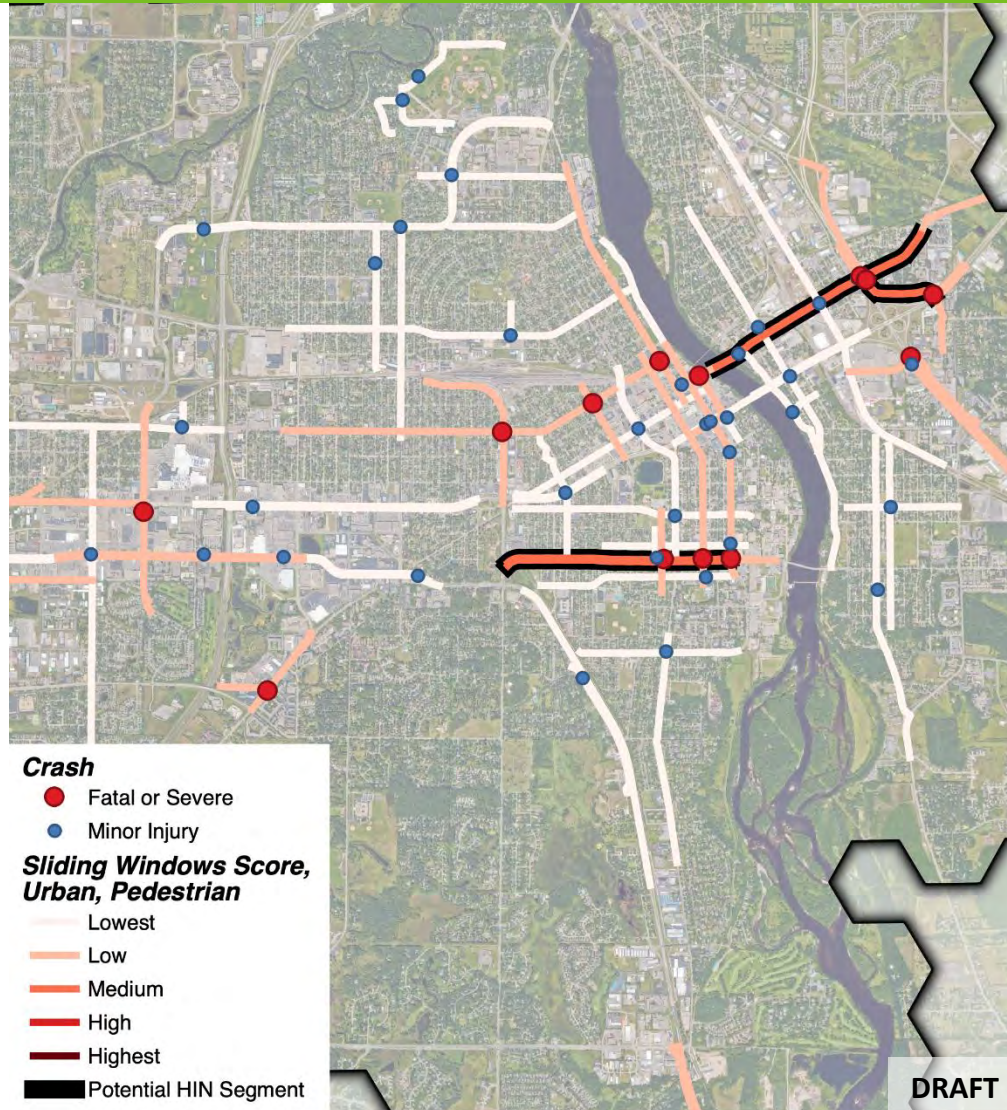
8/1/2023



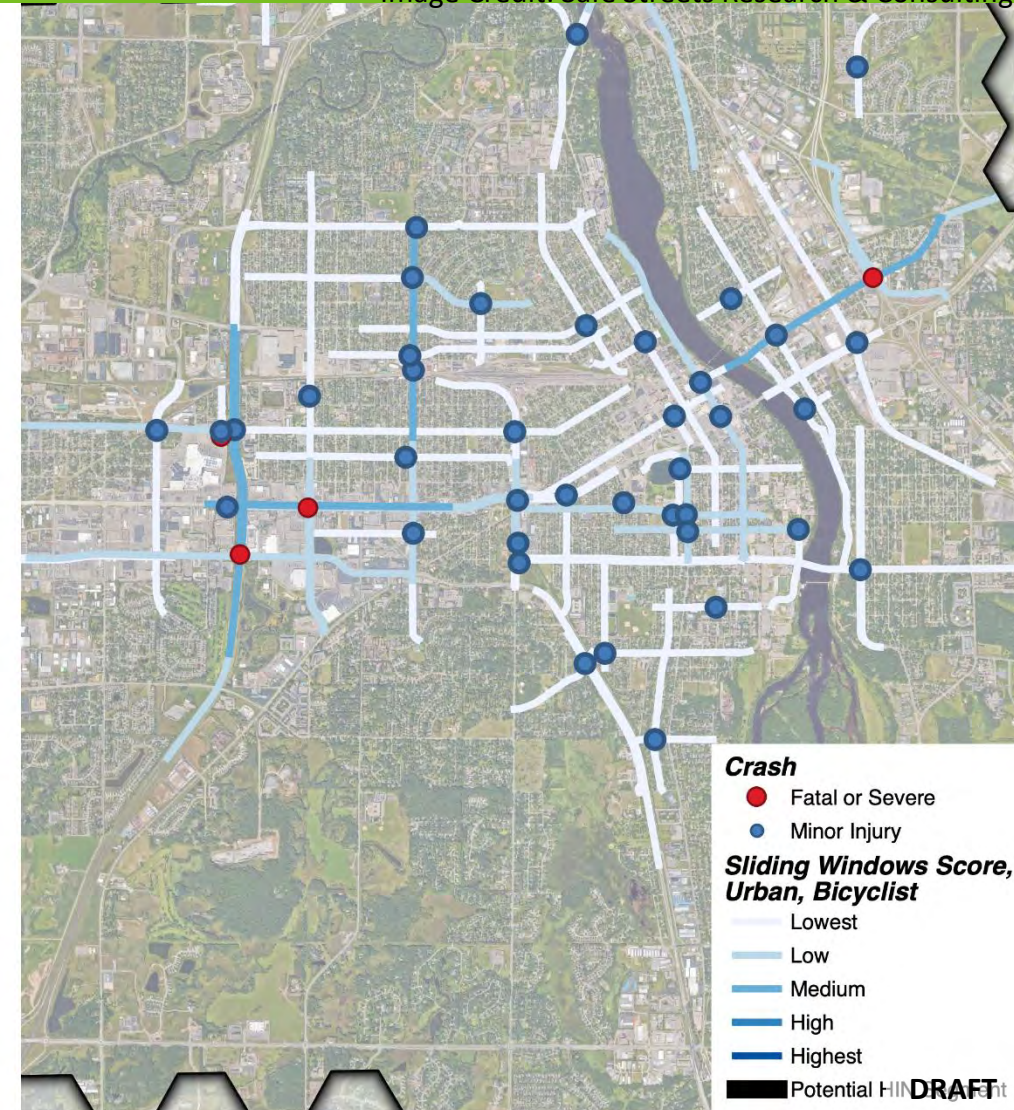
# VRUSA Analysis – High Injury Network

Image Credit: Safe Streets Research & Consulting

Urban: St. Cloud



Pedestrian Sliding Windows Results in St. Cloud



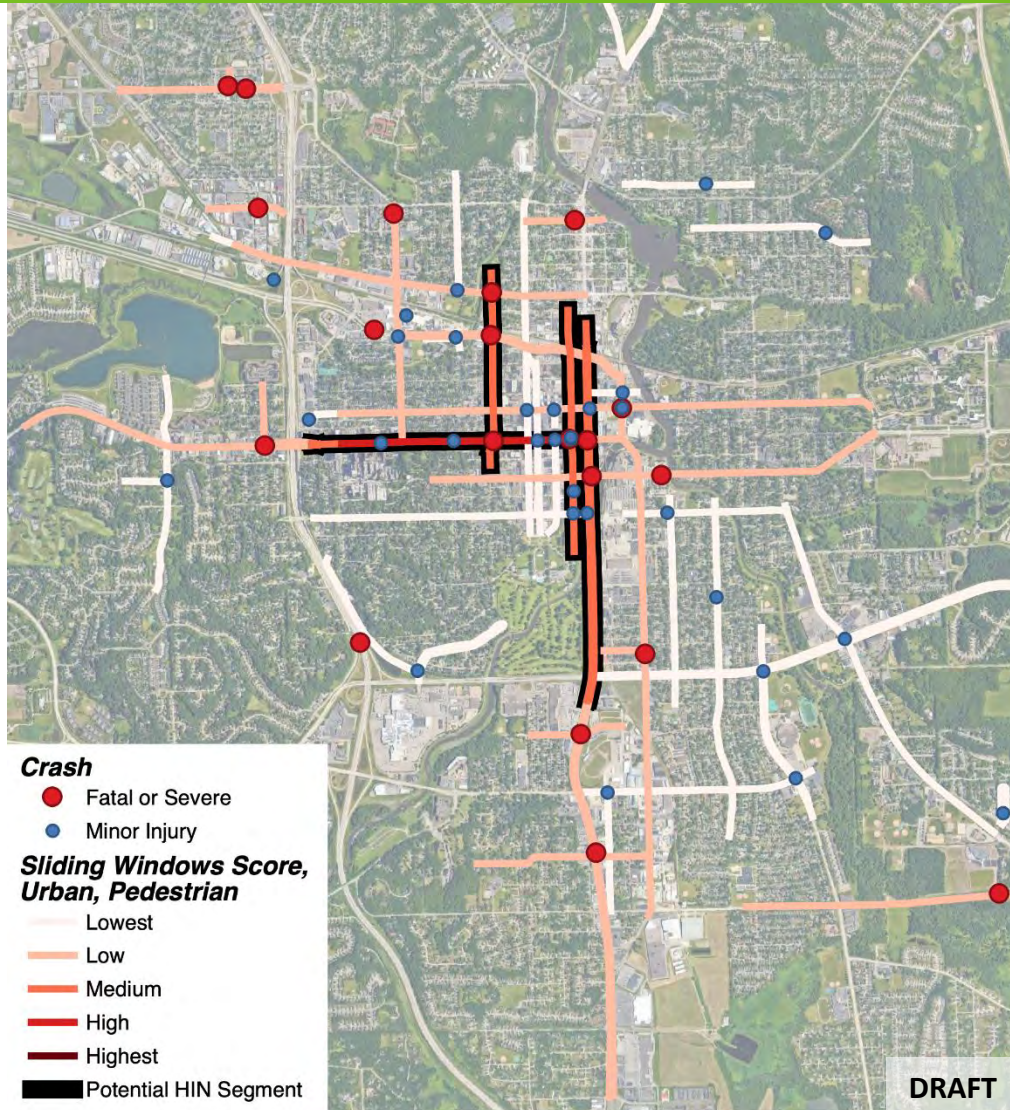
Bicyclist Sliding Windows Results in St. Cloud

8/1/2023

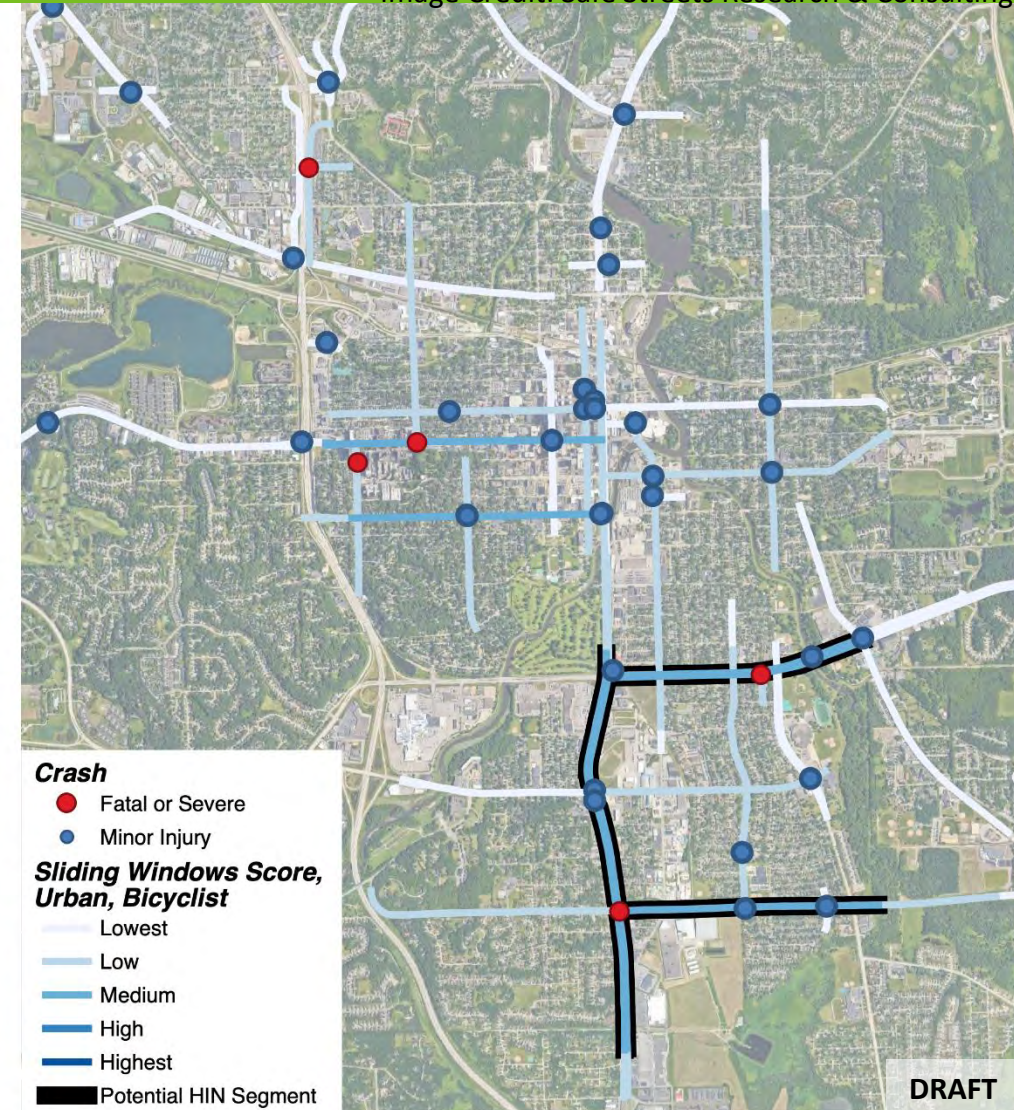
# VRUSA Analysis – High Injury Network

Image Credit: Safe Streets Research & Consulting

Urban: Rochester



Pedestrian Sliding Windows Results in St. Cloud



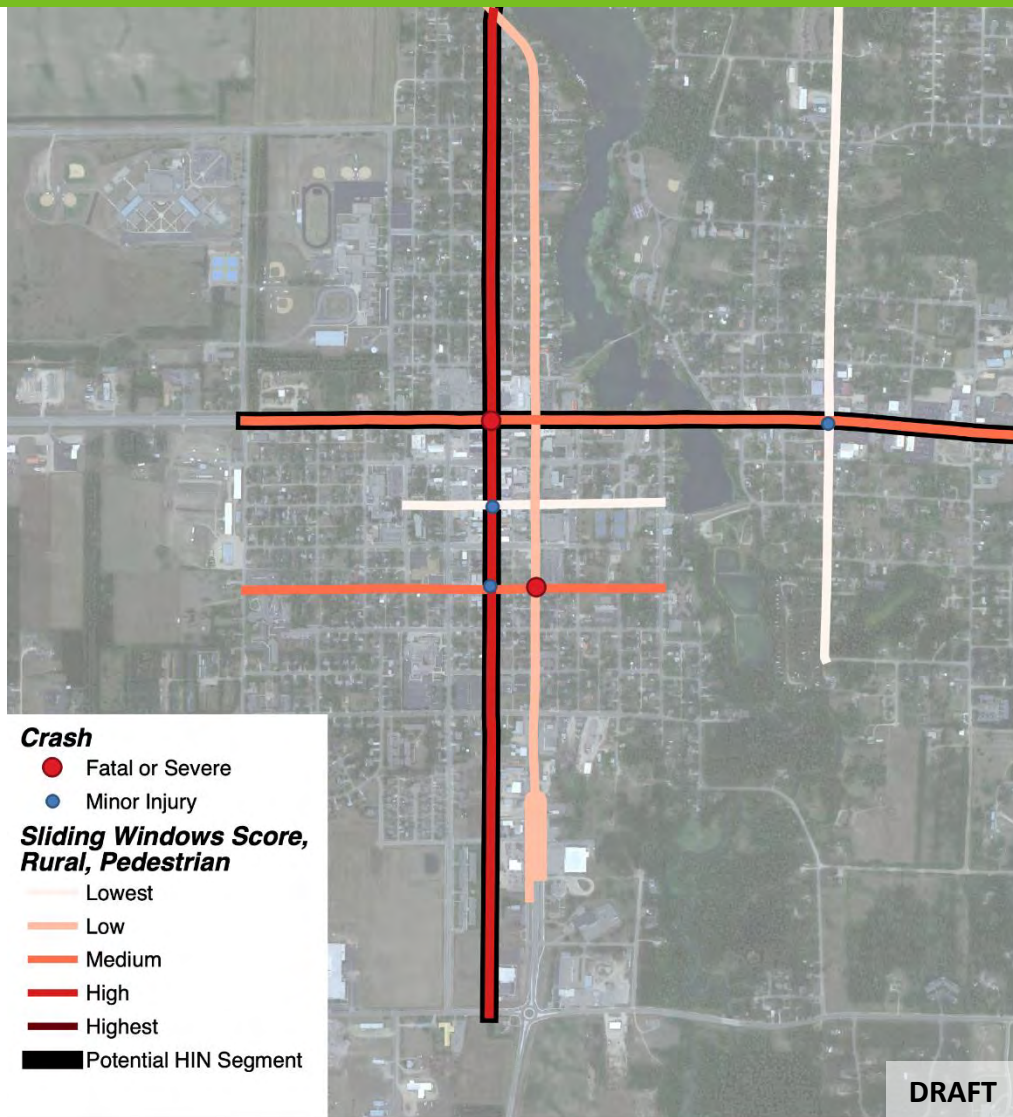
Bicyclist Sliding Windows Results in St. Cloud

8/1/2023

# VRUSA Analysis – High Injury Network

Image Credit: Safe Streets Research & Consulting

## Rural: Park Rapids



0 0.25 0.5 mi Pedestrian Sliding Windows Results in Park Rapids



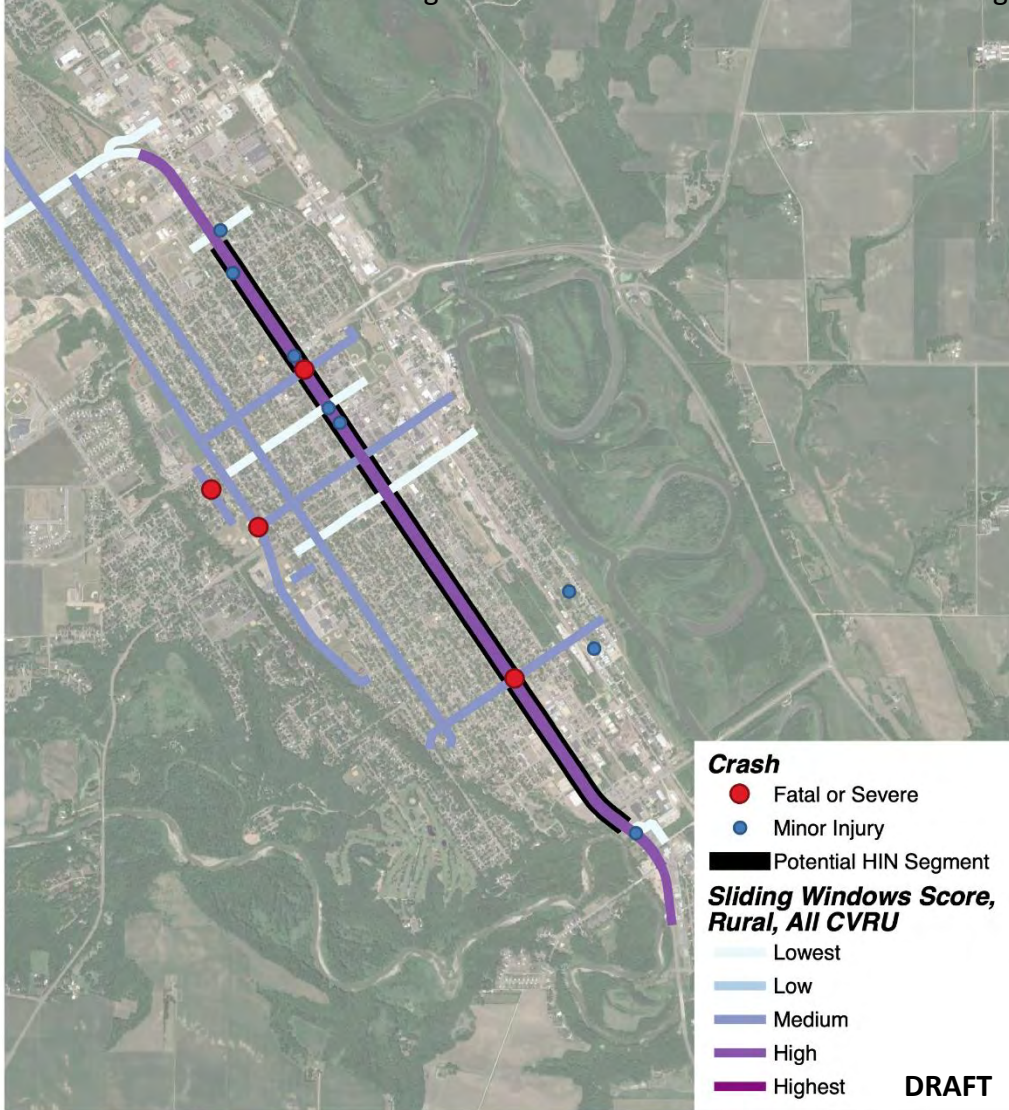
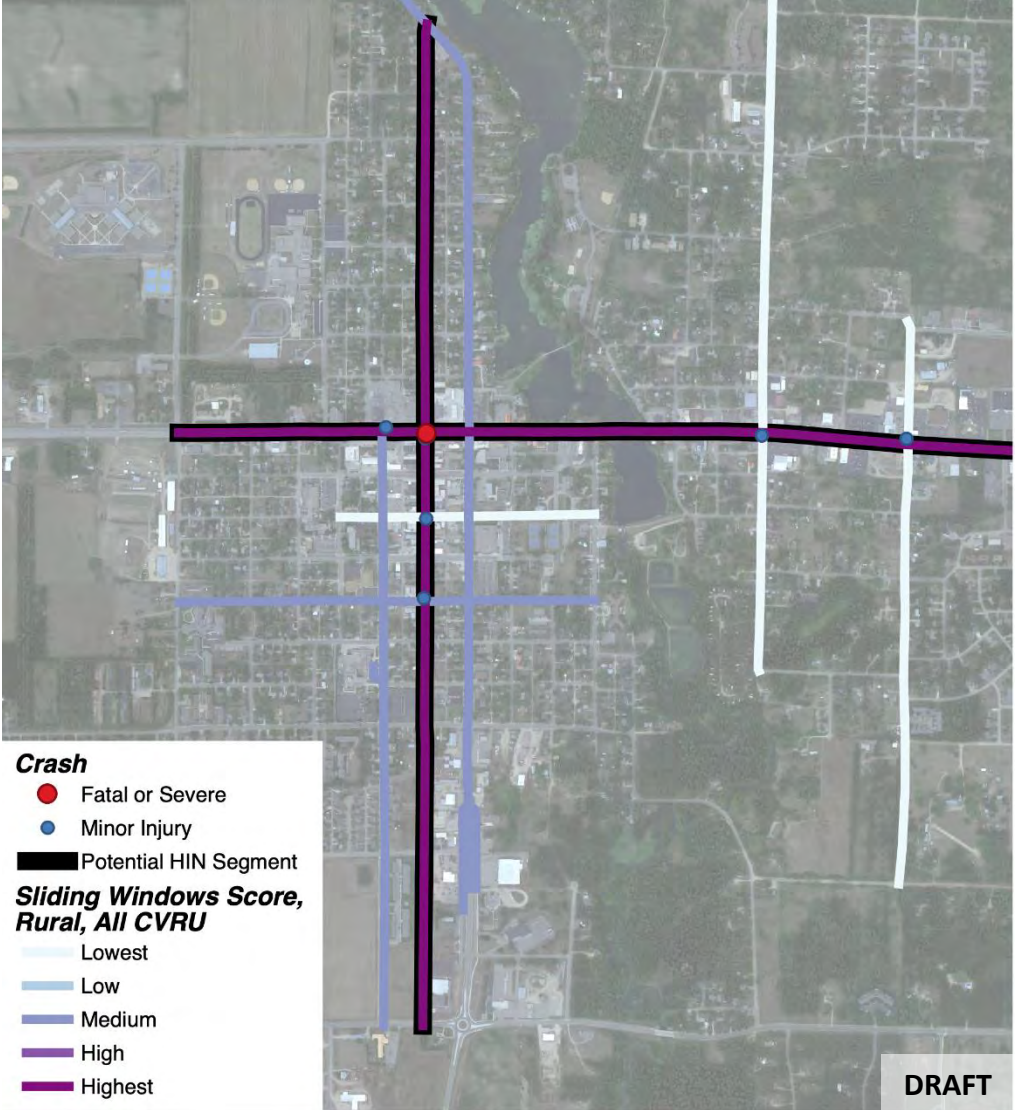
Bicyclist Sliding Windows Results in Park Rapids

8/1/2023

# VRUSA Analysis – High Injury Network

Image Credit: Safe Streets Research & Consulting

Rural



8/1/2023

# Data Dashboard Overview

- Share results of High-Injury Network Analysis
- Intended for use by safety partners
- Map forward, story second
- Highlights important trends from HIN and predictive safety analyses
- Provides additional context layers

Image Credit: Alta



Sample High-Injury Network Analysis

- Discussion Questions
  - What stands out to you?
  - How do you see yourself using this?
  - Anything in the data stand out to you?
  - Data dashboard usefulness?



# Consultation, Coordination, and Engagement

# Engagement Approach

## Literature Review

- MnDOT has worked to increase safety for vulnerable users across the state.
- Statewide Pedestrian Plan and Bicycle Plan
- MnDOT has already done engagement with VRUs and we wanted to acknowledge that in this safety assessment

## Vulnerable Road Users Engagement

- Bikers
- Walkers
- Children and youth
- Older adults
- People with disabilities
- Areas of historic dis-investment: people in small rural communities, Native American populations, people with low-income living in urban communities



# Literature Review

Plan	Small rural communities	Children and youth	Native American populations	People with low-income living in urban communities	Older adults	People with disabilities	Walkers	Bicyclists
1	X	X	X	X	X	X	X	
2								
3	X			X				X
4	X		X				X	X
5	X		X		X			
6	X		X				X	
7	X		X	X		X		
8	X	X	X	X	X	X	X	
9							X	
10		X					X	X
11							X	X
12	X		X				X	X

# Engagement Goals

- Build a shared understanding around critical safety considerations for vulnerable road users
- Share the work MnDOT is doing to ensure vulnerable road users are considered in transportation planning
- Gain local knowledge and perspective on the factors contributing to safety concerns in high-risk areas
- Identify potential strategies, policies or projects to improve the safety of vulnerable road users
- Identify further engagement work that could be completed with the next iteration of Minnesota's Strategic Highway Safety Plan in 2025

## July 10<sup>th</sup> Focus Group

- West Central Initiative
- PartnerSHIP 4 Health
- Otter Tail County Safe Communities Coalition
- MnDOT District 4
- Bike FM
- Fargo Morehead Metro Council of Governments
- Pelican Rapids Community Member
- BSN Student

## July 13<sup>th</sup> Focus Group (tentative)

- Move Minnesota
- Bike MN
- Disability community (Disability Hub MN, MN Consortium for Citizens with Disabilities, Metropolitan Center for Independent Living)

## Tribal Nations conversations

- Scheduled

# Past Engagement Themes

## Recurring themes:

- More/better/accessible bicycle and pedestrian infrastructure
- More/better sidewalks
- Better bike, pedestrian and transit connections
- Safer crossings/intersections
- Improved winter maintenance
- Driver behavior
- Aging infrastructure



# Key Takeaways: Initial Recommendations

- Who: Target VRUs in engagement efforts, especially older adults, children and youth, and people with disabilities
  - Senior residences, schools, focus groups with people with disabilities
- How: Don't just ask questions, get in people's shoes
  - Experiential engagement with walking/rolling/biking audits
- What: Maintenance is a major factor, not just design
  - Maintenance can adversely affect VRUs more than larger vehicular traffic (trash accumulation in ROW)
  - Consider how some maintenance investments prioritize one mode over another (snow removal is a good example)



# Program of Projects and Strategies

## Federal Guidance

- “The Vulnerable Road User Safety Assessment shall include a program of projects or strategies to reduce safety risks to vulnerable road users in areas identified as high-risk.”
- Utilize Safe Systems approach
- Context-specific strategies
- NOT expected to be a fully developed project list for each high-risk area

## Traditional Road Safety Practices vs. Safe System Approach

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

### TRADITIONAL

### SAFE SYSTEM

Prevent crashes



Prevent deaths and serious injuries

Improve human behavior



Design for human mistakes/limitations

Control speeding



Reduce speed

Individuals are responsible



Share responsibility

React based on crash history



Proactively identify and address risks



1. Highlight MnDOT safety work
2. Pull key safety themes from
  1. Existing MnDOT plans/policies
  2. VRU engagement
  3. HIN and systemic safety analyses
3. Compile relevant strategies for addressing VRU concerns

# Discussion Questions

- What are your top priorities to improve safety for vulnerable road users?
- If there was one thing you could fix TODAY, what would you fix?
- What could MnDOT do with this work once we understand the issues (safety data analysis)?

# Schedule

<b>Task</b>	<b>Date</b>
Contractor Kick-off	March
Crash Analysis	March - August
Consultation	April - August
Program of Projects or Strategies	June - September
Substantial Completion	October
<b>Commissioner Signature</b>	<b>November 15</b>



## Next Steps

- Context
  - Similar steps – This is about vulnerable road users to influence the SHSP
  - Not a substitute for planning grant – specifically to be to be eligible for the Implementation Grant
- Types of Grants
  - Planning and Demonstration Grants
  - Implementation Grants
- SS4A website
  - <https://www.transportation.gov/grants/SS4A>

# Thank You!

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# Urban Boundary Update Process

Erika Shepard, MnDOT OTSM

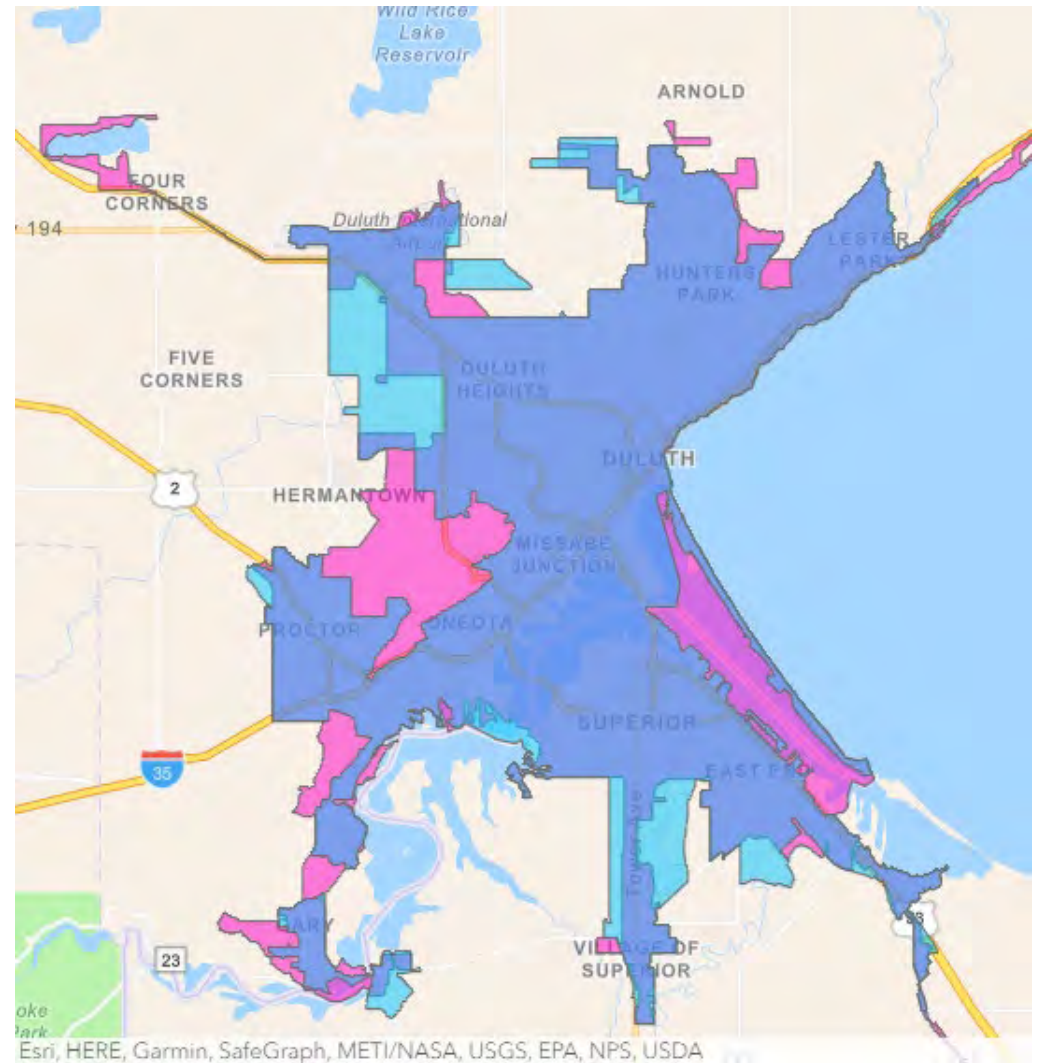
# Urban Boundary Update Refresher

- Every time the decennial census comes around, urban boundaries are updated
  - Urban area adjustments must be completed by end of the year
- Implications for funding, transportation system, data reporting:
  - Functional Classification
  - Highway Performance Monitoring System
  - STBG Apportionment Formula – doesn't change the amount of money MN receives, just the distribution of money
  - CMAQ Traffic Congestion Performance Measures



# Criteria - Federal

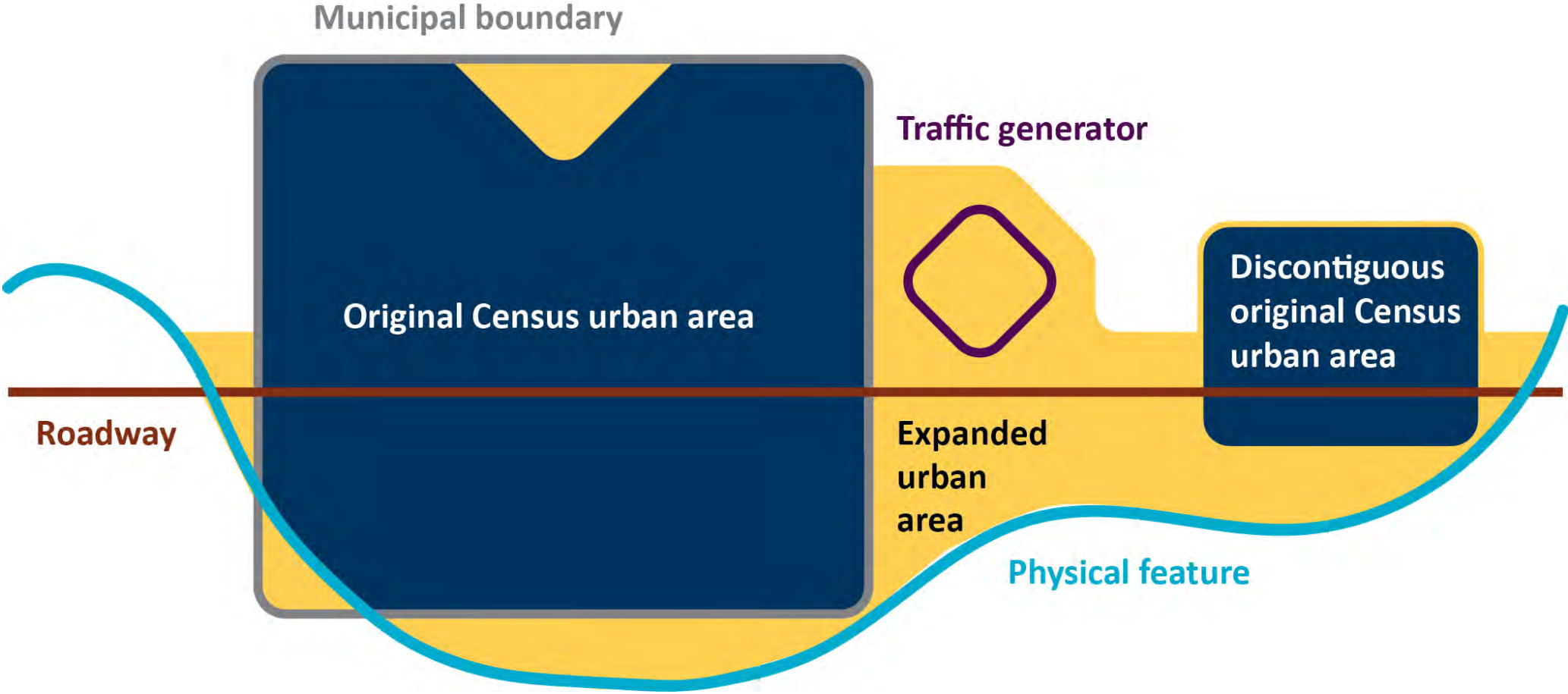
- Adjustments must include the entire 2020 Census-designated urban area
  - Cannot shrink urban area, can only expand from urban area
- Urban areas cannot be discontinuous



# Criteria - MnDOT

- The urban area should be expanded to match municipal boundaries where appropriate.
- The urban area must include the entire roadway right-of-way (e.g., roadway, major intersection) in between and through discontinuous urban areas.
- A roadway in an urban area must be entirely in the urban area until there is another logical feature for the urban boundary to end (i.e., a road should not weave in and out of the urban area boundary).
- Within reason, the urban area's boundaries should be drawn along physical features (e.g., lakes , rivers, historic landmarks, earth formations).
- The urban area should include significant traffic generators (e.g., universities, airports, government buildings, other public institutions).

# Illustration of Applied Criteria



# MPO boundary update process



- Metropolitan Planning Organization (MPO) adjusts 2020 HEPGIS urban area boundaries according to criteria
- MPO coordinates with local jurisdictions on FAUA updates
- MPO develops maps and summary for MnDOT and local jurisdiction coordination

## Collaborate

- MPO shares proposed adjustments (map and summary) with MnDOT
- MPO and MnDOT coordinate (email and virtual meeting(s))
- MPO revises boundary adjustments based on coordination

## Review and submit

- MPO obtains local jurisdictional approval
- MPO obtains MnDOT concurrence
- MPO receives Policy Board approval
- MPO provides information to MnDOT
- MnDOT submits boundary updates to FHWA for approval

# Coordination & Documentation

## Prior to MPO board approval of adjusted boundary:

- MPO sends MnDOT draft boundary for review
- Discuss any issues and/or discrepancies with MnDOT criteria

## Following MPO board approval of adjusted boundary:

- MPO submits the following documents to MnDOT
  - GIS shapefile of the proposed 2020 boundary updates and the original 2020 HEPGIS shapefile.
  - Written summary of the proposed updates and justification related to the MnDOT criteria.

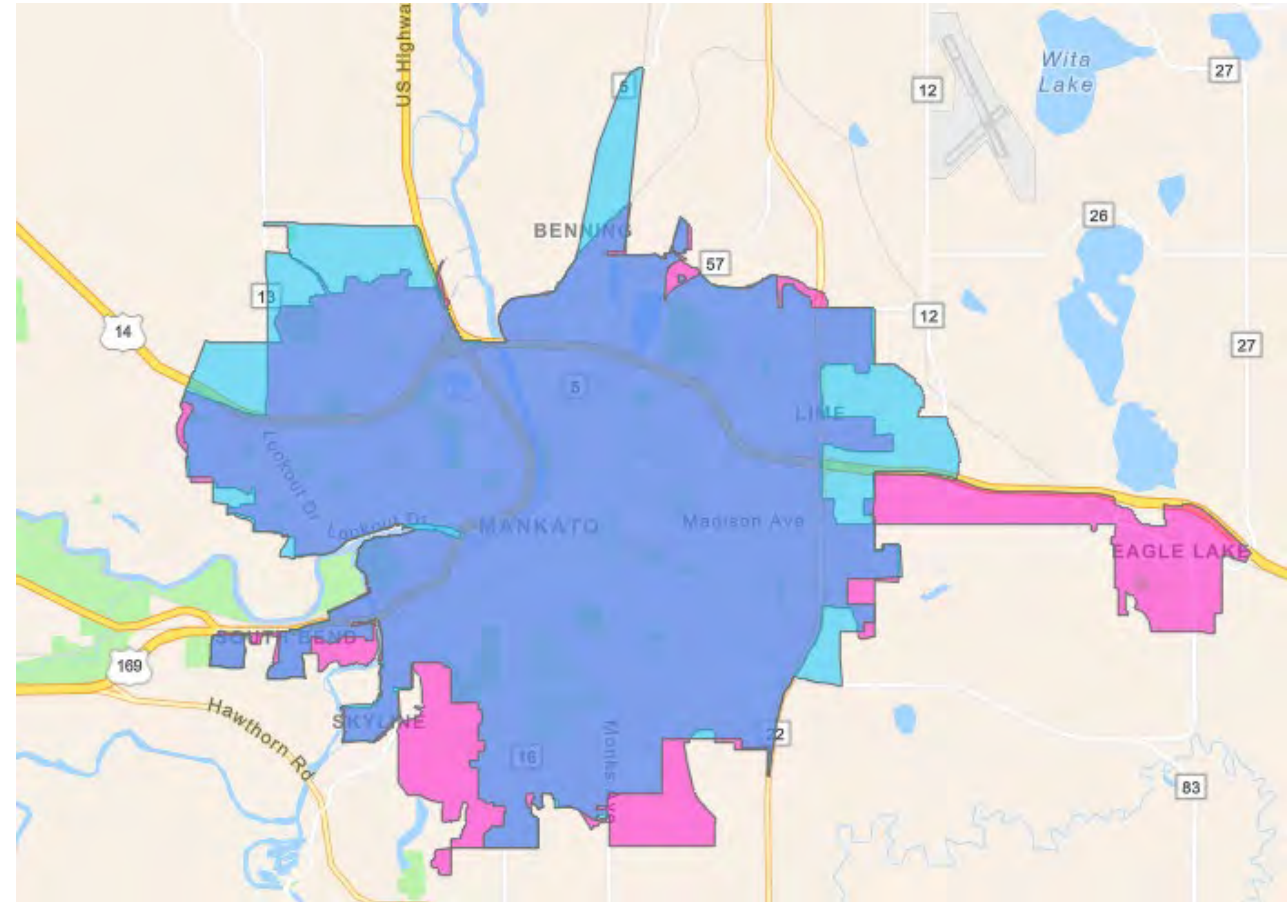
- Urban area adjustments must be completed by the end of the calendar year
- MnDOT is aiming to submit all boundary adjustments to FHWA by end of federal fiscal year



# Discussion

How has coordination been going on the local/regional/state scale?

Have you faced any major hold-ups so far?



# Helpful Resources

- FHWA Overview
  - [Resources - Census Urbanized Areas and MPO/TMA Designation - Census Issues - Planning - FHWA \(dot.gov\)](#)
- FHWA FAQ
  - [FAQ Topic 7: Adjusting Urban Area Boundaries and Implications for FHWA's Programs - FAQ - Census Urbanized Areas and MPO/TMA Designation - Census Issues - Planning - FHWA \(dot.gov\)](#)
- Interactive Census Map (2010 vs. 2020)
  - [FTA Census Map | FTA \(dot.gov\)](#)
- Census Definitions (2010 vs. 2020)
  - [Redefining Urban Areas following the 2020 Census](#)



# MnDOT's Access Management Manual

**SECOND SECTION**

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## The San Francisco News

PAGES 15 TO 26 SAN FRANCISCO, THURSDAY, APRIL 21, 1938 Page 15

MARCH		APRIL						
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9	10	11	12	13	14	15	16	
17	18	19	20	21	22	23	24	
25	26	27	28	29	30	31		

### Behind The News

WITH ARTHUR CAYLOR



Hollywood May Move In Upon Our 1939 Fair 'for Fair'

**Wham** Although we don't want to go off half-cocked, as they say down at exposition headquarters, we probably should tell you it's possible the fair is about to receive a transfusion of u-umph which will be much the same type as that given the Chicago show by Miss Sally Rand, a noted u-umph-dancer. Miss Sally, you'll recall, set everything at Chicago in a whirl—including the turnstiles. Learned judges talked for publication about putting pants on horses while thousands mobbed the ticket windows in the wild hope of being on hand when something eventually went wrong with her timing. Her quality has been given the name of sex-appeal in the theatrical trade. And something with sex-appeal is exactly what the boys are fighting for outside an entire five million visitors to San Francisco's show.

The idea is to bring Hollywood into the exhibition — BIG — by providing a spot where maybe 2500 movie fans can look on at a time while real stars such as Robert Taylor and Myrna Loy and whoever you like best, make genuine movies. Fake stunts of this type have been done at previous expositions, but this one would have the real gimmick. You could go see the movies afterward.

**Hot** Ordinarily there wouldn't be a chance in a million to put on such a stunt, but our men expect that some of the top-flight movie magnates like Louis B. Mayer—as man incidentally with a warm spot for San Francisco—are extremely interested. That happens because Louis H. Lurie, whose interests include important connections in Hollywood, is ready to go to town on it—and already has gone part way. His only stipulation is that the stunt, if arranged, must be strictly a non-commercial, fair-boosting project which will permit nobody except the exposition.

**Vigilantes** Some muckering about vigilance committees—which probably won't amount to more than Jackie Coogan's bankroll—has developed in San Mateo County, our constituent agents report, because of the single man's camp established back of Sharp Park by San Francisco County and SRA.

## SCIENCE FIGHTS FOR AUTO SAFETY

Removing Hazards From Present Highways More Important Than Planning New Ones

WHILE the job of better road and better highways every year, safety experts appear to be fighting a losing battle. Yet a close analysis of the 1937 figures shows highway is being made. Science is finding new methods to reduce auto accidents, and the science of road building is being made to be the best—the better.

**EXPERIENCE** is a cruel teacher, and usually it is convincing America that economy in road building is false economy. Today the United States has approximately 1000 miles of highway of advanced design with divided lanes and grade separations. Throughout the remaining three million miles of highway experience is teaching that better can and travel safely in opposite directions on the same road.

Only a few years ago motorists pressed the white line as the greatest godsend of modern highway planning. The white line will soon prove to be the parent of an even greater godsend, the most-often striped divided highway.

### 57 BILLIONS NEEDED

Under the direction of Thomas H. MacDonald, chief of the U. S. Bureau of Public Roads, a survey in all states is being undertaken to determine highway needs. The master highway plan which will develop from this survey is one of the most important movements under way to make automobile travel safe. While this Federal survey will be the first accurate estimate of highway needs, Frank B. Sheets, traffic engineer and president of the Portland Cement Association, estimates the total cost of an adequate road-building program at 57 billion dollars. This, he claims, can be amortized out in 25 years and paid for in 15 years out of revenue from existing taxes.

Mr. Sheets recommends a program calling for 60,000 miles of supertrunk line highways with all sidetrunk line highways with 100,000 miles of primary trunk line highways with to meet a high standard of modern safety construction, and substantial improvement of the secondary road at 3m.

### LOCAL NEEDS TEST

Traffic experts throughout the nation are agreed that such a building program is necessary. But the day also can be undertaken seems far distant. The immediate needs of the



Division of the Eastshore Highway approach to the San Francisco-Oakland Bay Bridge with a median strip was the Bay Region's most important recent contribution toward the cause of accident prevention, in the opinion of traffic experts. The result has been a minimum of collisions on one of the most heavily traveled thoroughfares in Northern California.

of administrative traffic control and highway building.

This fact is being the plan for national uniform safety programs for states and the proposed establishment of a State Highway & Traffic Safety Commission, advanced for California by the Automobile Club of Southern California and the California State Automobile Association.

The auto groups propose an initiative constitutional amendment which would create a single state commission of five members to develop and maintain a system of state highways designed for safety, and reduce state facilities through proper enforcement of traffic regulations and through education.

### DIVIDED ROADS NEEDED

Until the day such gigantic highway building programs can be undertaken, traffic engineers are

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### DIVIDED ROADS NEEDED

Until the day such gigantic highway building programs can be undertaken, traffic engineers are

### Fair Enough

BY WESTERHOOK PECLER



President Has Been Riding Free on Taxes for Long Time

**NEW YORK, April 21.**—We will now hear once again the fine-haired constitutional reason why it would be dangerous to our liberties, to the integrity of the states, the sacred heritage of Valley Forge and the virtue of American womanhood, to extend the Federal income tax to the salaries of state, county and municipal employees and the state income taxes to the salaries of Federal employees residing in states which have this tax.

Mr. Roosevelt himself, who is included among those who have abolished their civilization at a cut rate for many years, has openly endorsed this program. Nobody ever has offered any objection to the proposition that the great army of peevish and total deadheads should be compelled to pay in proportion to their income, the same as the rest of us. As governor of New York and as a member of the legislature before that, Mr. Roosevelt was not required to pay the Federal income tax on his public pay. As President, at a high salary, plus bonus, he has been exempt from the New York state tax which is a money that would have cost him about \$7500 a year these last six years.

**President Only Gets Silver Star**  
HOWEVER, it must be said that Mr. Roosevelt has never taken the stand against the Annie Oakley relatives inherent in public office. He gets a star on his report card for that, but only a silver star, not a gold one, because the idea never occurred to him that he, too, had been thumbing his way at the expense of his fellow citizens until he made his crack about public officials and employees get that way, and the President apparently did not realize that he was one of the non-taxpayers except until he said what he said and heard echo answer, "Listen who's talking about deadheads?"

In opposition to the President's current proposal it is argued that to tax public salaries, drawn out of the public kitty and derived from the taxes of the rest of us, would be to diminish those salaries and impose a Federal tax on the functions of the states and a state tax on the agencies of the Federal Government.

### Objection Goes Back to 1819

It would do nothing of the kind. After a public official has done his job, he has no more to do with the public money than he has with the public property. The money has been paid for the public service and it is the public's money. The public has no more to do with the public money than it has with the public property. The public has no more to do with the public money than it has with the public property. The public has no more to do with the public money than it has with the public property.

San Francisco News, April 21, 1938

# MnDOT's Access Management Manual

- Identifies the desired Intersection Spacing on Every State Highway in Minnesota based on Roadway Function and adjacent land use
- MnDOT Requirements with New Intersections and Driveways
- Better Definition of Reasonable and Convenient Access
- When to Purchase Access Control
- When to Require and what to Include in Traffic Impact Studies

# Access Management Definition

*Access management is the coordinated planning, regulation, and design of access between roadways and land development. It encompasses a range of methods that promote the efficient and safe movement of people and goods by reducing conflicts on the roadway system and at its interface with other modes of travel. These methods include improvements to benefit transit, pedestrians, and bicyclists, as well as different treatments for urban, suburban, and rural settings.*

*The benefits of access management are many. They include improved safety, reduced delay, better multimodal quality of service, and enhanced livability.\**

*\* Access Management Manual (Williams et al., 2014, p. 3): From NCHRP - How to Measure and Communicate the Value of Access Management (2023)*

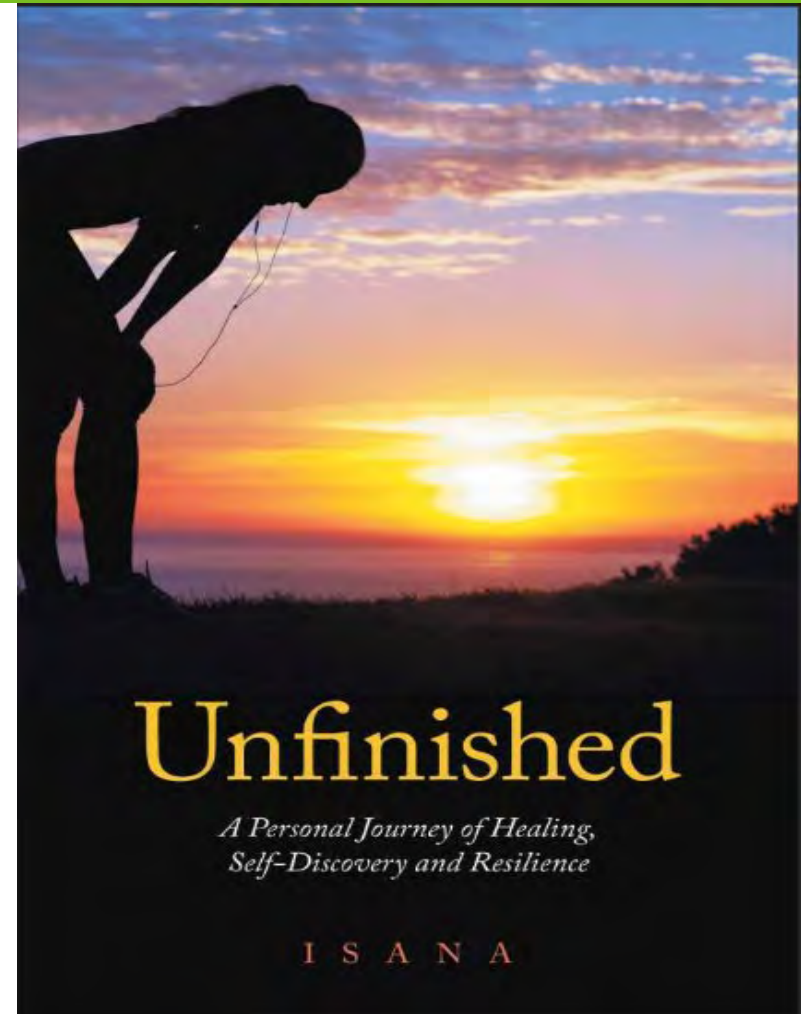
# Presentation Purpose

- Discuss opportunities with the update of our access management manual
- Discuss need for MPO involvement
- Recruit

- Update what works



- Complete Unfinished Chapters



- Update Consistent with Complete Streets Work
  - Incorporate complete streets into access decisions.  
Improvements based on modal priorities



# Opportunities - Livability

“Livability in transportation is about leveraging the quality, location, and type of transportation facilities and services available to help achieve broader community goals such as access to good jobs, affordable housing, quality schools, and safe streets.”

- The Role of FHWA Programs in Livability: State of the Practice Summary. Washington DC: U.S. Department of Transportation, 2011.  
[http://www.fhwa.dot.gov/livability/state\\_of\\_the\\_practice\\_summary/research2011.pdf](http://www.fhwa.dot.gov/livability/state_of_the_practice_summary/research2011.pdf). Accessed August, 2012.



# Guiding Principles of Community Connectedness

- Envision and plan with the community to understand their transportation needs.
- Approach projects holistically to consider all opportunities small or large, to improve communities through better transportation that leads to other desired community outcomes.
- Consider the needs, security, and safety of all transportation system users.
- Build collaborative partnerships with traditional and nontraditional partners (e.g., interagency, multidisciplinary, State-local, public-private).
- Embrace innovation, technology, flexibility, creativity, and multimodal approaches to address each community's unique challenges, especially those that are performance-based.

FHWA Office of Planning, Environment, and Realty (HEP)

- Committees and Meetings Set
- Timeline with Key Deliverables
- Draft Chapter Outlines



**Tod Sherman**

[tod.sherman@state.mn.us](mailto:tod.sherman@state.mn.us)





# MnDOT Carbon Reduction Strategy

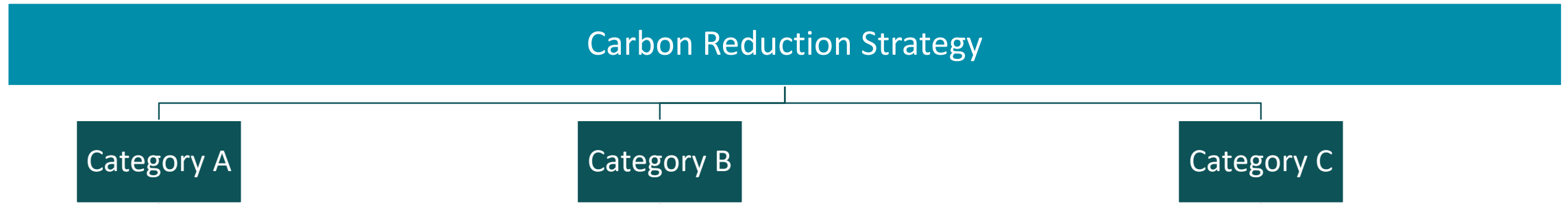
August 1<sup>st</sup>, 2023

# CRS | Engagement Process

- ✓ Engagement Plan – wrapping up
- ✓ Engagement – beginning
- ✓ Engagement summary
- ✓ Category & Strategy development/refinement – beginning
- ✓ Draft document – outlined
  - Engagement – 2<sup>nd</sup> round
  - Final document

# Categories – Strategies – Project Types

# CRS Categories



# CRS | Categories & Strategies

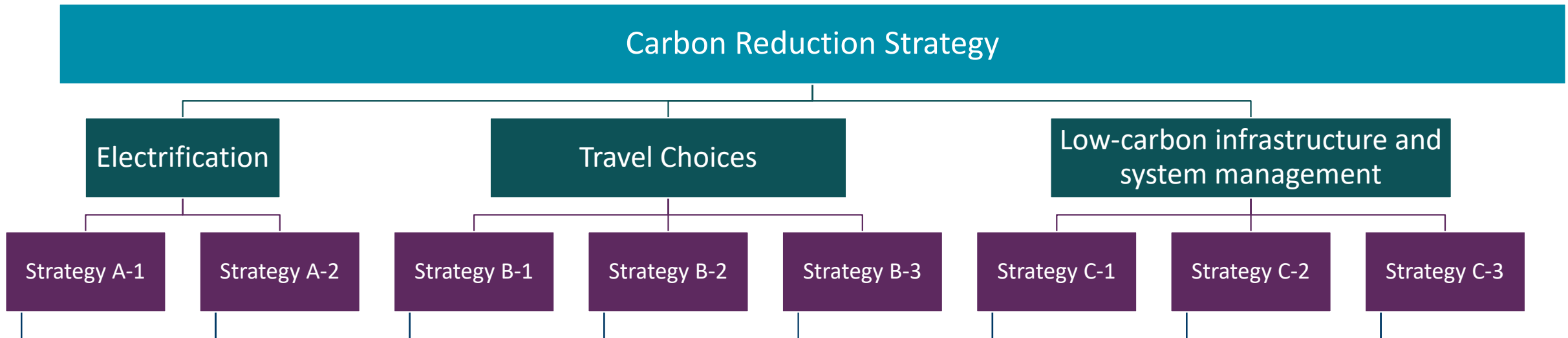
- Shorter travel distances and walkable communities
- Enhance public transit
- Ridesharing and alternative commute options
- Electric vehicles and alternative fuels
- System management and operations
- Low-carbon construction materials and maintenance



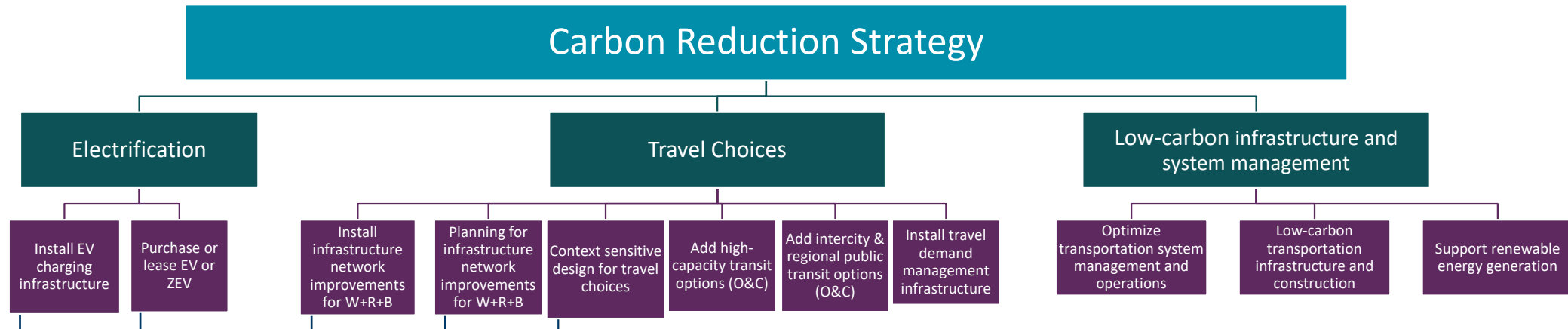
# CRS | Categories

- Shorter travel distances and walkable communities
  - Enhance public transit
  - Ridesharing and alternative commute options
  - Electric vehicles and alternative fuels
  - System management and operations
  - Low-carbon construction materials and maintenance
- Travel Choices
- Electrification
- Low-carbon infrastructure and system management
- 
- The diagram illustrates the categories of CRS (Climate Resilient Solutions) based on a list of six items. A large right-facing curly bracket groups the first three items: 'Shorter travel distances and walkable communities', 'Enhance public transit', and 'Ridesharing and alternative commute options'. This bracket is labeled 'Travel Choices'. A horizontal arrow points from the item 'Electric vehicles and alternative fuels' to the label 'Electrification'. A second large right-facing curly bracket groups the last three items: 'System management and operations', 'Low-carbon construction materials and maintenance', and 'Electric vehicles and alternative fuels'. This bracket is labeled 'Low-carbon infrastructure and system management'.





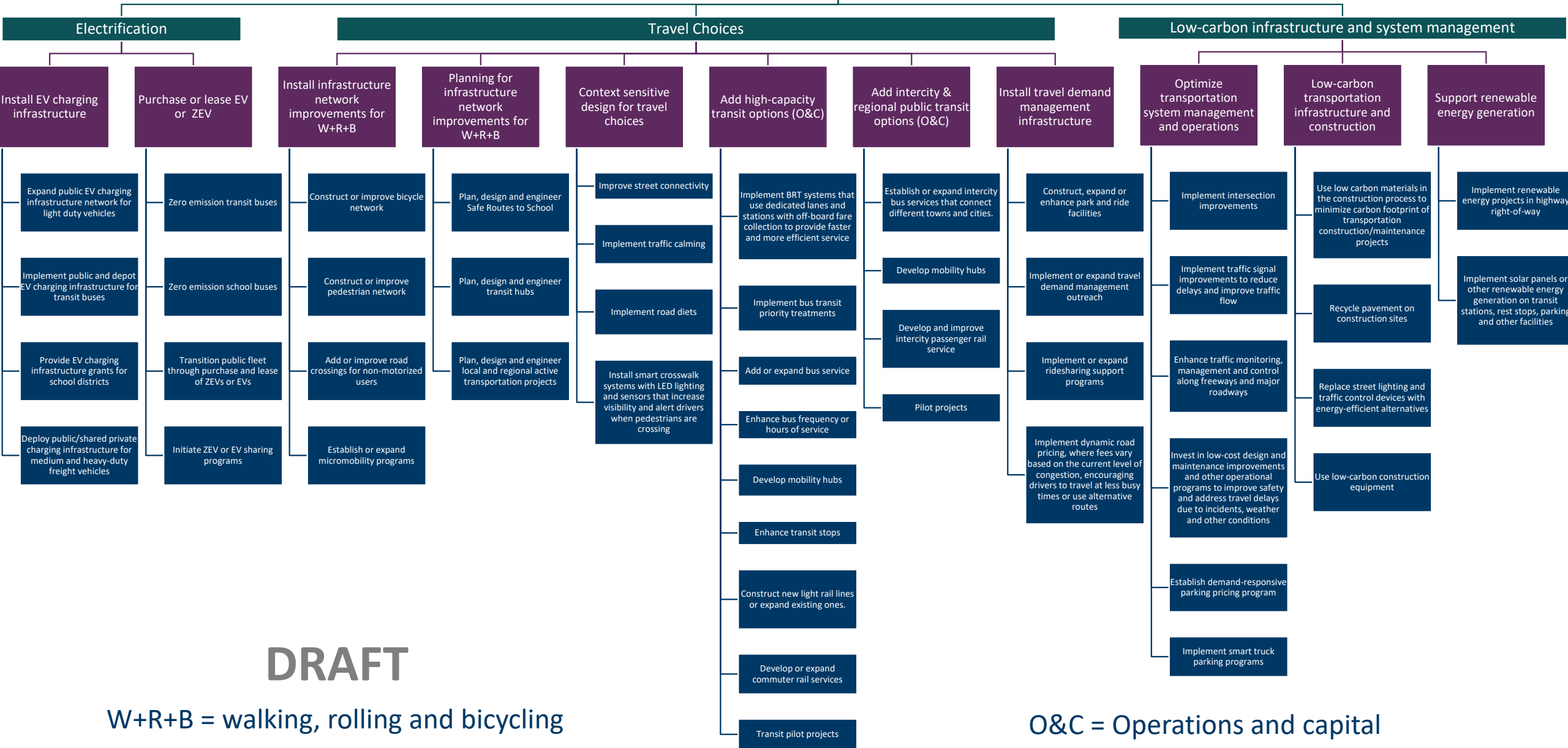
DRAFT



W+R+B = walking, rolling and bicycling

O&C = Operations and capital

# Carbon Reduction Strategy

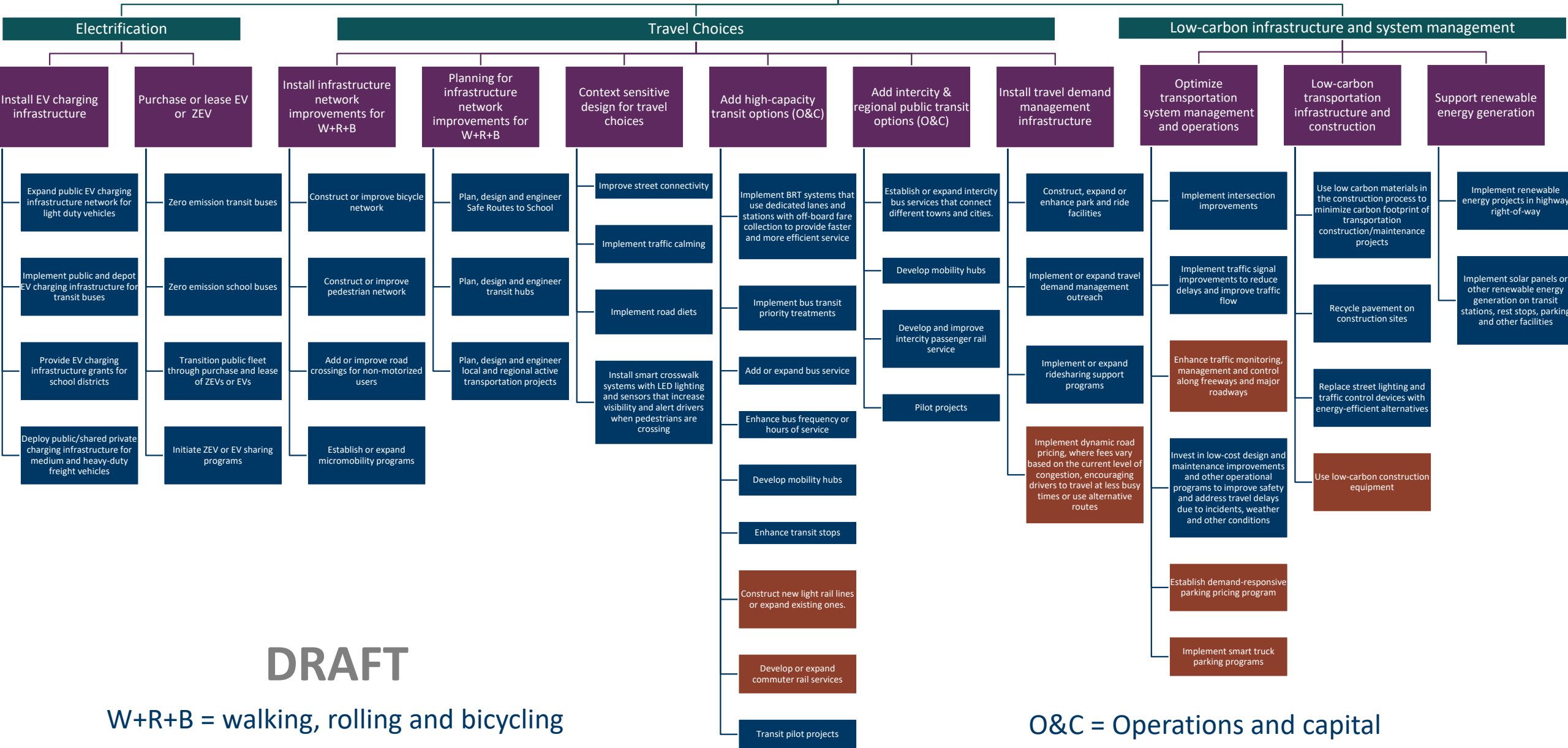


**DRAFT**

W+R+B = walking, rolling and bicycling

O&C = Operations and capital

# Carbon Reduction Strategy



DRAFT

W+R+B = walking, rolling and bicycling

O&C = Operations and capital

# Carbon emissions methodology

Reminder: Beginning of extended material

# Carbon emissions methodology

- For each project type we will provide a 1-pager (up to 20)
  - Additional detail will be included within the calculation spreadsheet
- Calculations and estimates are based on nations practices and standards, unless local values are available
- Builds off national tools and MICE tool



## Next Steps

# Next Step

- Reviewing summary results from the first round of engagement, begin preparing for round 2 (late August into September)
- Finalize draft categories, strategies and project types
- Carbon emissions methodologies under development and drafted by Aug. 15
- Complete first draft of the CRS (Chap. 1-4 drafted and being reviewed)
- Coordinate with MPOs/ATPs on developing scoring criteria (Sept.)

# Next Step | Key dates

- August 9<sup>th</sup> – Planning Managers Group presentation 1<sup>st</sup> engagement
- August 11<sup>th</sup> – CRP Subgroup meeting
- August 15<sup>th</sup> – CRS Project Management Team
- August 17<sup>th</sup> – CRW engagement on project types and investment direction
- August 21<sup>st</sup> – TP&IC project types and investment direction 1<sup>st</sup> engagement
- August 24<sup>th</sup> through September 5<sup>th</sup> – State Fair (public engagement at ECO Booth)
- September-October – PMG, SLT approvals
- November 15<sup>th</sup> – Due to FHWA

# Thank You!

Anna Pierce

[Anna.m.pierce@state.mn.us](mailto:Anna.m.pierce@state.mn.us)



# Advancing Equity in Accessibility and Travel Experiences: The Role of Gender and Identity

Erika Shepard

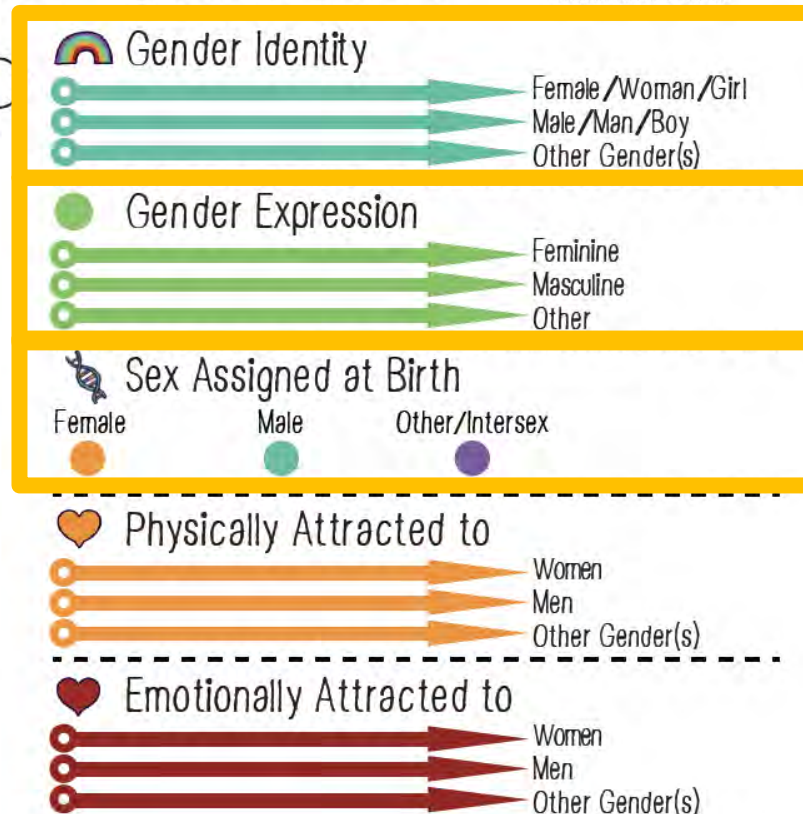
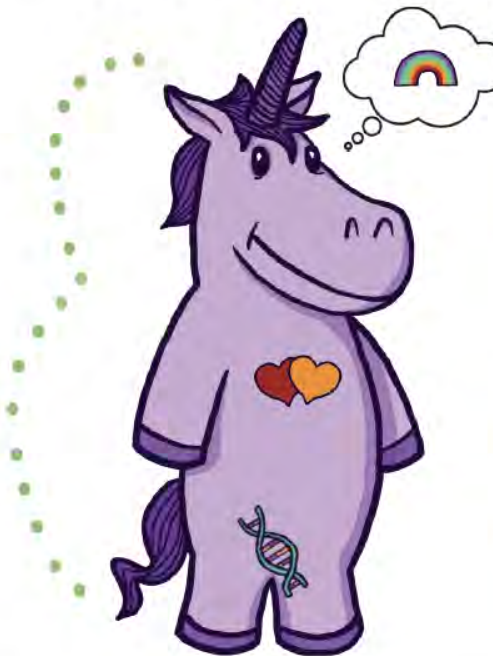
Ying Song, Yingling Fan, Yaxuan Zhang, Ania McDonnell, Philip Schaffner, Hally Turner, Nick Thompson

- Overview of Gender Terms
- Project Objectives
- Approach & Outcomes
- Key Findings
  - Gender and Gender Identity
  - Activity-Travel Behaviors
  - Subjective Well-Being Outcomes
- Summary

# Overview of Gender Terms

## The Gender Unicorn

Graphic by:  
**TSER**  
Trans Student Educational Resources



**Gender identity:** self-identified gender; non-binary

**Gender expression:** gender-typical activity-travel patterns

**Sex assigned at birth:** biological status assigned at birth

**Gender roles:** household responsibility (a society's expectations of how men and women should behave)

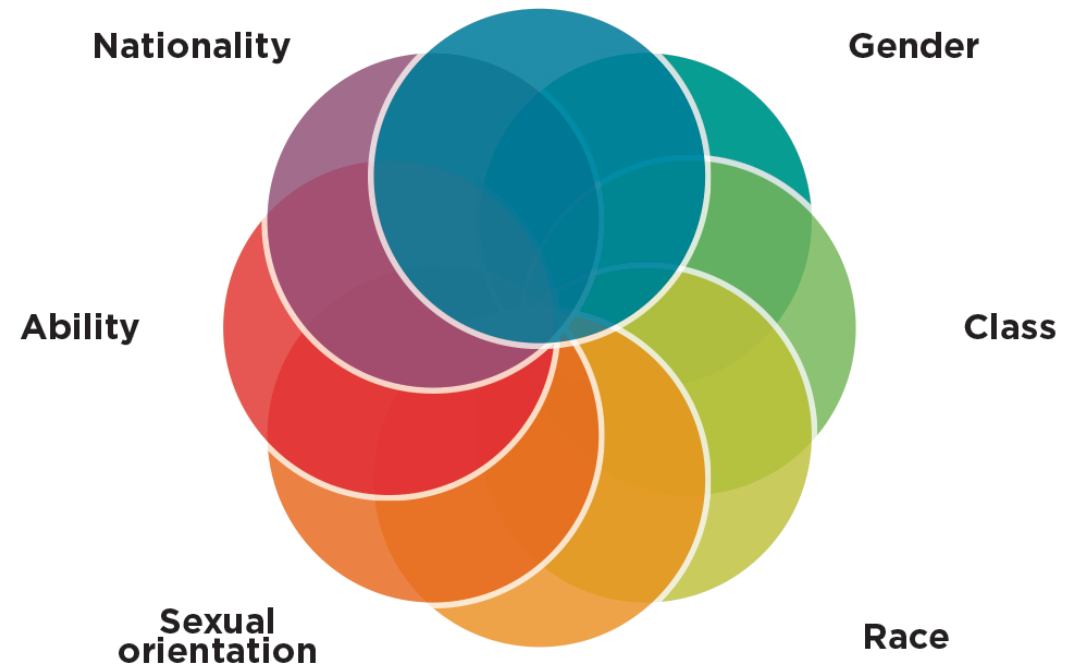
To learn more, go to:  
[www.transstudent.org/gender](http://www.transstudent.org/gender)

Design by Landyn Pan and Anna Moore

# Overview of Gender Terms

## Intersectionality

- Intersectionality refers to the interaction between gender, race, class, and other social traits
- The power implications of intersectionality play out in individual lives, institutional arrangements, and society



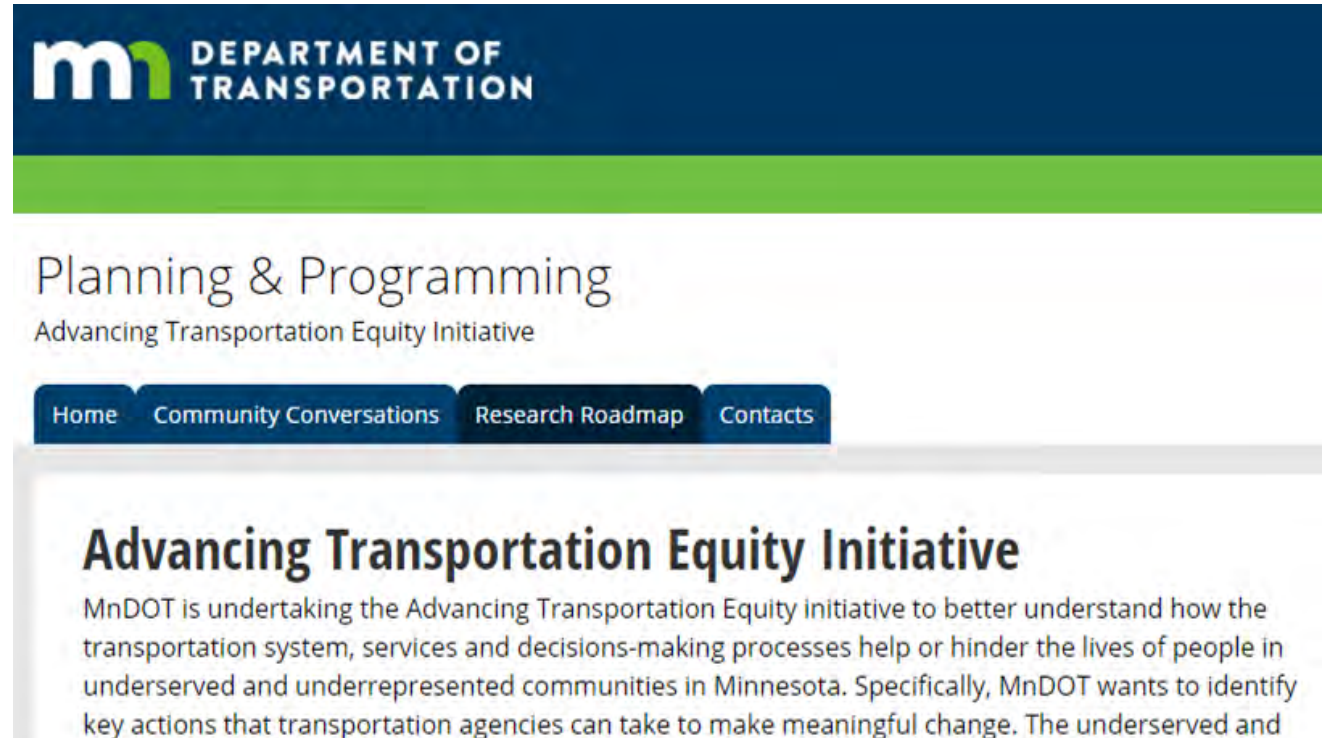


# Project Objectives

# Project Objectives

## Improve social inclusion by including underrepresented genders

- Advancing Transportation Equity Initiative
- Rethinking I-94



The screenshot shows the MnDOT website header with the logo and the text 'DEPARTMENT OF TRANSPORTATION'. Below the header is a green horizontal bar. The main content area is titled 'Planning & Programming' with the subtitle 'Advancing Transportation Equity Initiative'. A navigation menu includes 'Home', 'Community Conversations', 'Research Roadmap', and 'Contacts'. The main heading is 'Advancing Transportation Equity Initiative', followed by a paragraph: 'MnDOT is undertaking the Advancing Transportation Equity initiative to better understand how the transportation system, services and decisions-making processes help or hinder the lives of people in underserved and underrepresented communities in Minnesota. Specifically, MnDOT wants to identify key actions that transportation agencies can take to make meaningful change. The underserved and

# Project Objectives

## Reduce road user costs

- Gender identity affects individuals' behaviors, interactions and economic & health outcomes
- Transportation needs may be misunderstood by sex assigned at birth rather than gender identity

Minnesota Human Rights Act (MHRA)

Minnesota Legislature

Menu

Office of the Revisor of Statutes

Statutes Laws Rules Court Rules Constitution Revisor's Office Search Law by Keyword

2022 Minnesota Statutes > HUMAN RIGHTS > Chapter 363A > Section 363A.08

363A.07 363A.09

2022 Minnesota Statutes Authenticate PDF

**363A.08 UNFAIR DISCRIMINATORY PRACTICES RELATING TO EMPLOYMENT OR UNFAIR EMPLOYMENT PRACTICE.**

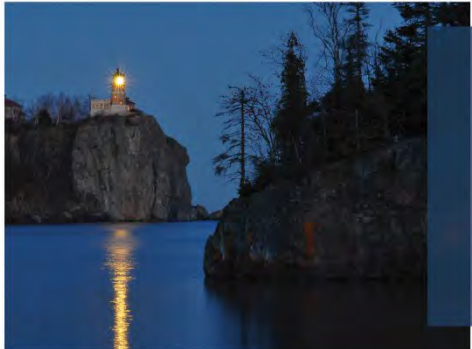
Subdivision 1. **Labor organization.** Except when based on a bona fide occupational qualification, it is an unfair employment practice for a labor organization, because of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, familial status, disability, sexual orientation, or age:

- (1) to deny full and equal membership rights to a person seeking membership or to a member;
- (2) to expel a member from membership;
- (3) to discriminate against a person seeking membership or a member with respect to hiring, apprenticeship, tenure, compensation, terms, upgrading, conditions, facilities, or privileges of employment; or
- (4) to fail to classify properly, or refer for employment or otherwise to discriminate against a person or member.

# Project Objectives

## Safety

Understand the “full picture” of safety, including experienced emotions during travel (such as stressful and tired) to assess perceived or potential safety issues across genders



### VISION

Minnesota’s multimodal transportation system maximizes the health of people, the environment and our economy.



### MISSION

Plan, build, operate and maintain a safe, accessible, efficient and reliable multimodal transportation system that connects people to destinations and markets throughout the state, regionally and around the world.



### CORE VALUES

- Safety
- Excellence
- Service
- Integrity
- Accountability
- Diversity and Inclusion

# Project Objectives

Foster long-term collaborative research on Gender, Equity, and Transportation



# Approach and Outcomes

# Research Question

To what extent, if any, does someone's gender and identity influence their travel behaviors and experiences in Minnesota?

## Literature Review

### Gender-typical travel behaviors

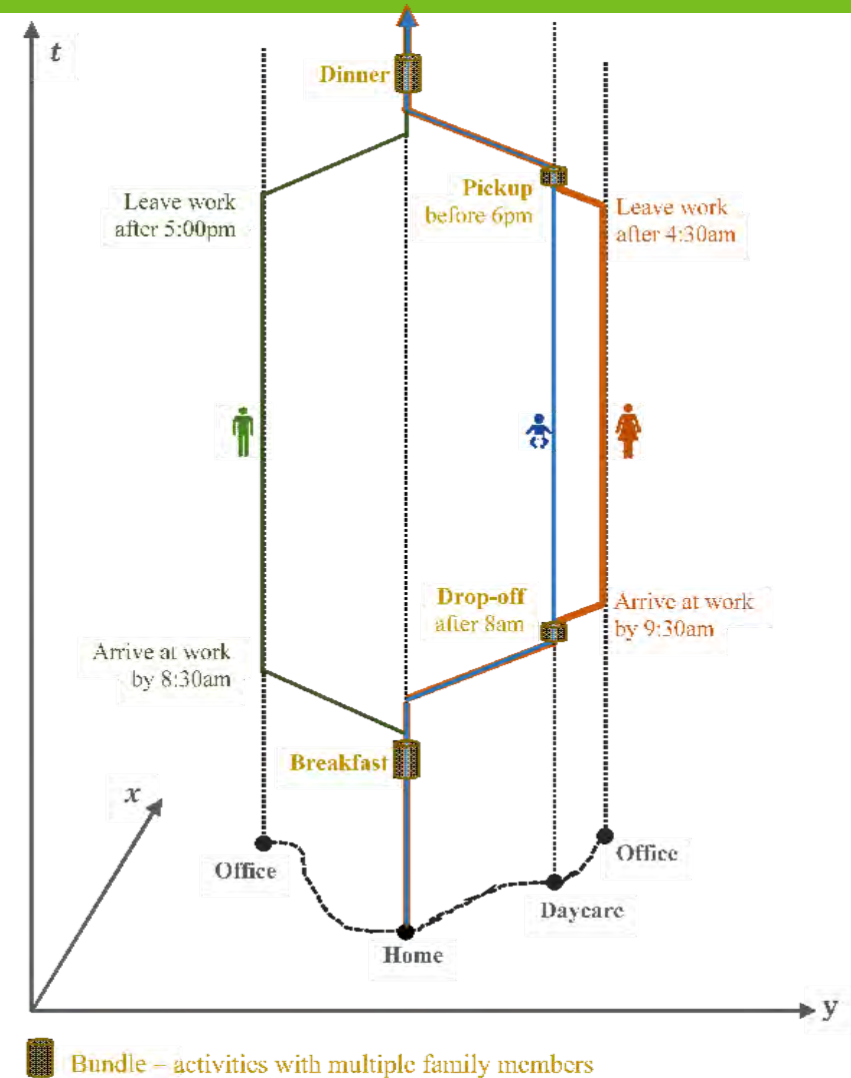
- time allocation among activities and travels
- travel distances and activity space
- trip purposes, trip chains
- travel modes
- experiences



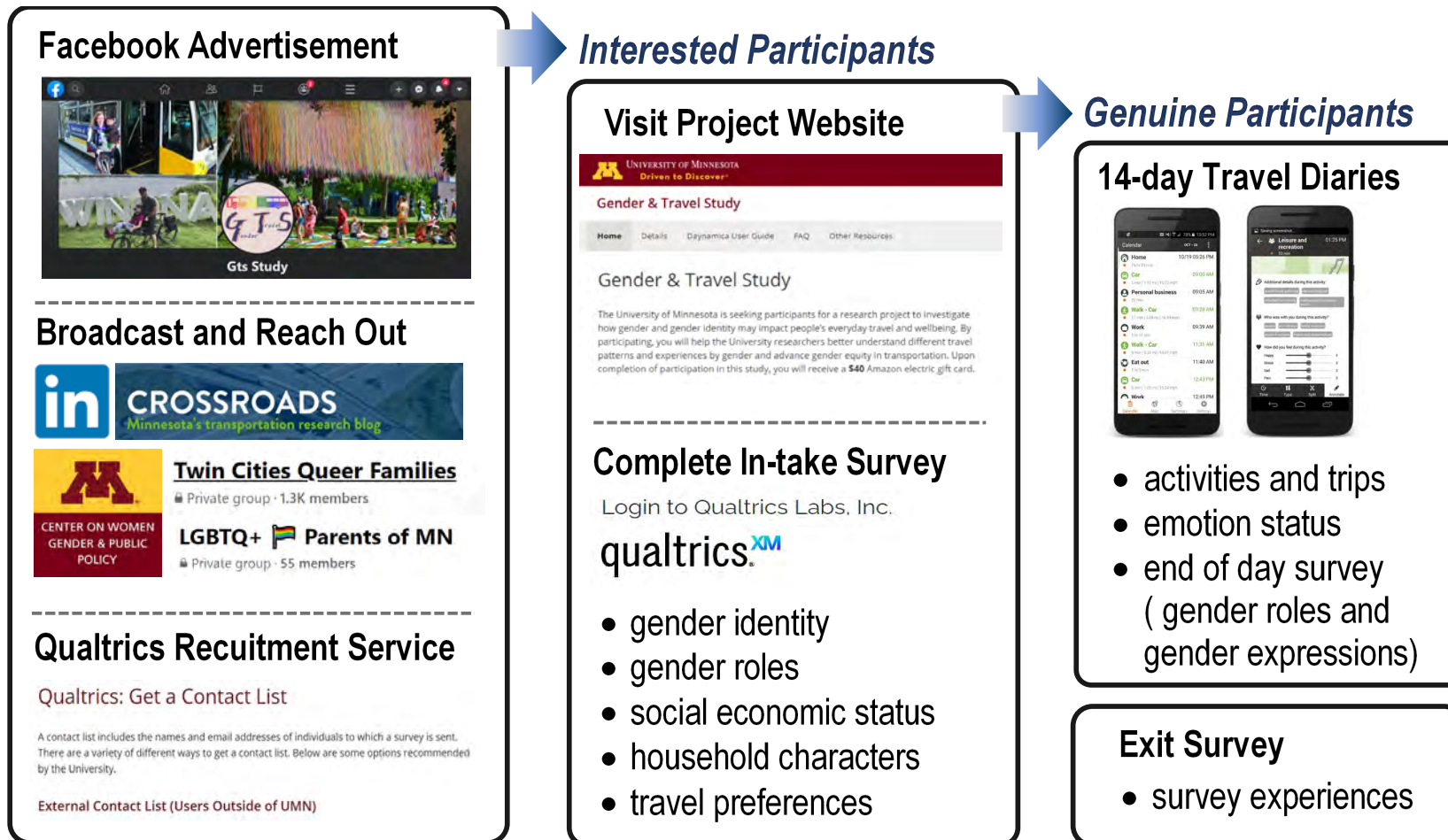
# Approach and Outcomes

## Activity-Travel Patterns

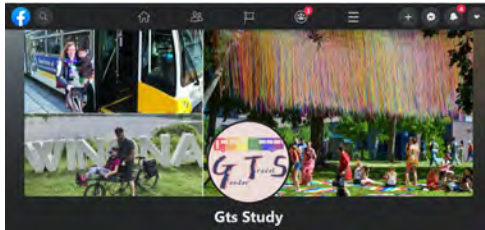
- 2019 Travel Behavior Inventory survey
  - 7,837 households in the greater Twin Cities region
  - Trips and activities in space across time
- Detect distinct patterns from data
  - Daily schedule instead of individual trips
  - Detect distinct behavior patterns: gender-typical?



# Approach and Outcomes: Travel Diary Surveys



## Facebook Advertisement



## Broadcast and Reach Out



## Qualtrics Recruitment Service

Qualtrics: Get a Contact List

A contact list includes the names and email addresses of individuals to which a survey is sent. There are a variety of different ways to get a contact list. Below are some options recommended by the University.

External Contact List (Users Outside of UMN)

*Interested Participants*

## Visit Project Website



## Complete In-take Survey

Login to Qualtrics Labs, Inc.



- gender identity
- gender roles
- social economic status
- household characters
- travel preferences

*Genuine Participants*

## 14-day Travel Diaries



- activities and trips
- emotion status
- end of day survey (gender roles and gender expressions)

## Exit Survey

- survey experiences

# Approach and Outcomes: Travel Diary Surveys

12:29

**UNIVERSITY OF MINNESOTA**  
Driven to Discover®

These questions ask about your gender and gender identity. We are committed to your privacy, and you can always choose "prefer not to answer". Our website includes some useful resources about gender and identity for your

**Self-identified Gender**

**What best describes your current gender identity?**

Female

Male

Non-binary/ Non-conforming

Prefer Not to Answer

Prefer Self Describe:

**Transgender (Sex)**

**Do you consider yourself as transgender?**

Yes

No

Prefer Not to Answer

**Gender Pronouns**

**What are your gender pronouns? (Please select all that apply)**

She/Her/Hers

He/Him/His

They/Them/Theirs

Avoid Pronouns

Prefer Not to Answer

Prefer Self Describe:

12:29

Prefer Not to Answer

Prefer Self Describe:

**Documented Gender**

**What is your gender on your legal documents? (e.g., driver's license, state ID) (Please select all that apply)**

Female

Male

Non-binary/X

Prefer Not to Answer

Other:

<< >>

Powered by Qualtrics

12:29

Driven to Discover®

These questions ask about your thoughts on gender roles in terms of household tasks and responsibility. There are no right or wrong answers, so please respond to these questions that best describe your situations and attitudes.

**How much household responsibility do you currently share with your spouse/partner?**

I do all

0 10 20 30 40 50 60 70 80

Cooking and Serving Meals

Others do/ Not applicable

My partner does all

0 10 20 30 40 50 60 70 80 90 100

Cooking and Serving Meals

Others do/ Not applicable

**Current / Actual**

**Expected**

**In your opinion, how much household responsibility do you think you SHOULD share with your spouse/partner?**

I do all

0 10 20 30 40 50 60 70 80 90 100

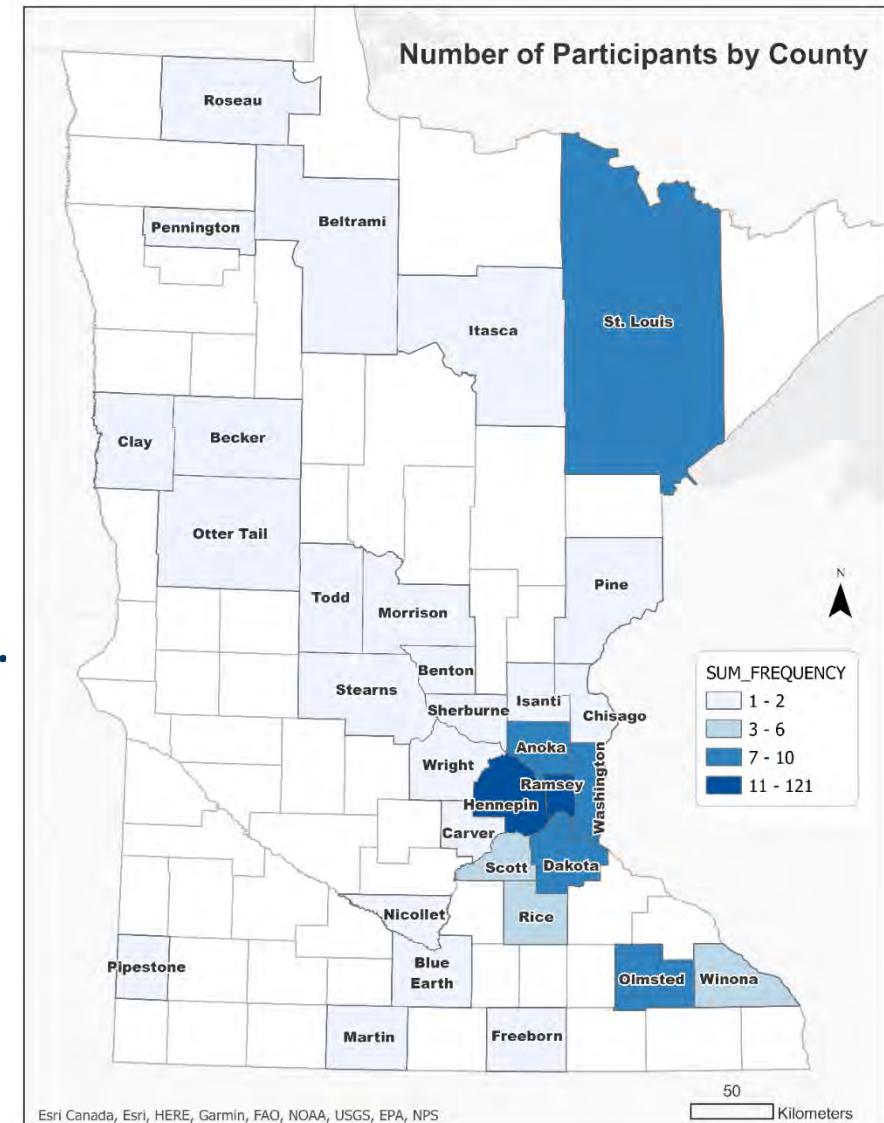
Cooking and Serving Meals

Others do/ Not applicable

# Approach and Outcomes: Travel Diary Surveys

## Participant Recruitment Outcomes 2021

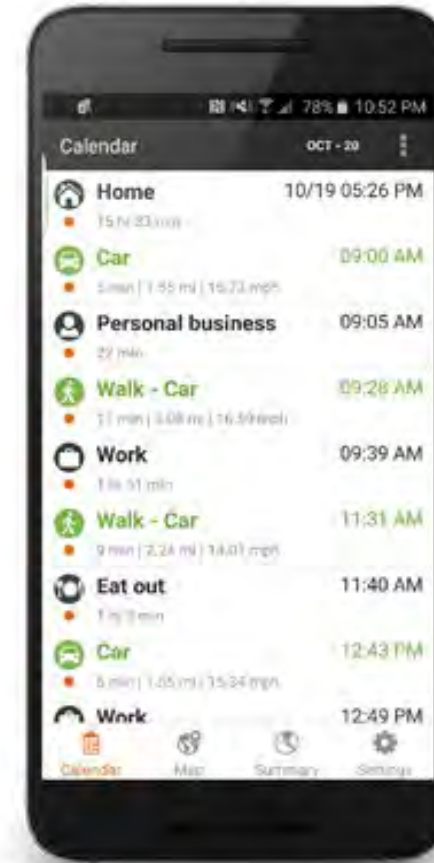
- Total completed travel diary surveys out of the initial intake survey respondents
  - ✓ Women: **165** / 457
  - ✓ Nonbinary: **40** / 97
  - ✓ Men: **73** / 225
- Diverse employment status, family type, age...
- Mostly white; not many Black and Hispanic.
- Mostly urban; not many Suburb and Rural outside Twin Cities Metropolitan Areas.



# Approach and Outcomes: Travel Diary Surveys

## Gender, identity, behaviors and subjective well-being outcomes

- 14-day travel diary + questions about gender identity and subjective well-being
- Relate travel behavior patterns to:
  - Gender and gender identity
  - Health outcomes
- Spatial disparity?



# Approach and Outcomes: Action Plan

## Action Plan

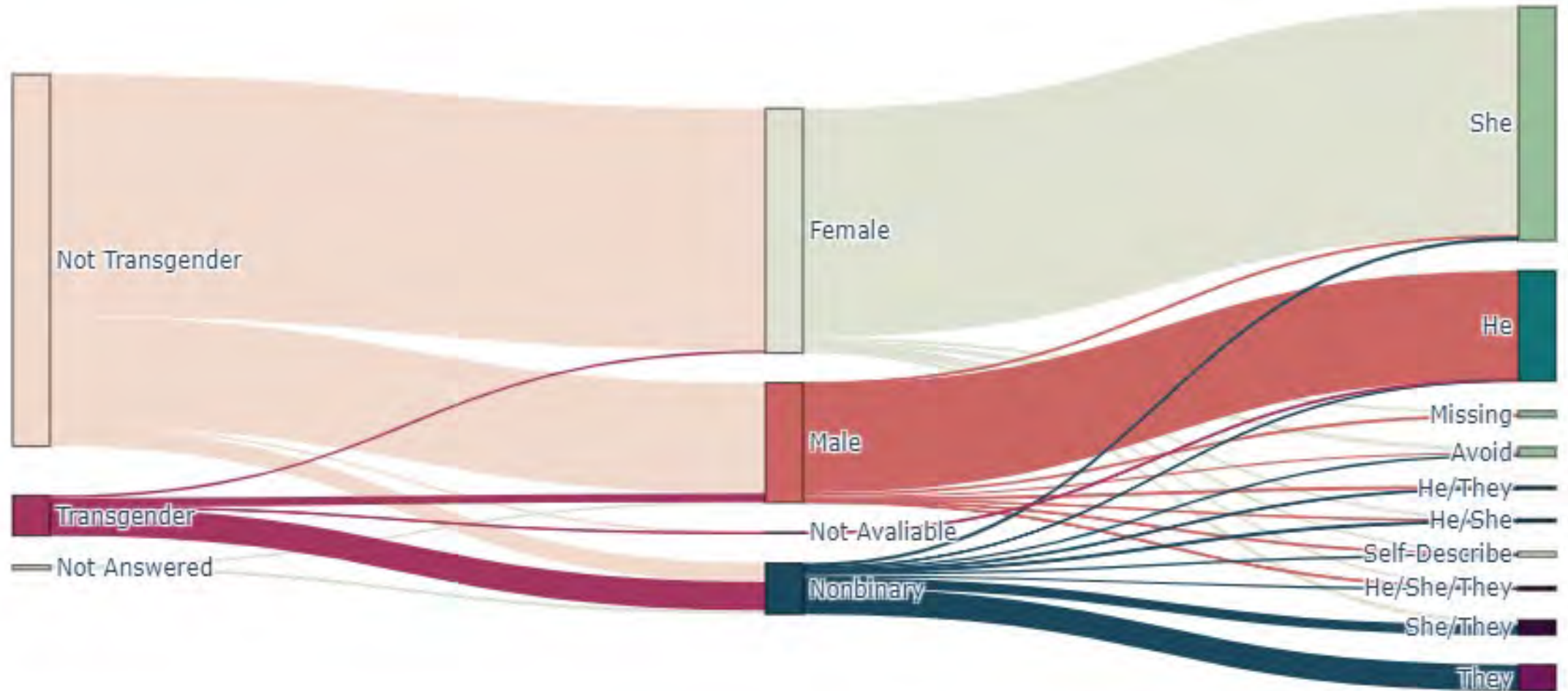
- Gender, Equity in Transportation [\(GET\) Collaborative](#) research team
- Identify other potential agencies and partners to build on this research

# Key Findings

- Gender and Gender Identity
- Activity-Travel Behaviors
- Subjective Well-Being Outcomes



# Key Findings: Participants' Gender and Gender Identity



(Biological Sex)

Transgender?

(Self-identified Gender)

Women / Men / Nonbinary

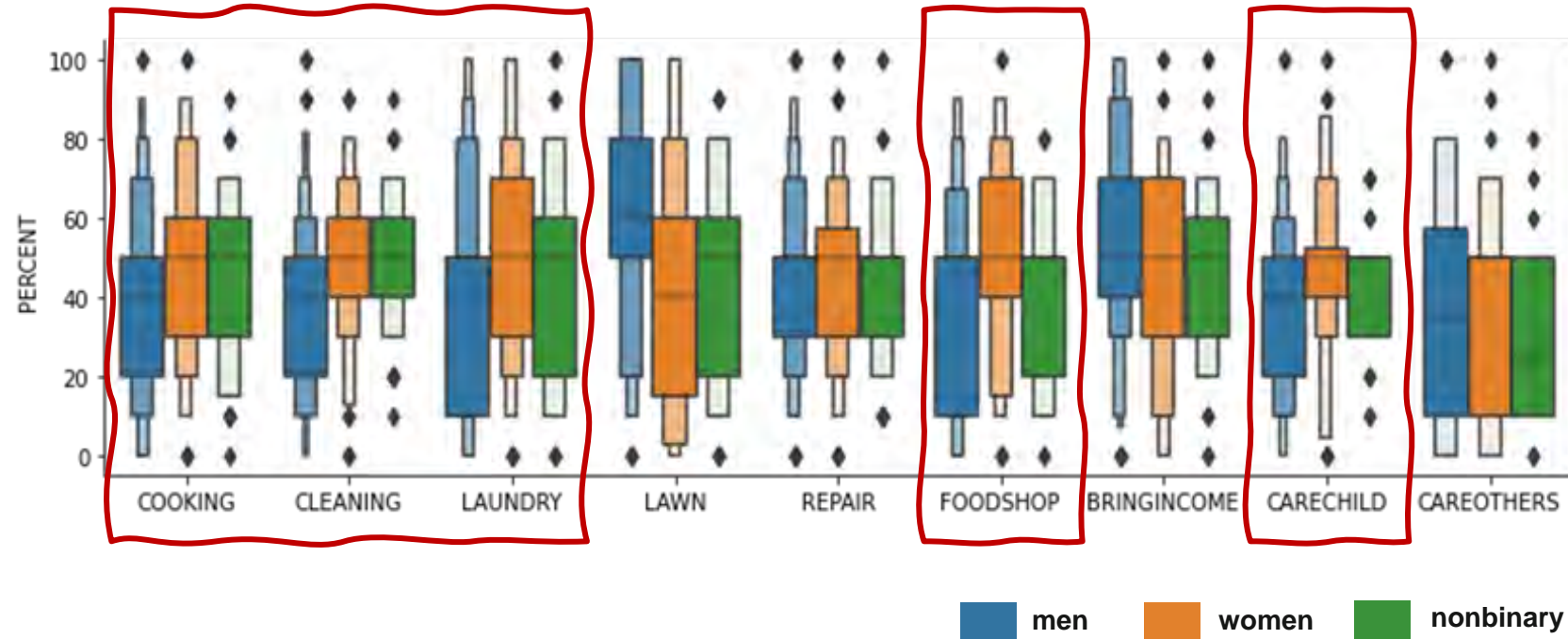
(Gender Pronoun)

She / He / They / Avoid

# Key Findings: Gender and Gender Identity

## Gender Roles

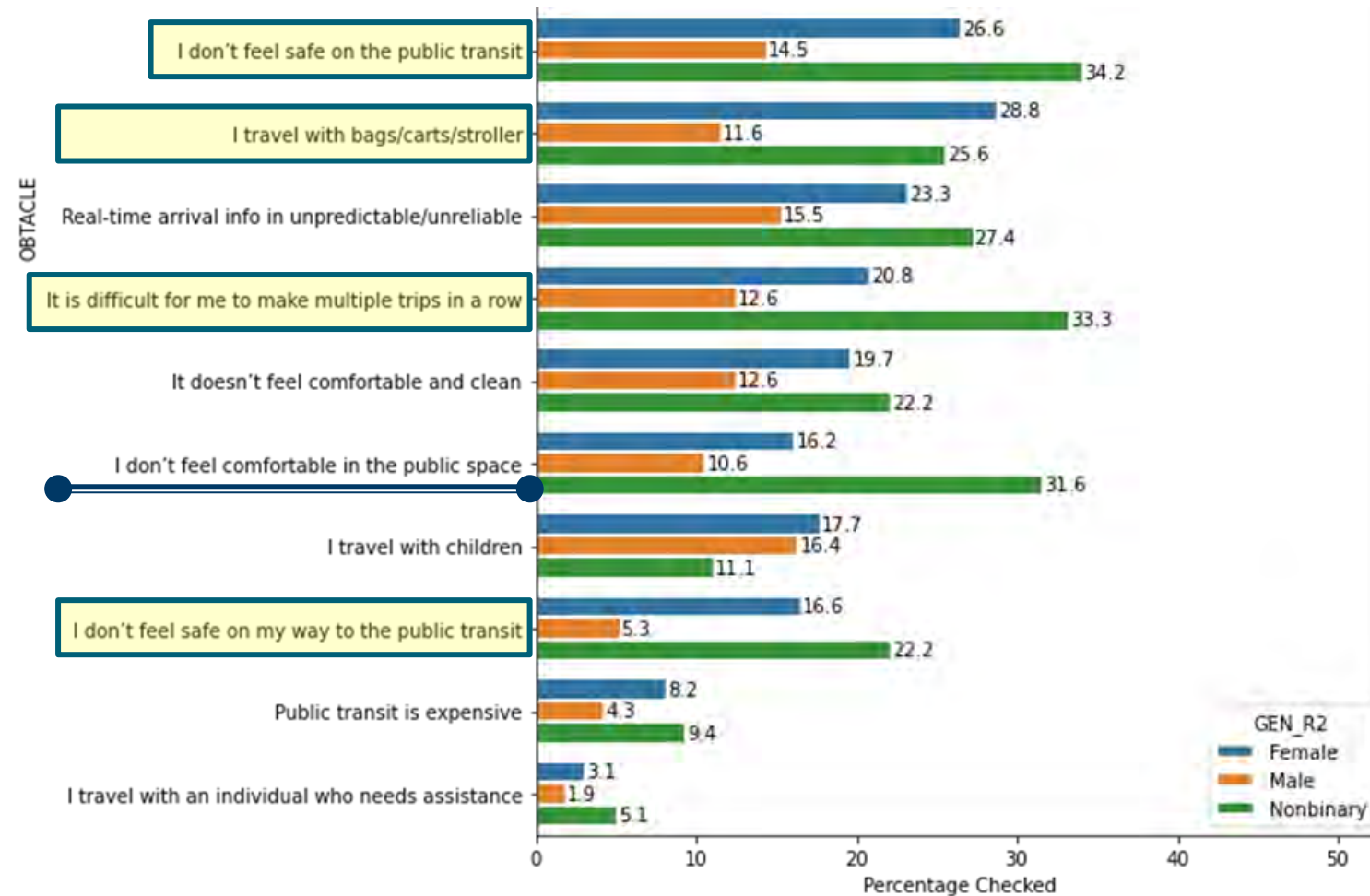
- ✓ **Women** shared more household tasks than men in cooking, cleaning, laundry, food shopping, and child caring.
- ✓ **Non-binary** partners have more equal shares of household tasks than men and women.



# Key Findings: Gender and Gender Identity

## Gender Expression – Transit Barriers

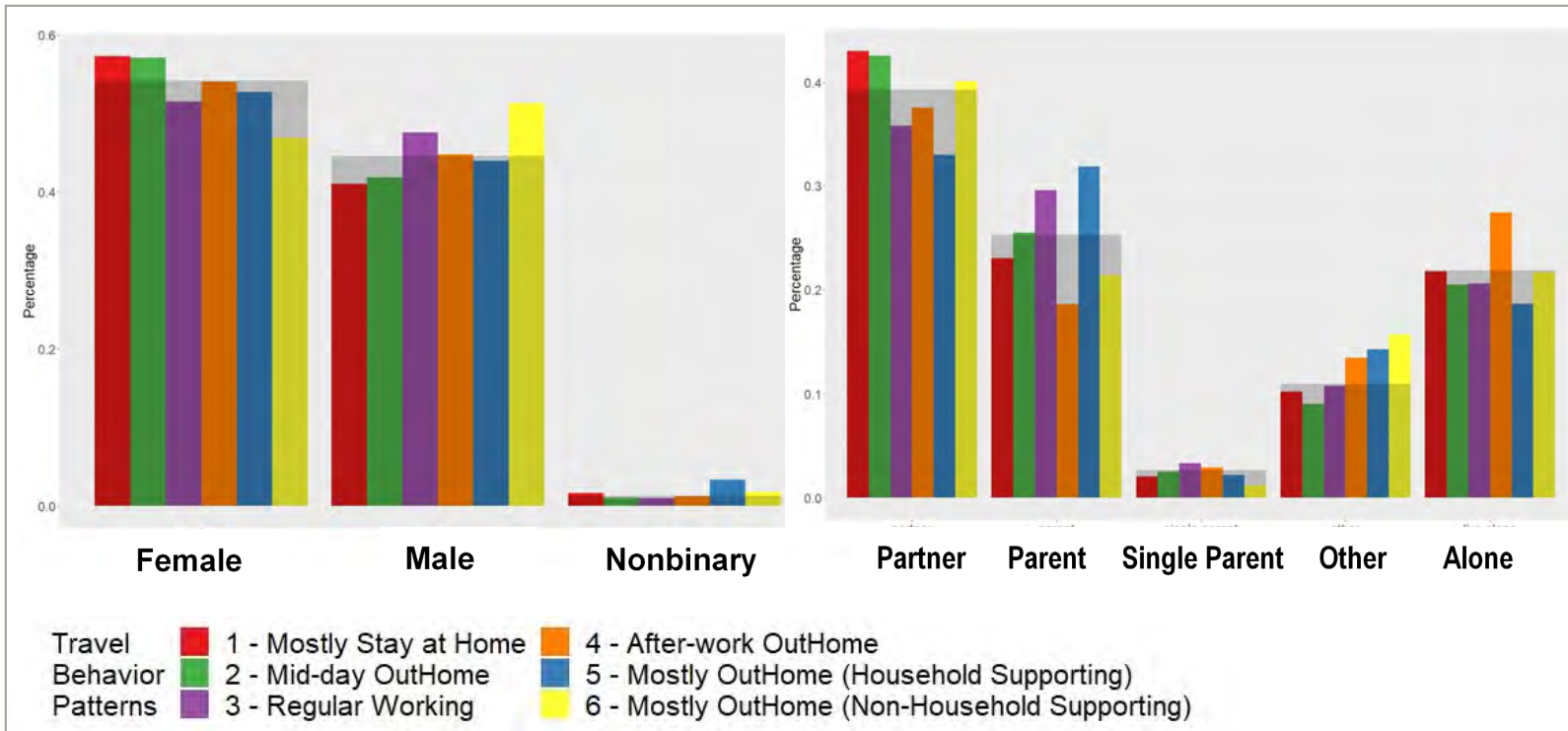
- ✓ Non-binary people had similar barriers as women including *safety concerns*, *chained trips*, and *travelling with bags/carts/strollers*.
- ✓ Non-binary people feel more uncomfortable in public spaces than women, which brings *additional challenges* for them to use public transit.



# Key Findings: Activity Travel Behaviors

- Gender and household type compositions for extracted behavior patterns (weekdays)

✓ Pre-COVID (2019)

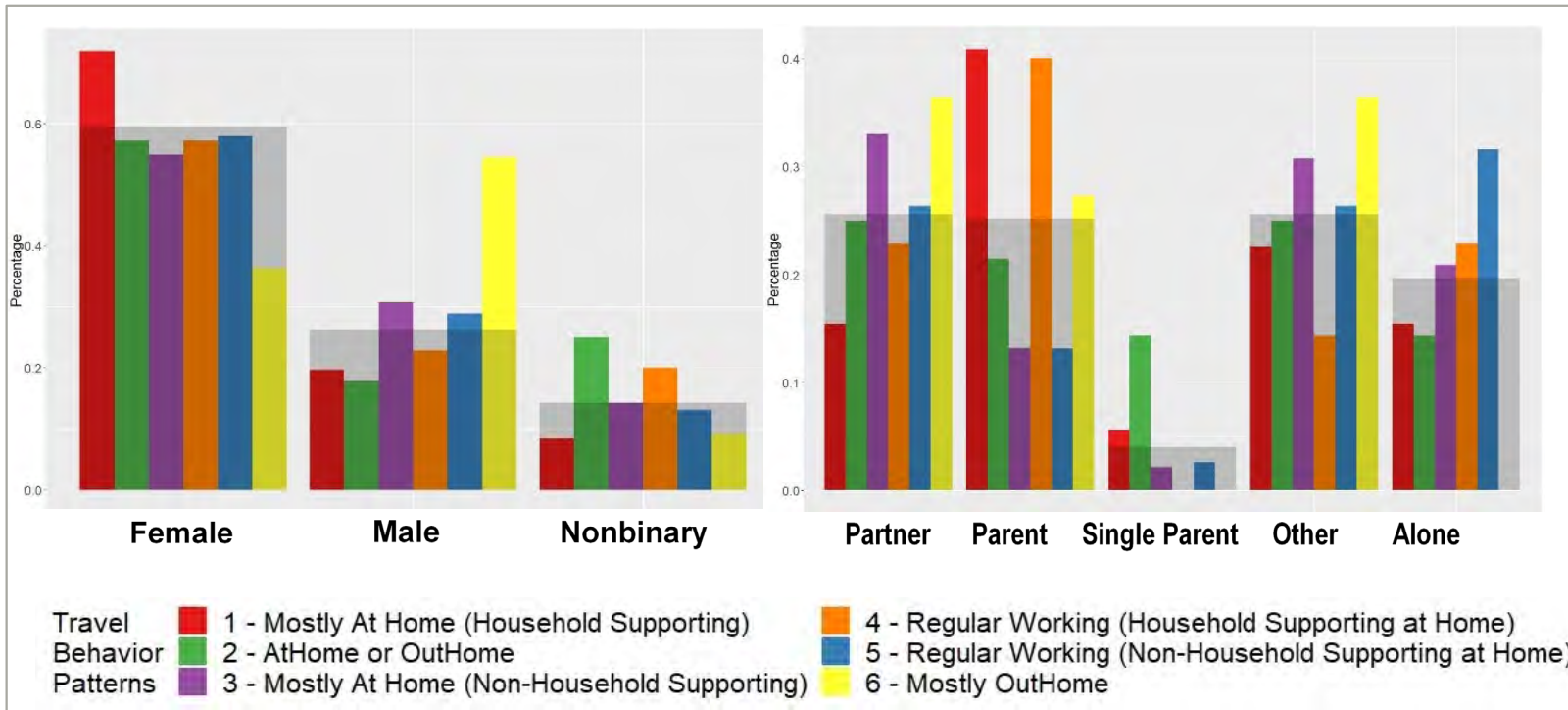


- ✓ Women were less likely to have out-of-home trips and activities during peak traffic hours and regular working/school hours
- ✓ Men were more likely to stay out of the home most of the day for non-household supporting tasks
- ✓ People who were out-of-home for non-household tasks most of the day were the only group who used transit & other modes as much as household vehicles

# Key Findings: Activity Travel Behaviors

- **Gender and household type compositions for extracted behavior patterns (weekdays)**

✓ During COVID-19 (2021)



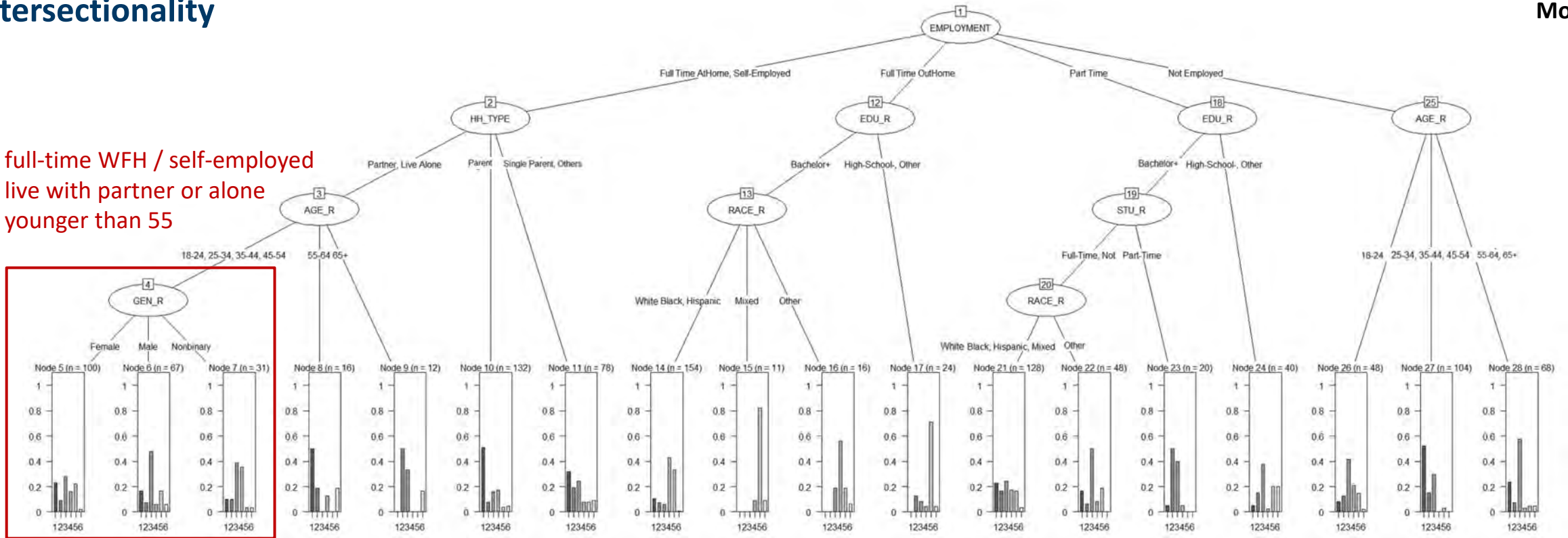
- ✓ Women were most likely to stay at home most of the time and conducting household tasks while they were at home
- ✓ Men were more likely to not share household tasks while they were at home or mostly stayed out of the home
- ✓ Nonbinary people were more likely have decent amounts of out-of-home trips and activities, and shared household tasks both at home and out-of-home

# Key Findings: Activity Travel Behaviors

Mon-Thu

## Intersectionality

full-time WFH / self-employed  
live with partner or alone  
younger than 55



Men – work at home mostly but not share HH tasks

Nonbinary – work at home but not share HH tasks  
work out-of-home and share HH tasks

Women more evenly distributed in share of HH tasks

Travel  
Behavior  
Patterns

- 1 - Mostly At Home (mostly with Household Tasks)
- 2 - Mostly At Home (with some Household Tasks)
- 3 - Mostly At Home (mostly without Household Tasks)
- 4 - Regular Working (mostly with Household Tasks at Home)
- 5 - Regular Working (mostly without Household Tasks at Home)
- 6 - Mostly OutHome

# Key Findings: Activity Travel Behaviors

TBI and Daynamica data collected behaviors before and during the COVID-19 pandemic, respectively.

Both TBI and Daynamica data indicated that:

- Women shared more household tasks and relied more on household vehicles than men in general
- Black women were more likely to use public transit compared to women of other races
- Living with kids increased the total number of trips for all genders and increased car dependency
- Women living with kids were less likely to have out of home activities and trips than men in the late afternoon during the weekdays, except for Hispanic and Black women
- Employment status was a key determinant for total out of home durations, number of trips, and other aspects of daily schedules for all genders

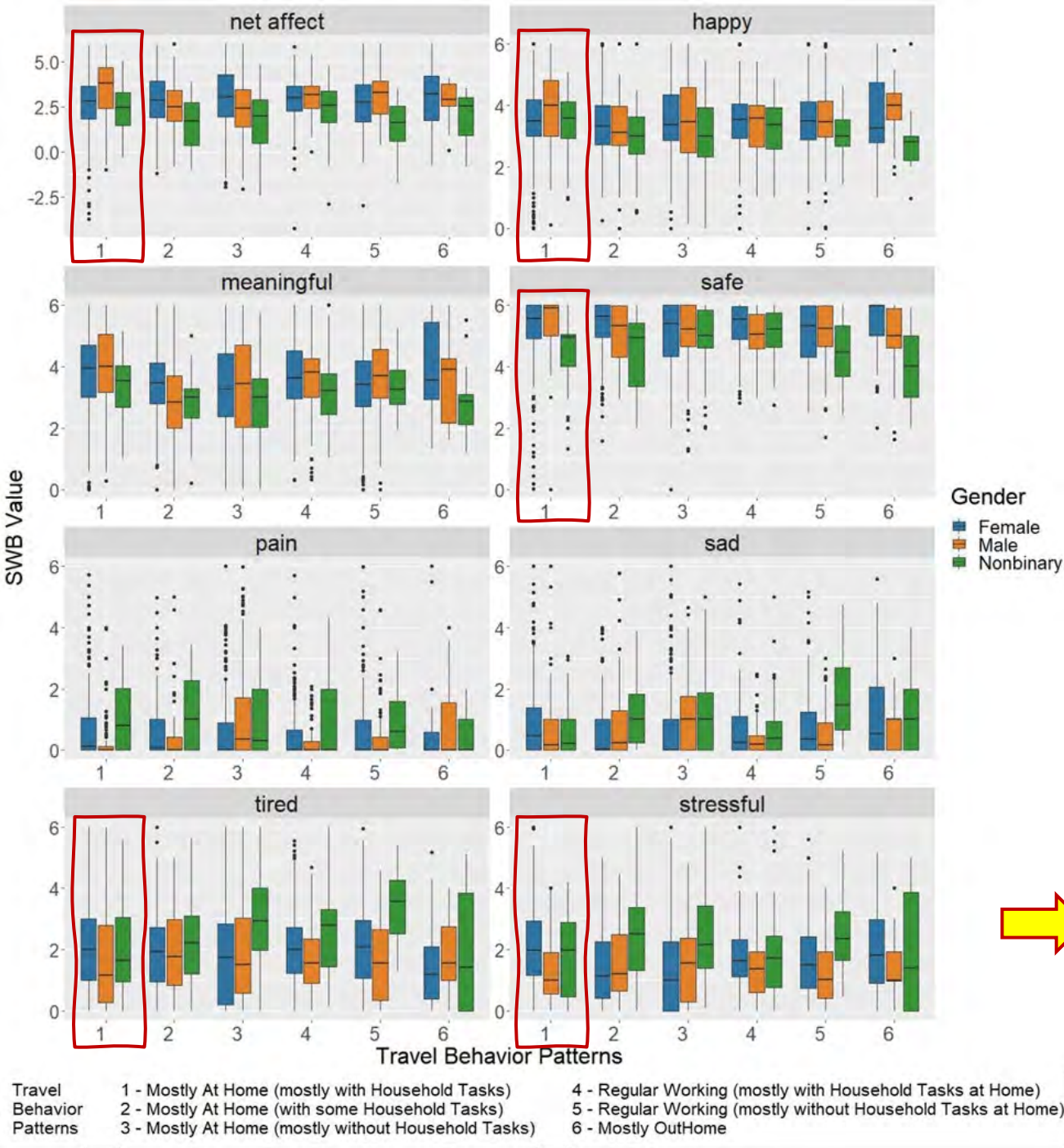
# Key Findings: Activity Travel Behaviors

Comparisons of TBI and Daynamica data analysis results indicated that:

- It is crucial to account for working from home (WFH) while examining the impacts of employment status on behavior patterns, especially for full-time employees.
- The questions regarding the shares of household tasks at home and during the trips in Daynamica data can distinguish people who shared household tasks from those who did not share and advance our understanding about the impacts of household responsibilities on behavior patterns.
  - ✓ For people who stayed at home most of the time during the pandemic, women performed more household tasks than men even they were employed and working from home. Such gender gap remained similar across all other employment groups and had a great impacts on the out-of-home activities and trips timings and frequencies.
- During the pandemic, women made more trips than men and non-binary people; they relied more on household vehicles for travel and reduced their use of public transit (including Black women who used transit more than women of other races).



# Key Findings: Well-Being



- **Subjective Well-being (SWB) Measures**

- ✓ Happy, Meaningful, Safe (pos)
- ✓ Pain, Sad, Tired, Stressful (neg)
- ✓ Net effect (avg. pos – avg. neg)

**Women and nonbinary people who stayed at home and were responsible for most of the household tasks had much worse overall SWB outcomes than men**

- Feel less happy
- Feel less safe while staying mostly at home
- Feel more tired and stressful

# Key Findings: Subjective Well-Being Outcomes

- Non-binary people had less positive and more negative experiences.
- Living with kids and sharing household tasks at home brought more positive emotions for men than for women during the weekdays.
- Hispanic people in all behavior groups had better emotional experiences on both weekdays and weekends than white people. Black people and people of mixed races had emotional outcomes that varied across behavior groups and/or days of the week.
- Although employment status played a key role in determining participants' behavior patterns, it did not directly have a significant impact on the SWB outcomes alone.
- Age had mixed impacts on the SWB outcomes.
- Student status and education attainment did not have consistently significant impacts on SWB.

# Key Findings: Complexity of Gender Identity

## ✓ Transgender men, women, and nonbinary people

- Average number of trips per day

	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.
Female (124)	4.45	4.48	4.26	4.28	4.78	<b>5.02</b>	<b>4.54</b>
Transgender Female (5)	4.00	2.00	5.50	7.00	4.67	<b>2.67</b>	<b>2.00</b>
Male (92)	4.67	4.56	4.56	4.49	4.50	4.85	4.51
Transgender Male (5)	4.43	5.33	5.87	4.86	5.80	5.76	3.58
Nonbinary (11)	4.11	4.23	4.13	4.72	5.22	5.62	5.14
Transgender Nonbinary (3)	3.92	4.19	4.53	4.26	4.51	5.82	5.04

- Overall emotional well-being per day

	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.
Female (124)	2.83	2.80	2.81	2.85	2.94	3.06	3.02
Transgender Female (5)	<b>0.23</b>	<b>0.31</b>	<b>0.62</b>	<b>0.75</b>	<b>0.66</b>	<b>0.22</b>	<b>0.33</b>
Male (92)	2.98	2.99	2.98	2.94	2.97	3.07	3.02
Transgender Male (5)	2.26	2.49	2.12	2.09	2.46	2.31	2.38
Nonbinary (11)	2.29	2.26	2.35	2.58	3.01	2.69	2.52
Transgender Nonbinary (3)	<b>1.60</b>	<b>2.03</b>	<b>1.82</b>	<b>1.72</b>	<b>1.71</b>	<b>2.00</b>	<b>1.69</b>

- **Transgender women** had much fewer trips during weekends than cisgender women (and other genders)

- No obvious differences between other groups

- **Transgender women, transgender men and nonbinary people** had much lower net effect values across all days of the week, especially **transgender women**.

# Summary

## 1. Inclusion of underrepresented genders

- ✓ It is crucial to consider gender identity and address the special needs and experiences of nonbinary people.

## 2. Understand more about needs for women and all genders

- ✓ Women shared more household tasks than men, even when they had jobs, which significantly limited their travel times and travel options and increased their car-dependency.
- ✓ However, Black women still depend on public transit more than women of other races, which is likely due to their limited access to cars. Therefore, it is crucial to address the intersectionality while promoting gender equity.
- ✓ Women and nonbinary people feel more difficult to have chained trips and travel with carts/strollers/bags while using public transit, which indicates their needs for additional accommodations for transit trips.

### 3. Assess perceived or potential safety issues across genders:

- ✓ Women and nonbinary people are more tired and stressful, which may indicate higher potential risks.
- ✓ Women and nonbinary people feel less safe on their way to transit and during the use of transit

## To what extent, if any, does someone's gender and identity influence their travel behaviors and experiences in Minnesota?

- Understand travel behaviors and health outcomes by gender and identity for efficient and equitable transportation policies
- Identify potential disparities in transportation accessibility and health outcomes
- Foster collaborative research on Gender, Equity and Transportation (G.E.T) in the long run



## **MnDOT will use the study results to advance inclusivity and equity in transportation policy and planning**

- Adopt gender-inclusive language in project design and communication
  - Reconsider terms like chairman, ladies & gentleman, manpower, maternity leave, he or she
  - Instead, use terms like chair, everybody or folks, workforce, parental leave, they
- Engage with community to better understand travelers' needs, experiences and the intersectional nature of gender
  - For example, monitor engagement in real time to collect feedback that is representative of the population
- Undertake research that builds on the findings of this study
  - For example, in-depth qualitative studies to understand the reasons for low subjective well-being among non-binary people

# Research Team and Agency Leads

- **Ying Song** – Principal Investigator, Faculty at University of Minnesota Geography Department
- **Yingling Fan** – Co-Principal Investigator, Faculty at Humphrey School of Public Affairs
- **Ania McDonnell** – Subcontract, Humphrey School of Public Affairs Alumni
- **Philip Schaffner** – Champion, Statewide Planning Manager, MnDOT
- **Hally Turner** – Technical Lead, Policy Planning Director, MnDOT
- **Nick Thompson** – Champion, Metropolitan Transportation Services Director

# Thank you!

Erika Shepard

[Erika.Shepard@state.mn.us](mailto:Erika.Shepard@state.mn.us)

Policy Planning Unit

MnDOT Office of Transportation System Management



# State Rail Plan

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MINNESOTA GO

## MPO Directors Workshop

Robert Clarksen | Rail Planning Coordinator

August 1, 2023

# MnDOT's "Family of Plans"

Minnesota GO 50-year Vision  
*What are we trying to achieve?*

Statewide Multimodal Transportation Plan  
*How are we going to achieve it?*

Modal and System Plans  
*What does that mean for each type of transportation?*



Greater  
Minnesota



Pedestrian  
Plan



Bicycle  
Plan



State  
Highway



Freight  
System



Aviation  
Plan



Rail  
Plan



Ports &  
Waterways



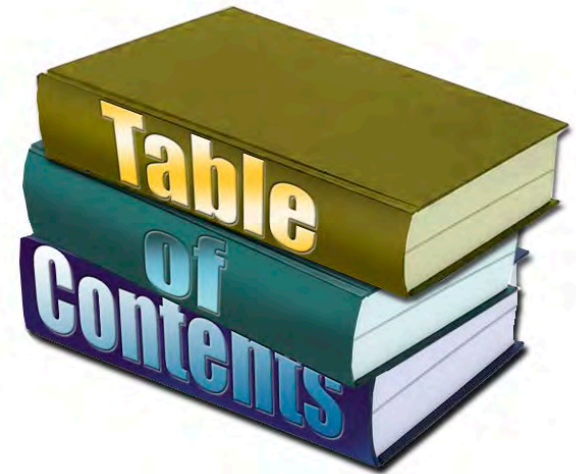
# Why a State Rail Plan?

## State and Federal law

- PRIIA (2008) FAST Act (2015) – Contents and Frequency
- Minnesota Statute 174.03.1b – Prioritizes Project Selection

## Required Contents

- A Vision for Minnesota's Rail System
- Document Existing Freight System
- Timeline for updates
- Identify Investments and improvements
  - Freight/Passenger Service Needs / Opportunities
  - Criteria for Use of Public Funds
- Describe Roles/Authority
- Coordination and Review (FRA/neighbor states)



# Next Plan: Intent

- Last update in 2015
- Align with MnDOT's "Family of Plans"
- Respond to current and emerging trends
- More clearly define roles and responsibilities
- Identify priorities and criteria for funding
- Anticipated areas of emphasis
  - Safety and technology
  - Sustainability and climate resilience
  - Equity and environmental justice





# Initial Interviews

- Validation:
  - Most of policy goals remain relevant
  - Infrastructure development must add capacity
  - Establish clear action steps for implementation and selection of freight development projects
- Important issues to explore:
  - Recurring themes: Enhance Safety & Market share
  - What is the State's role in supporting
  - Needs public infrastructure VS movement of freight, land use mismatch



# The role of railroads

“Railroads have a great story to tell, we just need to tell it better”

Peter Gilbertson

President and CEO

Anacostia and Pacific Rail Holdings Company



MINNESOTA **GO**

# State Rail Plan – Current Status

- 2021 Initial Project Scoping (fall/winter)
- 2022 Initial Outreach (summer)  
Full Funding Secured (December)
- 2023 Solicitation for Consultant Services (March)  
Consultant Selection and Evaluation (May/June)  
Contracting – (June/July)
- 2024 FRA Deadline 12-20-24 (17 months)



# Project Timeline

	'23				'24			
Scoping/Contracting	Active	Active	Completed	Completed	Completed	Completed	Completed	Completed
Background Research and Synthesis	Completed	Completed	Active	Active	Active	Completed	Completed	Completed
SWOT Analysis	Completed	Completed	Completed	Completed	Active	Active	Completed	Completed
Visioning	Completed	Completed	Completed	Completed	Completed	Active	Completed	Completed
Develop Draft Plan	Completed	Completed	Completed	Completed	Completed	Active	Active	Active
Finalize the Plan	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Active



# Public Engagement

- The goal –
  - Build relationships
  - Earn public trust
  - Gain a mutual understanding
  - Establish a shared vision
- The commitment –  
*Meaningful engagement with an array of public and private stakeholders*



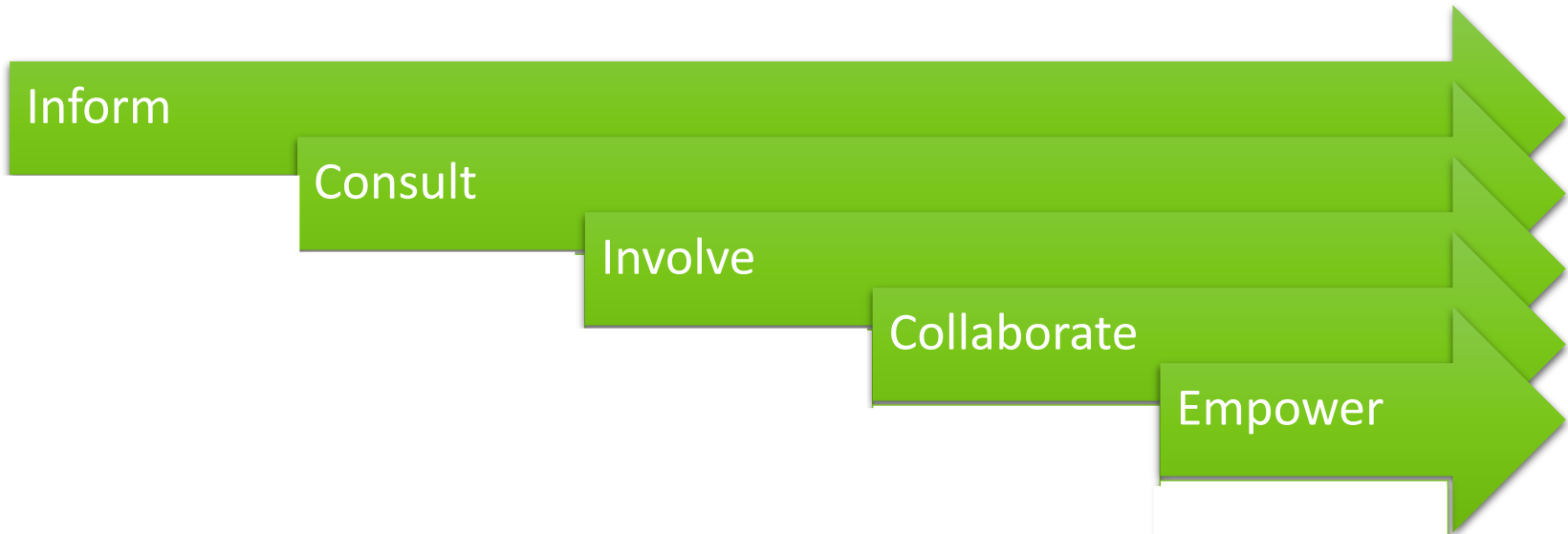


# Audiences

- General public
  - Any individual with interest in the outcome
  - Traditionally underrepresented communities
  - Community-based organizations
- Stakeholders
  - Railroads, other carriers, shippers, manufacturers
  - Trade and interest-based advocacy groups
  - All levels of governments
  - MnDOT agency-wide



# Levels of Engagement



**Involve:** Work directly with our audiences throughout process to ensure public issues and concerns are consistently understood and considered

**Collaborate:** Partner with our audiences to make decisions including the development of alternatives and the identification of preferred solutions



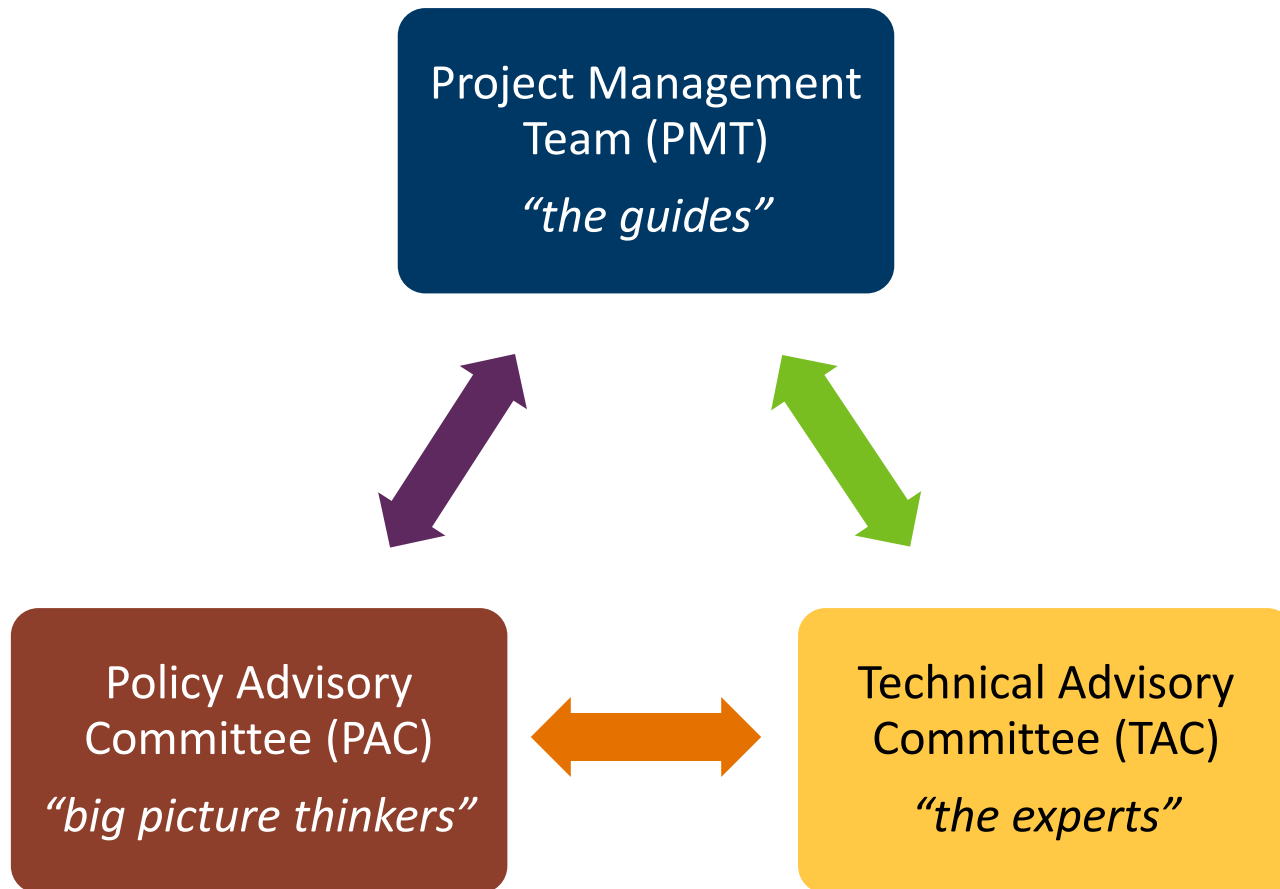


# Guiding the plan: Engagement

- Stakeholder Interviews
- Informational Presentations
- Workplace-based outreach
- Focus groups
- Meetings
- Community Events
- 2 rounds of public meetings
- Lets Talk Transportation



# Guiding the plan: Get involved





# Questions?

Robert.Clarksen@state.mn.us  
Freight Rail Planning Coordinator

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# Audiences – who should we add?

- General public
  - Any individual with interest in the outcome
  - Traditionally underrepresented communities
  - Community-based organizations
- Stakeholders
  - Railroads, other carriers, shippers, manufacturers
  - Trade and interest-based advocacy groups
  - All levels of governments
  - MnDOT agency-wide

**What groups  
or individuals  
should be  
added?**





**Robert.Clarksen@state.mn.us**

Freight Rail Planning Coordinator

**Lets' Talk Transportation:**

<https://talk.dot.state.mn.us/state-rail-plan>

**Email:**

[MnRailPlan@State.Mn.Us](mailto:MnRailPlan@State.Mn.Us)

# 20-Year State Highway Investment Plan

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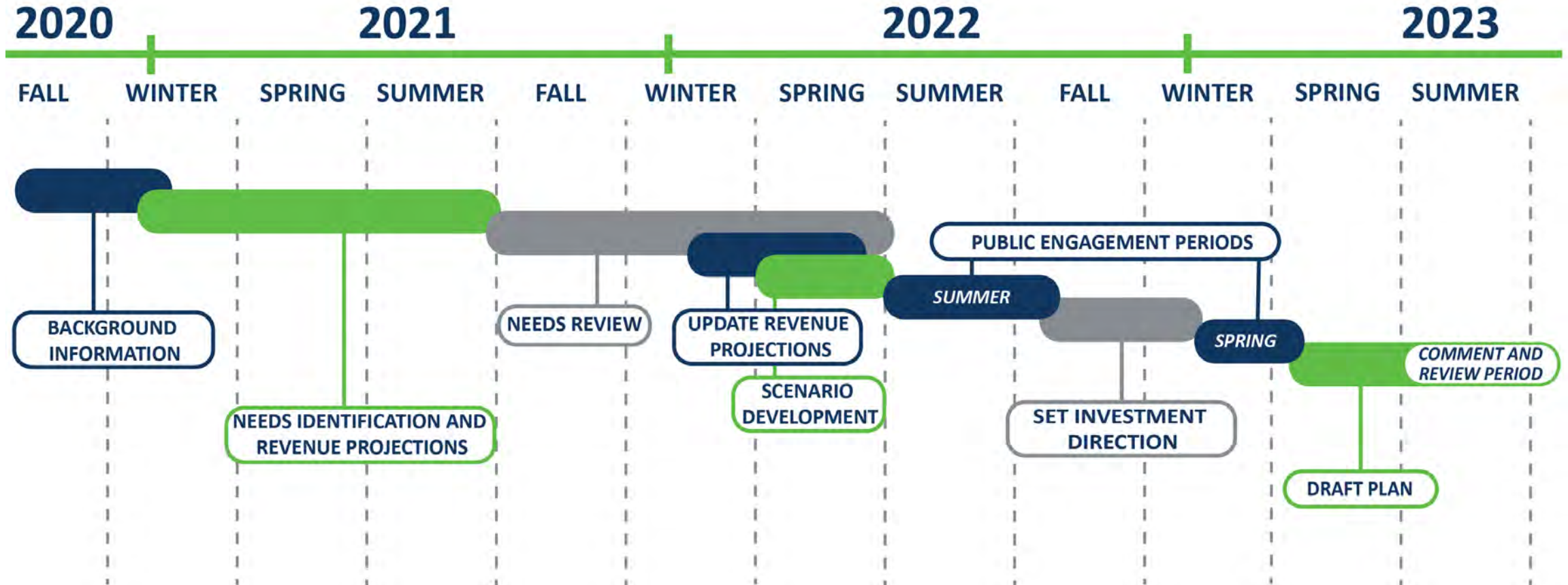
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## MnSHIP Investment Direction and Draft Plan

MPO Directors' Summer Workshop

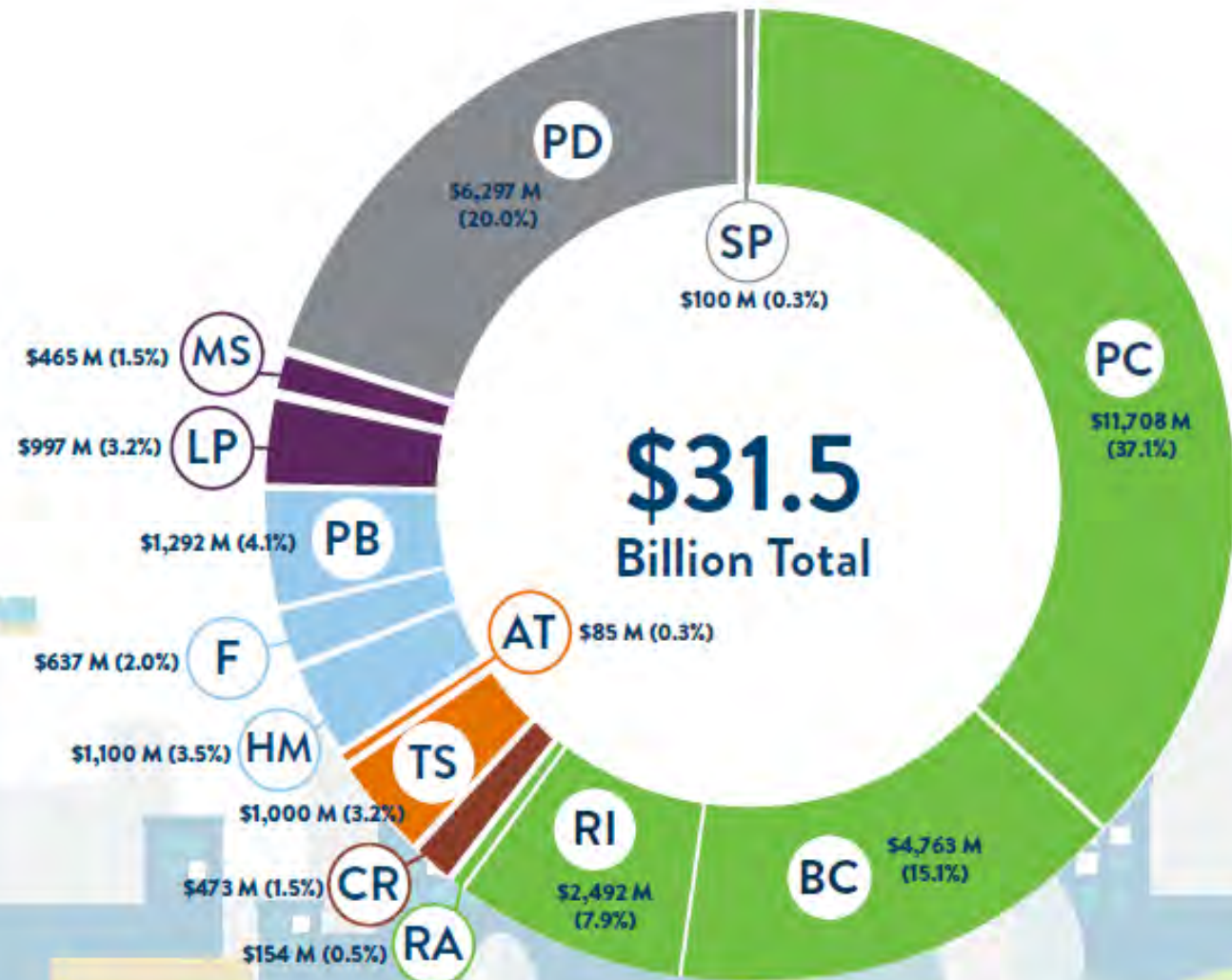
August 1<sup>st</sup>, 2023

# MnSHIP Timeline



# Draft 20-Year Investment Direction - \$31.5 billion

Investment Category	
PC	Pavement Condition
BC	Bridge Condition
RI	Roadside Infrastructure
RA	Rest Areas
CR	Climate Resilience
TS	Transportation Safety
AT	Advancing Technology
HM	Highway Mobility
F	Freight
PB	Pedestrian and Bicycle
LP	Local Partnerships
MS	Main Streets/ Urban Pavements
PD	Project Delivery
SP	Small Programs



# 2<sup>nd</sup> Round of Public Engagement

## Engagement goals

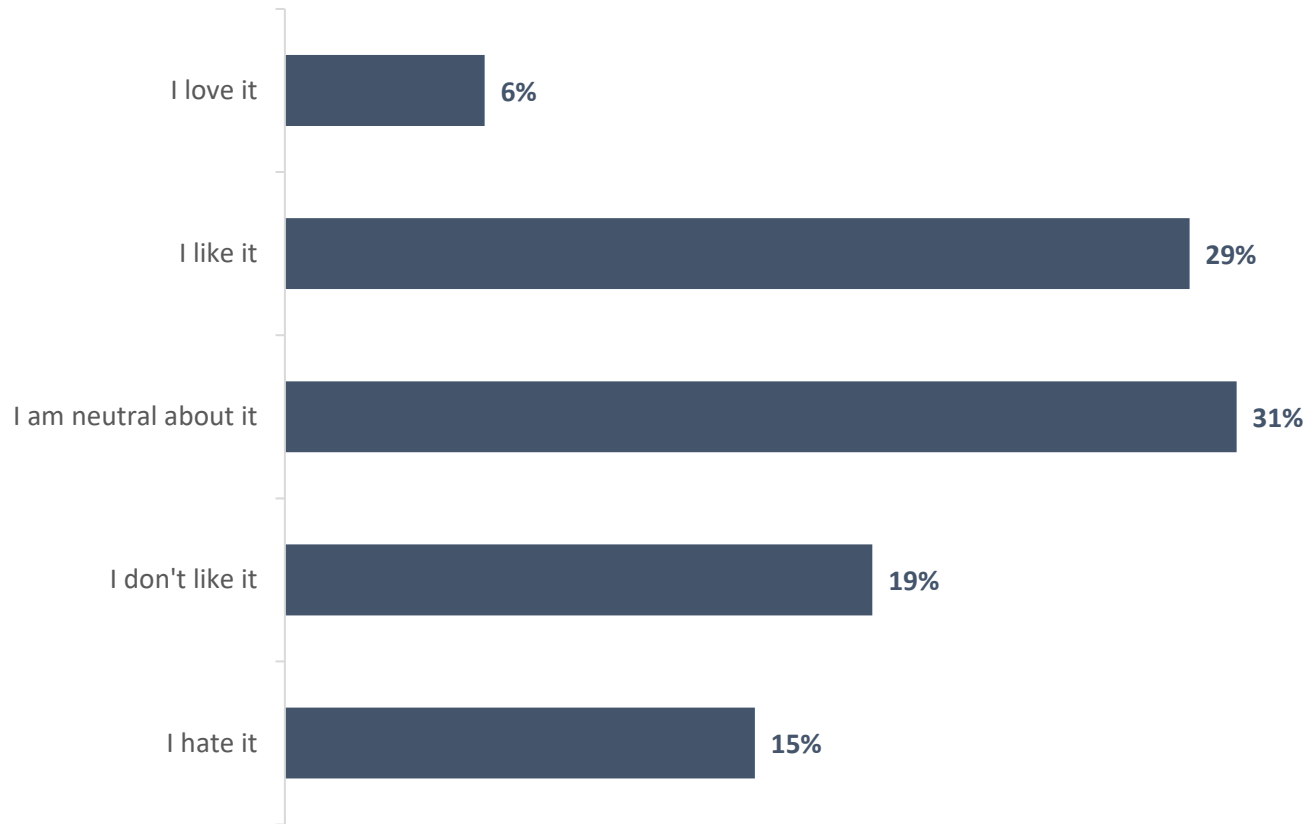
- Present draft investment direction and receive feedback
  - Reaction to draft investment direction (love it/hate it)
  - What would you adjust? Why?
- Identify investment priorities for an additional \$6 billion

## Engagement period ran from mid-March – May

- Over 500 responses

# Draft Investment Direction – What we heard

Investment Direction Question - All Responses

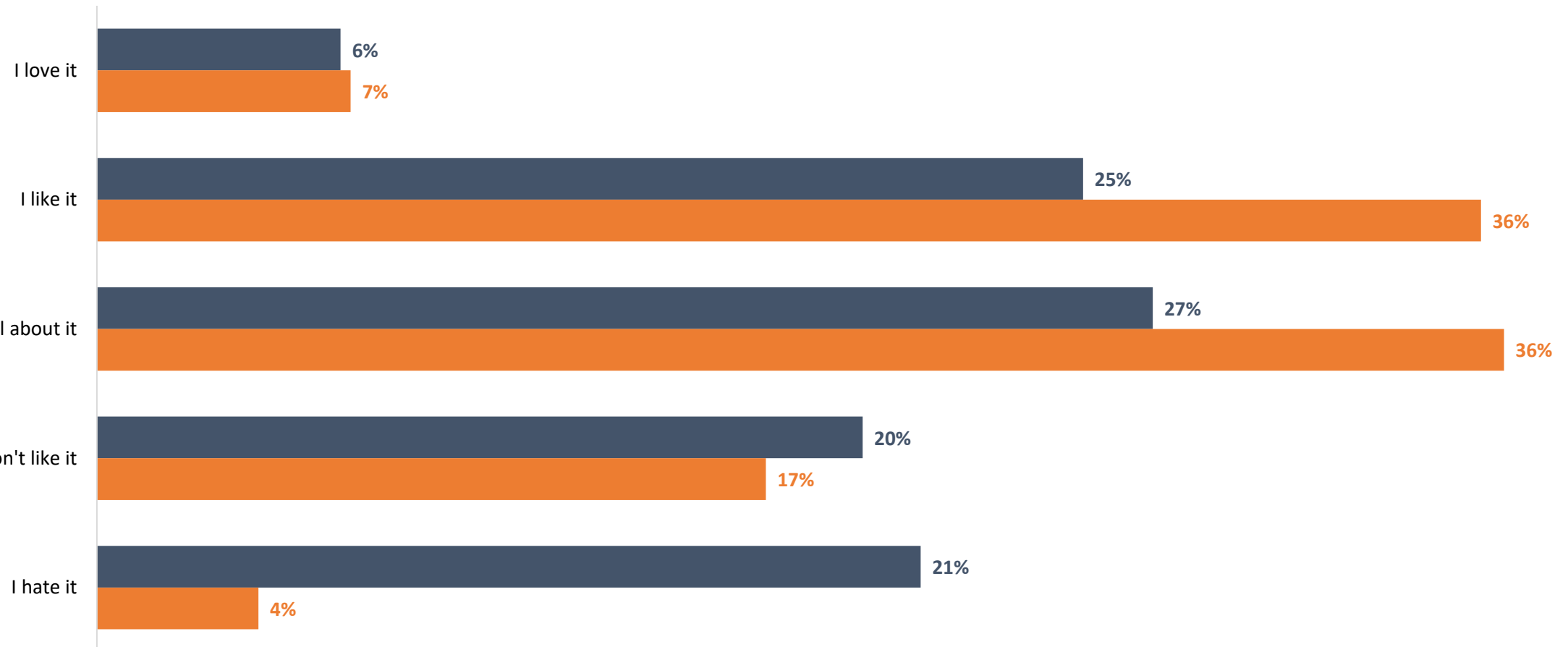


Sentiment	Satisfied	More Investment	Less Investment
<b>I love it</b>	Pavement (7) Bridge (4) Other Infra (4)	N/A	N/A
<b>Like it</b>	Pavement (20) Bridge (12) Ped & Bike (6)	Technology (13) Safety (11) Bridge (8)	Ped & Bike (6) Mobility (4)
<b>I am neutral on it</b>	Pavement (7) Bridge (5)	Ped & Bike (31) Climate (28) Safety (23)	Mobility (15) Pavement (14) Ped & Bike (14)
<b>I don't like it</b>	N/A	Ped & Bike (28) Climate (27) Safety (20) Pavement (20)	Ped & Bike (17) Pavement (16) Mobility (14)
<b>I hate it</b>	N/A	Ped & Bike (39) Transit (32) Climate (25) LPP/Main St (20)	Mobility (40) Pavement (36)



# Draft Investment Direction – What we heard

Investment Direction Question by Twin Cities Metro/Greater MN Responses



■ Twin Cities Metro ■ Greater MN

# Increased Revenue Priorities

- Asked public to prioritize spending up to an additional \$6 billion
  - Respondents selected additional investment levels based on the draft investment direction

# Increased Revenue Priorities – What we heard

Based on the percentage of respondents who selected more investment for a category, the top priorities for additional revenue are:

1. Transportation Safety (74%)
2. Pavement Condition (72%)
3. Main Streets/Urban Pavements (68%)
- 3 Bridge Condition (68%)
- 4 Pedestrian and Bicycle (63%)

# Increased Revenue Priorities – What we heard

Based on the percentage of respondents who selected more investment for a category, the lowest priorities for additional revenue are:

1. Rest Areas (34%)
2. Advancing Technology (42%)
3. Freight (43%)
4. Highway Mobility (45%)
5. Roadside Infrastructure (48%)

# New Revenue

- With new transportation bill, revenue is now projected to be \$36.7 billion
  - \$5.2 billion more than the draft investment direction
- Changes by revenue source:
  - Motor Fuels Tax = +\$2.5 billion
  - Registration Tax = +\$2.0 billion
  - Motor Vehicle Sales Tax = +\$400 million
  - General Fund Transfer = +\$300 million

# Proposed Final Investment Direction – What we've heard

- Support for more safety investment – top priority for our engagement and the Met Council's TPP
- Concern of long-term pavement outcomes
- Potential overlap among some categories – safety, ped/bike, main streets
- Questions about categories with large increases over current (Climate Resilience, Ped/bike)
- Some concern about lack of mobility/freight investment

# Revised Final Investment Direction – Biggest Increases

- Pavement Condition +\$1.8 billion
  - Other NHS 8% poor → 6% poor
  - Non-NHS 16% poor → 10% poor
- Bridge Condition +1.2 billion
  - Non-NHS 25% poor → 10% poor
- Main Streets/Urban Pavements +\$465 million
  - 125-145 candidate locations addressed

# Revised Final Investment Direction – Other Increases

- Roadside Infrastructure +\$300 million
  - Improve asset condition
- Transportation Safety +\$267 million
  - Increase state funded safety program including non-motorized safety improvements
- Freight +\$85 million
  - Expanded truck parking at 8-10 locations. 2-3 truck parking locations constructed on MnDOT right-of-way
- Climate Resilience +\$77 million
  - Increase for climate resilient infrastructure improvements and snow fences



# Revised Final Investment Direction

Investment Category	Investment	%
Pavement Condition	\$13.5 B	36.7%
Bridge Condition	\$6.0 B	16.2%
Roadside Infrastructure	\$2.8 B	7.6%
Rest Areas	\$150 M	0.4%
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- October – November – Adopt final plan

# Thank you again!

Kathryn Engelhardt

Planning Program Coordinator

*Kathryn.Engelhardt@state.mn.us*

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# 20-Year State Highway Investment Plan

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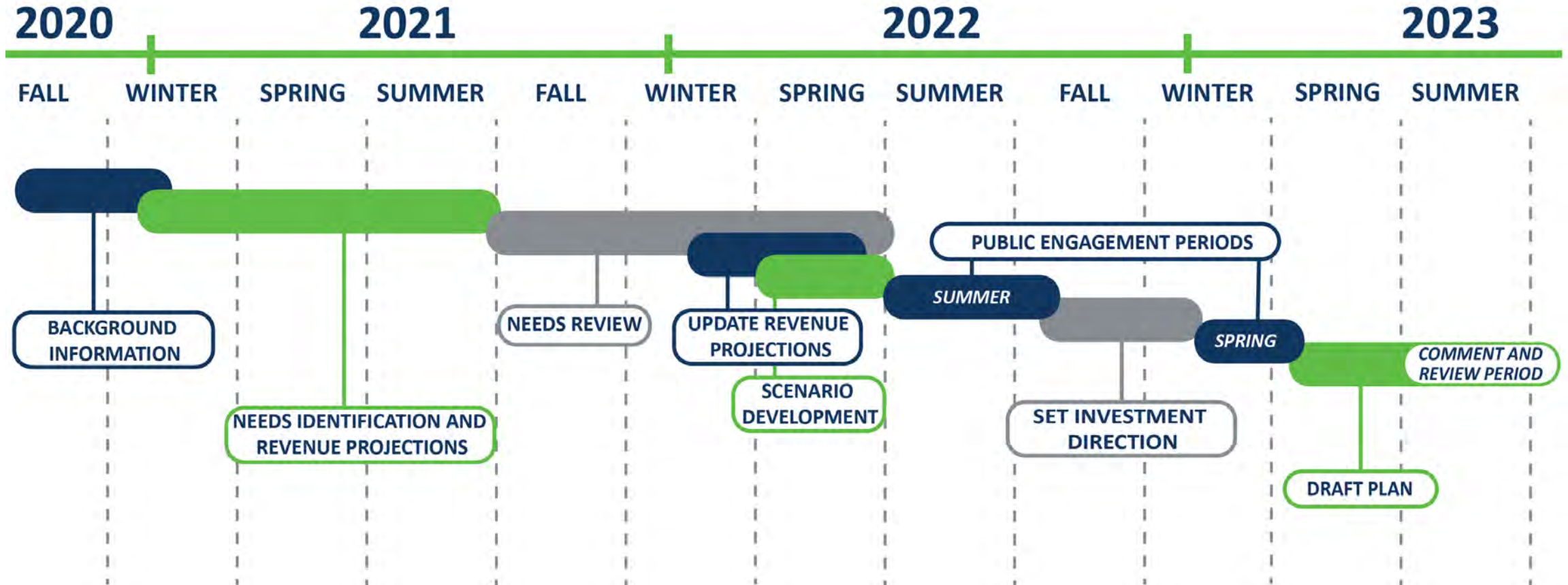
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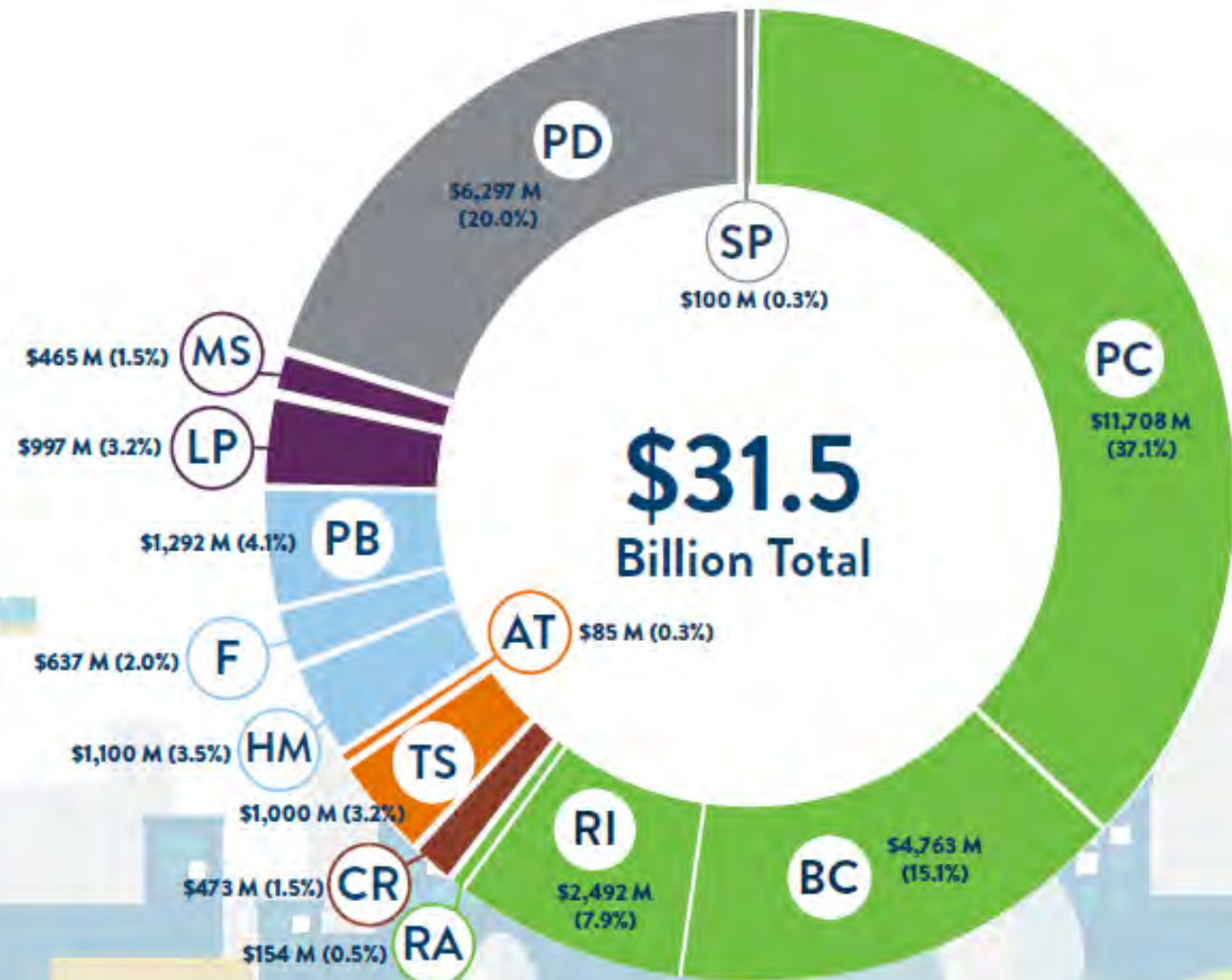
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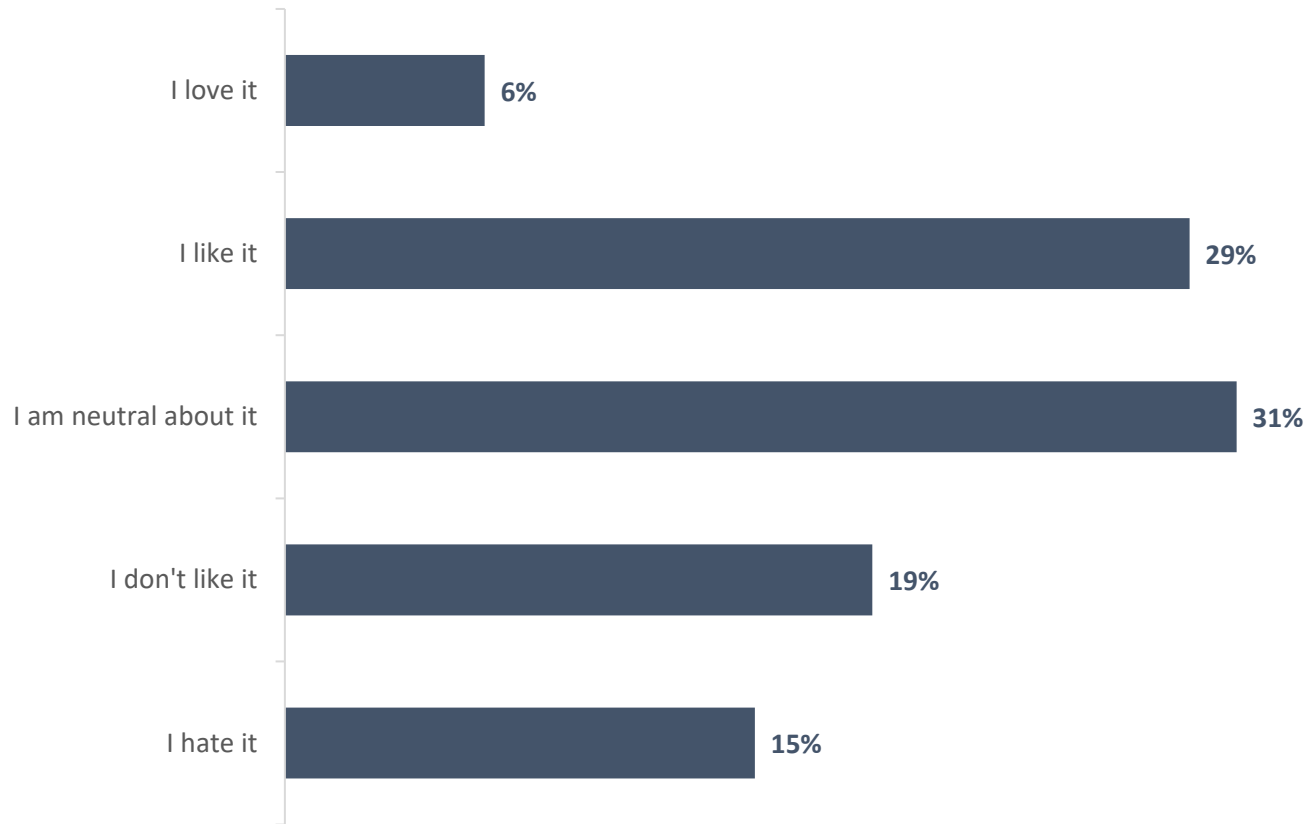
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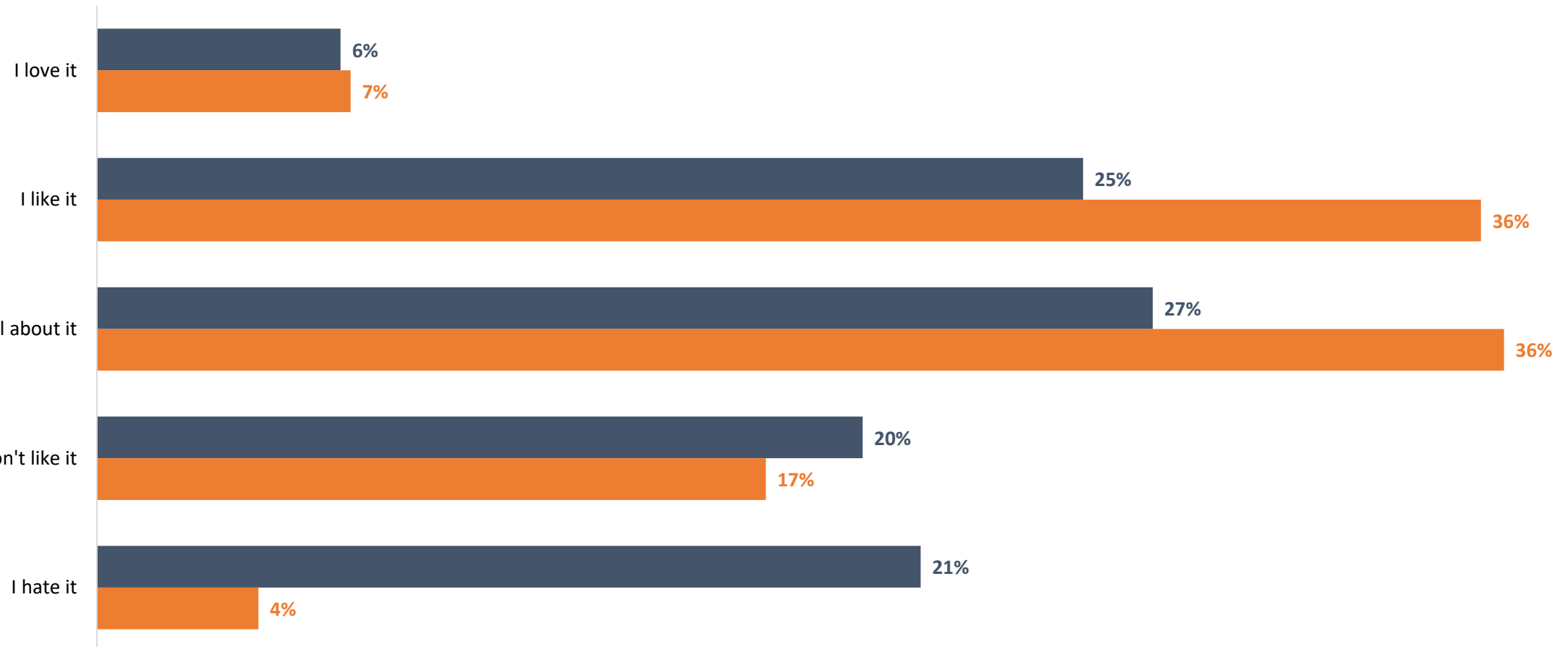
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# UPWP Timeline & Process

Erika Shepard, MnDOT OTSM

# UPWP Background

- Under [23 CFR 450.308](#), MPOs are required to prepare and adopt a unified planning work program
- For Minnesota-led MPOs, UPWPs identify planning-level work proposed for the next 1-2 year period
  - The 2<sup>nd</sup> year is intended to be illustrative with an anticipated budget
- MnDOT's [UPWP checklist](#) guides the development of the UPWP, outlines best practices, and ensures federal requirements are met

# Developing the UPWP

- Include major activities and tasks – use [UPWP checklist!](#)
  - Who will perform the work (MPO staff, consultant, etc.)
  - Schedule for completing the work (what quarter or month, what year)
  - Resulting products (reports, data, plans, etc.)
  - Proposed funding by activity & task
  - Summary of total funding amounts and sources
  - How the major activity/task meets the Planning Emphasis Areas & Planning Factors
  - If the major activity/task meets the requirements of the 2.5% set-aside for Complete Streets



# UPWP Timeline

- Around early August: Send Erika **draft UPWP** 2 weeks prior to packet being sent out to TAC and/or Policy Board for approval
  - “The review period should allow for ten business days to review the draft UPWP”
- **MPO-approved UPWP**: Send Erika adopted UPWP, resolution/minutes, completed UPWP checklist
- Two deadlines to work with to receive federal approval
  - Deadline 1: September 15<sup>th</sup> – guarantees CPG funds are available on January 1
  - Deadline 2: November 30<sup>th</sup> – does not guarantee CPG fund availability on January 1

# 2024 Funding Situation / CPG allocation

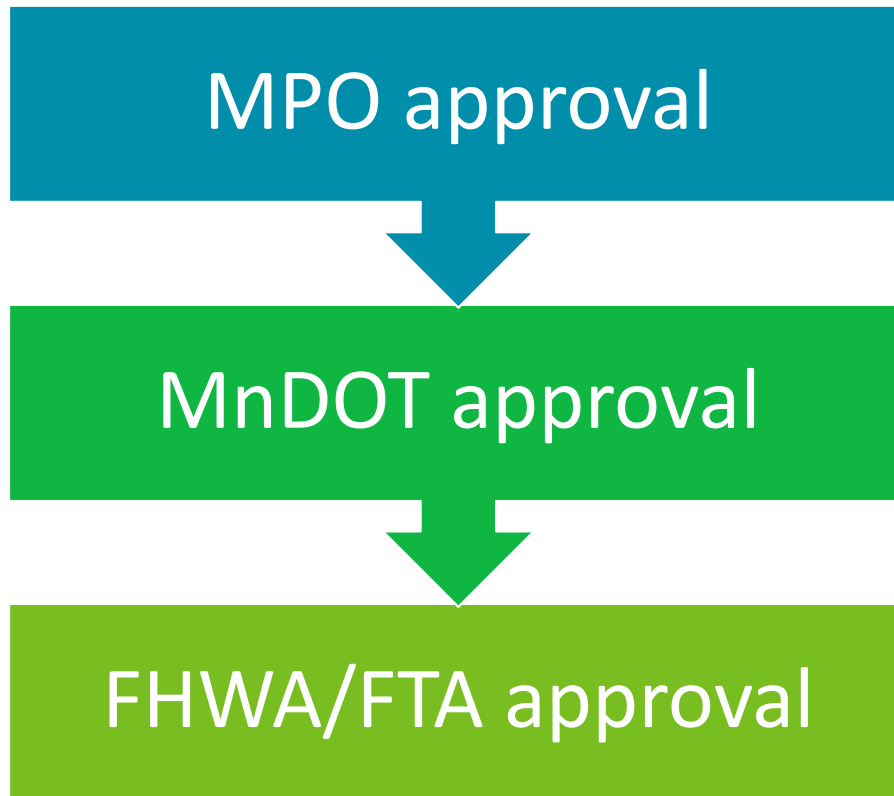
MPO	Available FHWA Appropriations	Available FTA Appropriations		Consolidated Planning Grant Total	State Planning Grant Total
	2023 FHWA Appropriations	2023 FTA Appropriations	2022 FTA Appropriations Carry Forward		
APO	\$ 491,414	\$ 181,941	\$ 4	\$ 673,359	\$61,520
MIC	\$ 416,882	\$ 182,920	\$ 29,283	\$ 629,085	\$50,600
ROCOG	\$ 502,993	\$ 186,545	-	\$ 689,538	\$63,210
MAPO	\$ 323,010	\$ 95,074	\$ 114,055	\$ 532,139	\$36,850
LAPC	\$ 52,631	\$ 17,322	-	\$ 69,953	\$11,000
Met Council	\$ 4,101,659	\$ 1,498,938	\$ 382,009	\$ 5,982,606	N/A
GFEGF	\$ 63,181	\$ 18,821	-	\$ 82,002	\$11,000
FMCOG	\$ 200,717	\$ 66,846	-	\$ 267,563	\$31,820

# UPWP Amendment Policy

- MPO cannot take action to amend UPWP prior to federal approval of UPWP
- Formal amendment vs. administrative modification



# UPWP Formal Amendment



## Changes that require formal amendment:

- Budget changes that results in the addition of federal funds to the existing approved CPG contract
- Task changes, including significant change in scope, adding new work items using CPG funds
- Change in who is performing the task

# UPWP Formal Amendment

## Submittal should include:

- Use [UPWP amendment request form](#)
- Redline version of UPWP
- Clean version of UPWP
- MPO resolution or meeting minutes approving UPWP amendment
- Transmittal letter

**Unified Planning Work Program Amendment Request**

MPO Name:

UPWP Year:

Reason for UPWP Revision:

Is the MPO requesting an amendment to its Consolidated Planning Grant?

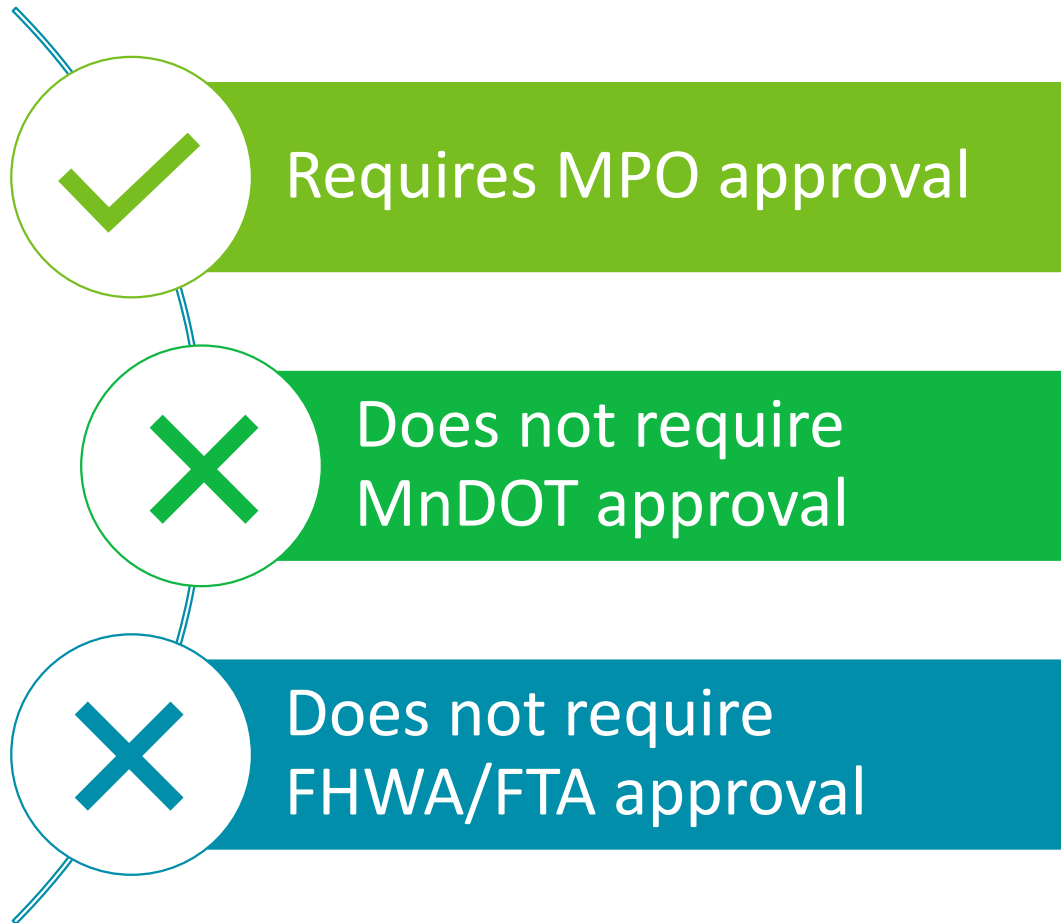
If yes, how much is the MPO requesting to be added or reduced? \$

UPWP Task Information	Task Amounts	
	Prior to Revision	After Revision
<input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
<input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
<input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
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<input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
<input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
<b>Total Amended Task Amounts:</b>	\$ <input type="text"/>	\$ <input type="text"/>

Use additional forms if needed.

(02/2018)

# UPWP Administrative Modification



## Changes that require administrative modification:

- Technical or editorial corrections made to UPWP
- Changes don't meet threshold of formal amendment, but documentation is needed

# UPWP Administrative Modification

## Submittal should include:

- Coordination with MnDOT MPO Coordinator
- Email notifying of the amendment modification



- **MnDOT Website**
  - [Unified Planning Work Program - Metropolitan Planning Organizations - MnDOT \(state.mn.us\)](#)
- [UPWP Checklist](#)
- [UPWP Amendment Policy](#)
- [UPWP Amendment Request Form](#)



**m1** DEPARTMENT OF TRANSPORTATION

## Metropolitan Planning Organizations

Home About Resources Contacts

[Information for MPOs](#)

### Unified Planning Work Program

A UPWP is a document that lists the projects, priorities and tasks that an MPO will undertake over the course of no less than one calendar year (CFR 420.101). This document includes descriptions of the planning activities anticipated for the year as well as the allocation of state and federal funds associated with each activity. The UPWP will also include who will perform each activity (MPO personnel or contractors), a detailed schedule for completing the work and the resulting deliverables and products. It is mandated by the joint Federal Highway Administration/Federal Transit Association in their transportation planning guidelines. UPWPs are required because the federal government must approve and authorize activities that use FWHA planning and research funds. Approvals and authorizations are based on the UPWP (CFR 420.113(a)).

#### Requirements

- Discussion of the planning process and priorities that the MPO is facing
- A list of FWHA-funded planning activities performed by MPO
- Funding for each activity
- A description of work to be accomplished by MPO using funds from the FWHA with estimated and resulting products
- A Summary that shows the following:



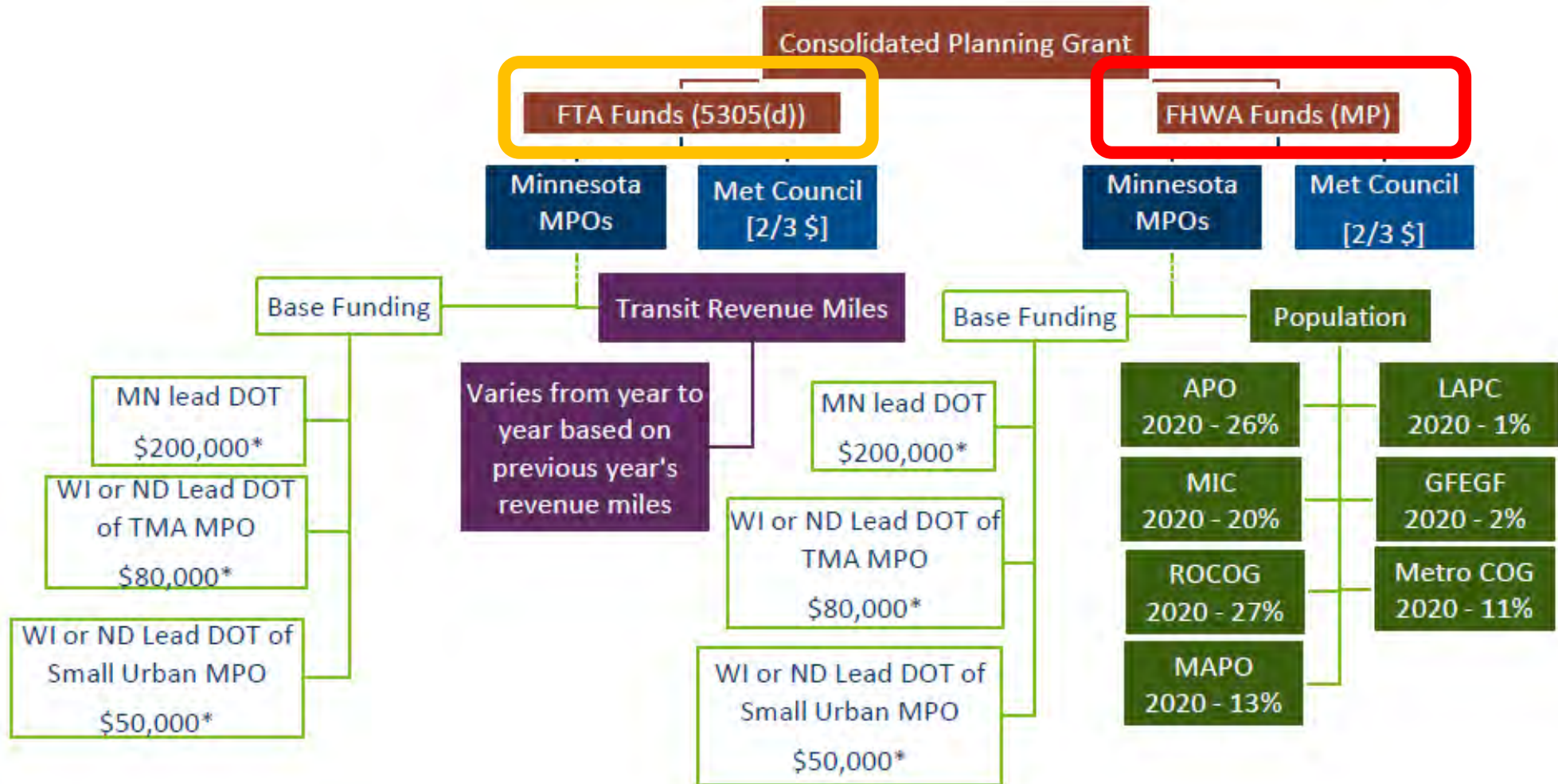


## Complete Streets Set-Aside Update

# Background – FHWA guidance

- [2021](#) – BIL requires each MPO to use at least 2.5% of its Metropolitan Planning funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)].
  - These eligible activities are commonly referred to as “Complete Streets” activities.
- [January 5, 2023](#) – FHWA memorandum states that FHWA will waive the non-federal match for the 2.5% set-aside of PL funds.
- June 22, 2023 – FHWA-MN notifies MPOs that FHWA waiver of local match cannot apply to 2023, as the 2023 funds have already been obligated, but that the waiver will be available for the remaining fiscal years of BIL.

# 2024 CPG Distribution Formula



# Background – FTA guidance

- [March 10, 2023](#) – FTA Dear Colleague Letter states that FTA will waive the local match for the Metropolitan Planning Program funds (49 U.S.C. § 5303) used for complete streets activities.
- June 27, 2023 – FTA-Region 5 notifies MnDOT staff that FTA will waive the non-federal match for complete streets activities for up to 100% of the FTA planning funds (5305(d)).

# What does this mean for MPOs?

## CY 2023

- MPOs must use the federally required 2.5% set-aside on Complete Streets activities.
- These activities will remain at an 80/20 cost share for CY 2023.
- Use the current RFF, which has a line for CPG-002 funds to document funds being used for Complete Streets activities.

# What does this mean for MPOs?

## Starting CY 2024

- MPOs must call out eligible Complete Streets activities in their UPWPs by the federal share they are claiming in the appropriate budget table(s).
- MPOs may claim a 100% federal share of the specified 2.5% Complete Streets set-aside amount, only if the eligible activity is called out as a line item in the UPWP budget.
- It is federally required to use 2.5% of the FHWA portion of the PL funds on Complete Streets activities even if the MPO is not requesting a local match waiver
- MPOs may claim a 100% federal share of the FTA portion of the PL funds, only if the eligible activity is called out as a line item in the UPWP budget.

# 2023 Complete Streets 2.5% Set-Aside

MPO	2023 Contract FHWA Appropriation	2023 Contract 2.5% Set-Aside
APO	\$ 507,869	\$ 12,697.00
MIC	\$ 442,231	\$ 11,056.00
ROCOG	\$ 496,691	\$ 12,418.00
MAPO	\$ 306,502	\$ 7,663.00
LAPC	\$ 34,988	\$ 875.00
Met Council	\$ 4,021,234	\$ 100,530.00
GFEGF	\$ 46,226	\$ 1,155.00
FMCOG	\$ 176,108	\$ 4,402.00

# 2024 Complete Streets 2.5% Set-Aside

MPO	2024 Contract FHWA Appropriation	2024 Contract 2.5% Set-Aside	2024 Contract FTA Appropriations
APO	\$ 491,414	\$ 12,285.00	\$ 181,941
MIC	\$ 416,882	\$ 10,422.00	\$ 182,920
ROCOG	\$ 502,993	\$ 12,575.00	\$ 186,545
MAPO	\$ 323,010	\$ 8,075.00	\$ 95,074
LAPC	\$ 52,631	\$ 1,316.00	\$ 17,322
Met Council	\$ 4,101,659	\$ 102,542.00	\$ 1,498,938
GFEGF	\$ 63,181	\$ 1,580.00	\$ 18,821
FMCOG	\$ 200,717	\$ 5,018.00	\$ 66,846



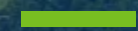
# UPWP budget table template

[Link to spreadsheet](#)

I will send this template out to all of you following the workshop.

# Minnesota Safe Routes to School

August, 2023



Kelly Corbin  
Steve Prusak





# Minnesota Safe Routes to School

*Youth in Minnesota can safely, confidently, and conveniently walk, bike, and roll to school and in daily life.*

# The Benefits of Safe Routes to School




### COMMUNITY CONNECTEDNESS

- Stronger student friendships & relationships through walking & biking together
- Positive social connections for families & neighbors



### CLIMATE BENEFITS AND CLEANER AIR

- Fewer student asthma attacks due to less driving & reduced air pollution results
- Cleaner air & reduced greenhouse gas emissions



### BETTER ACADEMIC PERFORMANCE

- Better focus, improved concentration & less distraction for students who are active before school
- Fewer absences and less tardiness when students walk or bike in groups



### TRAFFIC SAFETY

- Reduced traffic injuries & dangers for students and community members at arrival & dismissal through street improvements near schools
- More chances to learn & practice road safety for students



### SAFETY FROM CRIME

- Increased safety from crime & violence due to more people on the streets, good lighting & better street design
- Less harassment, bullying, or violence when students walk or bike together or with adults



### SCHOOL TRANSPORTATION FIXES

- Solutions to reduced or non-existent bus service through Safe Routes to School
- Reduced traffic congestion at pick-up/drop-off times



### COST SAVINGS

- Household savings from reduced gas & car use
- Education budget savings through reduced student busing costs

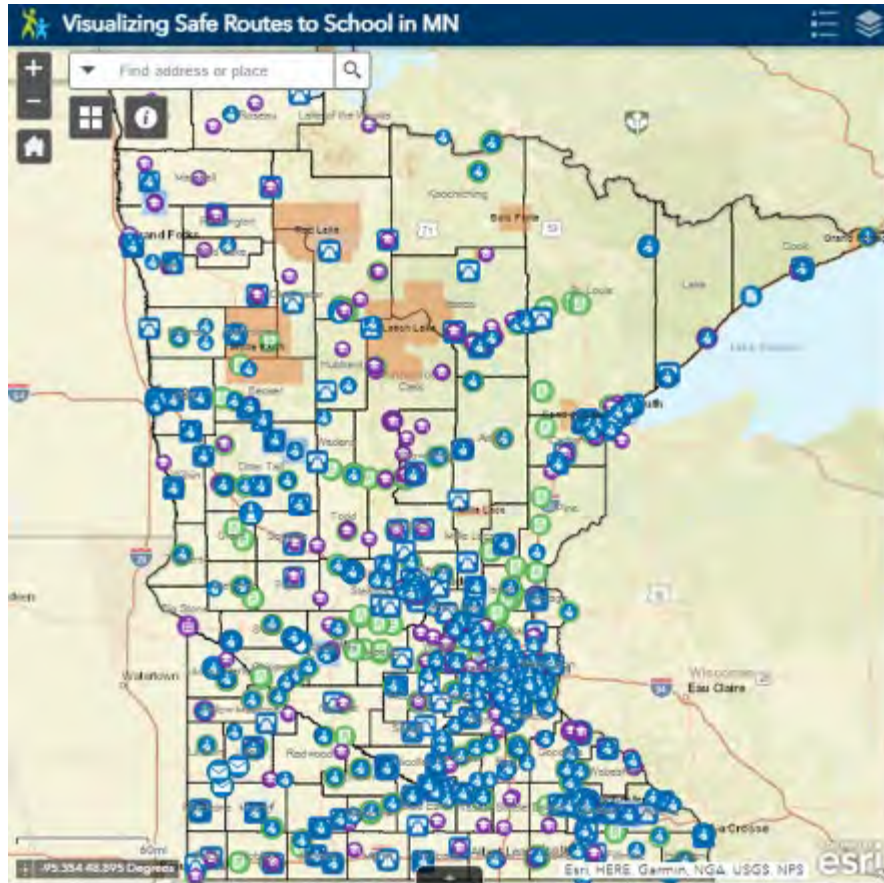


### HEALTHIER STUDENTS

- Better health & stronger bones, muscles & joints through more walking & biking
- Reduced risk of chronic disease, diabetes, & obesity



# Visualizing Safe Routes to School in Minnesota



- [Interactive map](#) of Safe Routes to School work
- Displayed work funded by MnDOT and other sources
- Includes infrastructure, planning, and non-infrastructure activities



# The 6 E's of Safe Routes to School



## ENGAGEMENT

All Safe Routes to School initiatives should begin by listening to students, families, teachers, and school leaders and working with existing community organizations, and build intentional, ongoing engagement opportunities into the program structure.



## EQUITY

Ensuring that Safe Routes to School initiatives are benefiting all demographic groups with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.



## ENCOURAGEMENT

Generating enthusiasm and increased walking and bicycling for students through events, activities, & programs.



## ENGINEERING

Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.



## EDUCATION

Providing students and the community with the skills to walk and bicycle safely, educating them about the benefits of walking and bicycling and teaching them about the broad range of transportation choices.



## EVALUATION

Assessing which approaches are more or less successful, ensuring that programs and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach.

# Bus Safety Week – Updated requirements

- New Legislation expansion
- Pedestrian education
  - K-8th grade
- Bicycle Education
  - 4-8th grade
- Required by 3rd week of school





# MnDOT Non-Infrastructure Funding

- Fall 2023
  - \*SRTS Coordinator grant
  - Student Safety Patrol & Crossing Guard Grant
- Spring 2024
  - Safe Routes to School Planning Assistance
    - Plan templates available
  - Boost grant (bike fleets, bike racks, etc)
- TBD – Demonstration Projects, Engineering Studies





# MnDOT Infrastructure Funding

## SRTS Infrastructure Solicitation – General Information

- 100% State Funds (General Funds and GO Bonds)
- \$10.9M total available
- Eligible applicants include cities, counties, townships, tax-exempt organizations and Federally Recognized Indian Tribes
- SRTS Infrastructure Program Purpose:
  - Create safer environments for students to walk and bike to school
  - Provide infrastructure improvements that are comfortable to use
  - Mitigate safety hazards related to interacting with vehicle traffic
  - [Infrastructure Grants - Safe Routes to School - MnDOT](#)

# MnDOT Infrastructure Funding

## SRTS Infrastructure Solicitation – General Information Cont.

- Opens Fall 2023 with applications anticipated to be due February 2024
- Will offer a period for Letters of Intent to gauge proposed project readiness
- Selections announced Spring 2024 for construction ready in 2024 or 2025





# MnDOT Infrastructure Funding

## SRTS Infrastructure Solicitation – Types of Improvements (2021)

ELIGIBLE IMPROVEMENTS		INELIGIBLE IMPROVEMENTS	
<b>CROSSING IMPROVEMENTS</b>	Pedestrian curb ramps   Intersections or midblock crossings   Speed humps   Median refuges   Raised crossings   Raised intersections   Curb extensions	<b>ORNAMENTAL IMPROVEMENTS</b>	Ornamental lighting   Decorative benches   Decorative landscaping   Trees & plantings
<b>OFF-STREET FACILITIES</b>	Trails   Sidewalks   Bicycle paths   Multi-use or shared-use paths   ADA-compliant curb ramps   Other separated pathways	<b>REMOVABLE OBJECTS</b>	Benches   Bike racks or bike parking   Other non-permanent improvements
<b>ON-STREET FACILITIES</b>	Bicycle lanes   Bicycle boulevards   Cycle tracks   Rural pedestrian lanes	<b>AESTHETIC TREATMENTS</b>	Treatments, landscaping, or finishes above the standard
<b>TRAFFIC CONTROL DEVICES</b>	Signage   Bicycle and pedestrian activated signals   Flexible bollards   Pavement markings	<b>NON-CONSTRUCTION</b>	Engineering costs   Construction administration & inspection costs   Right-of-way acquisition   Water main or sewer work   Private utility work
<b>IN-KIND REPLACEMENTS</b>	Curb replacements   Roadway & bituminous replacements   Basic turf   Other replacements due to required removals	<b>TRUNK HIGHWAY IMPACTS</b>	Work on trunk highways or trunk highway right-of-way <b><u>without a letter of support from the MnDOT district engineer!</u></b>



# MnDOT Infrastructure Funding

## SRTS Infrastructure Solicitation – Other Details & Next Steps

- Maximum Grant Selection (2021) - \$500K
- Distribution and Equity Goals (2021) -
  - Minimum 1 project per MnDOT District
  - Minimum 1 per selection pool
- Due to the increased appropriation and inflation, the criteria on previous slide and above may be revised for the 2023 solicitation.
- Look for final details to be announced via a series of informational webinars to be held in September.



MINNESOTA  
SAFE ROUTES  
TO SCHOOL



[Kelly.corbin@state.mn.us](mailto:Kelly.corbin@state.mn.us)



# Active Transportation Program

Kelly Corbin | Principle Planner

# Active Transportation Advisory Committee

Established in legislation to guide new funding, programing, policies, and recommendations to the Commissioner of MnDOT.

**Mission:** The advisory committee must make recommendations to the commissioner on items related to:

1. active transportation, including safety, education, and development programs;
2. the active transportation program; and
3. the safe routes to school program

**Membership:** The committee consists of up to 29 members serving 4-year terms

- 11 agency representatives
- 7 public members at-large
- 11 district representatives

# Active Transportation Advisory Committee

## **Member responsibilities:**

- Attend and prepare for meetings
- Review documents and submit constructive feedback
- Maintain a strong knowledge base of current active transportation projects, planning efforts, and topics that are relevant statewide and, in your district, or area

## **Time commitment:**

- Bi-monthly or quarterly meetings, normally in St. Paul with a virtual option available
- Occasional public meeting attendance regarding active transportation projects in your district or area
- Occasional reading and/or other related tasks outside of meeting times
- Members serve 4-year terms.

## **Preferred skills:**

- Effective and courteous communication skills in a group setting
- Ability to evaluate and provide feedback on technical information
- A strong interest and/or experience in active transportation
- Creative ideas on how to improve and support active transportation efforts

**Applications can be submitted on the Secretary of State website:**

<https://commissionsandappointments.sos.state.mn.us/Agency/Details/321>



# Upcoming Grant Opportunities

- Fall 2023
  - Planning Assistance Solicitation
    - Will include Demonstration Project as plan is finalized
  - AT Infrastructure Solicitation – General Information
    - 100% State Funds (General Funds and GO Bonds)
    - \$17.7M total available
    - First \$4.5M selected for eleven high-scoring projects from the 2022 Infrastructure Solicitation
    - \$13.2M balance to be solicited in 2023
    - Eligible applicants include cities, counties, townships and Federally Recognized Indian Tribes



# Upcoming Grant Opportunities

- Fall 2023
  - AT Infrastructure Solicitation – General Information Cont.
    - AT Infrastructure Program Purpose:
      - Connecting communities and key destinations
      - Boost public health by creating safer environments for people to walk or bike to their destinations
      - Mitigate safety hazards related to interacting with vehicle traffic
      - [Infrastructure - Active Transportation Program – MnDOT](#)
    - Opens Fall 2023 with applications anticipated to be due February 2024
    - Will offer a period for Letters of Intent to gauge proposed project readiness
    - Selections announced Spring 2024 for construction ready in 2024 or 2025

# Upcoming Grant Opportunities

- Fall 2023
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[kelly.corbin@state.mn.us](mailto:kelly.corbin@state.mn.us)

<http://www.dot.state.mn.us/active-transportation-program/>

# Links shared during presentation

- [Safe Routes to School Visualizing Map](#)
- [Safe Routes to School Funding Opportunities](#)
- [Active Transportation Program](#)
- [Active Transportation Advisory Committee](#)
  
- Reach out with any questions!
  - Safe Routes to School: [kelly.corbin@state.mn.us](mailto:kelly.corbin@state.mn.us) or [dave.cowan@state.mn.us](mailto:dave.cowan@state.mn.us)
  - Infrastructure (AT & SRTS): [Steven.Prusak@state.mn.us](mailto:Steven.Prusak@state.mn.us)
  - Active Transportation program: [William.Wlizlo@state.mn.us](mailto:William.Wlizlo@state.mn.us)

# La Crosse Area Planning Committee Updates

MPO Directors Meeting

August 2023

Erin Duffer, Transportation Planner



# Outline of Updates

- Travel Model
- MTP
- Adjusted Urban Area Boundary
- La Crescent's CRP funds



# Update on

# Travel Modeling

- Travel model completed by WisDOT and its consultants
- LAPC examines model's input data
  - I.e., employment/industry, TAZs, households, land use, etc.
- Currently in the process of correcting employment data
  - Examples of issues found:
    - Questionable number of employees listed for major corporations
    - Closed/vacant businesses still listed
    - Residential locations listed with high number of employees, where business's commercial location has less
    - Old/outdated contact for CEOs or Presidents
- Looking at exploring supplemental types of travel models or data to incorporate in Metropolitan Transportation Plan (MTP)

# Update on

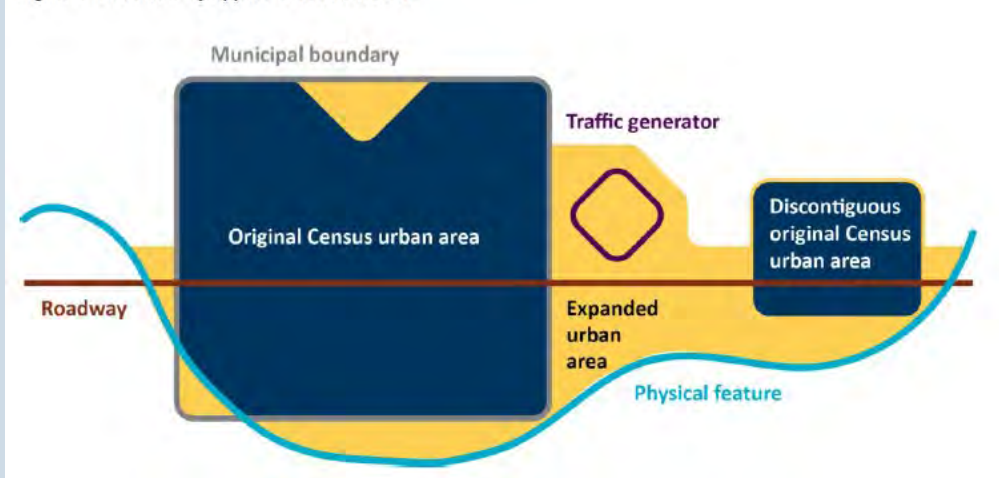
# Metropolitan Transportation Plan (MTP)

- Currently in the beginning phases of plan development:
  - Outline of plan elements
  - Beginning public participation
- To be adopted by 2025
- Incorporation of emerging technologies and trends being explored:
  - AI and ITS
  - EVs and preparedness for public charging stations
  - Future of autonomous vehicles
  - Hazard mitigation
  - Paradigm shifts
    - Examples: work from home, e-commerce and at-home delivery services, Uber/Lyft, etc.
  - Tourism and recreation

# Update on Adjusted Urban Area Boundary (AUAB)

- Changes to Census criteria and definition of “Urban”
- Census-defined UAB currently in the process of being adjusted to include the whole of incorporated areas and adjacent areas expected to be “urbanized” before the next decennial Census
- An agreed-upon draft boundary being reviewed and to be sent to FHWA for final approval
- Implications of reduced planning area’s population size and land area

Figure 1 Illustration of Applied Criteria, MnDOT



# Update on

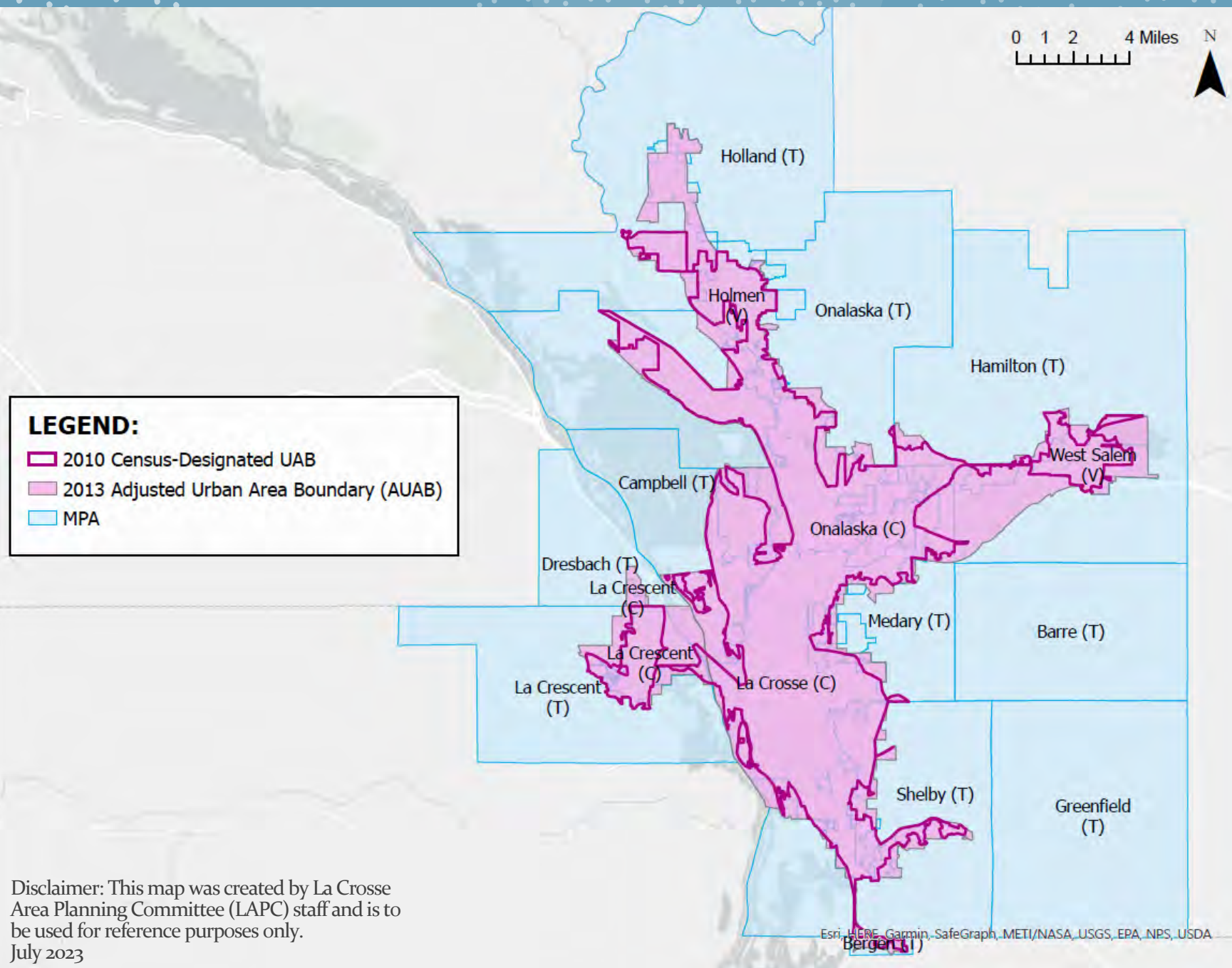
# Adjusted Urban Area Boundary (AUAB)

## La Crosse, WI – La Crescent, MN Census- Designated Urbanized Area (UA) Changes:

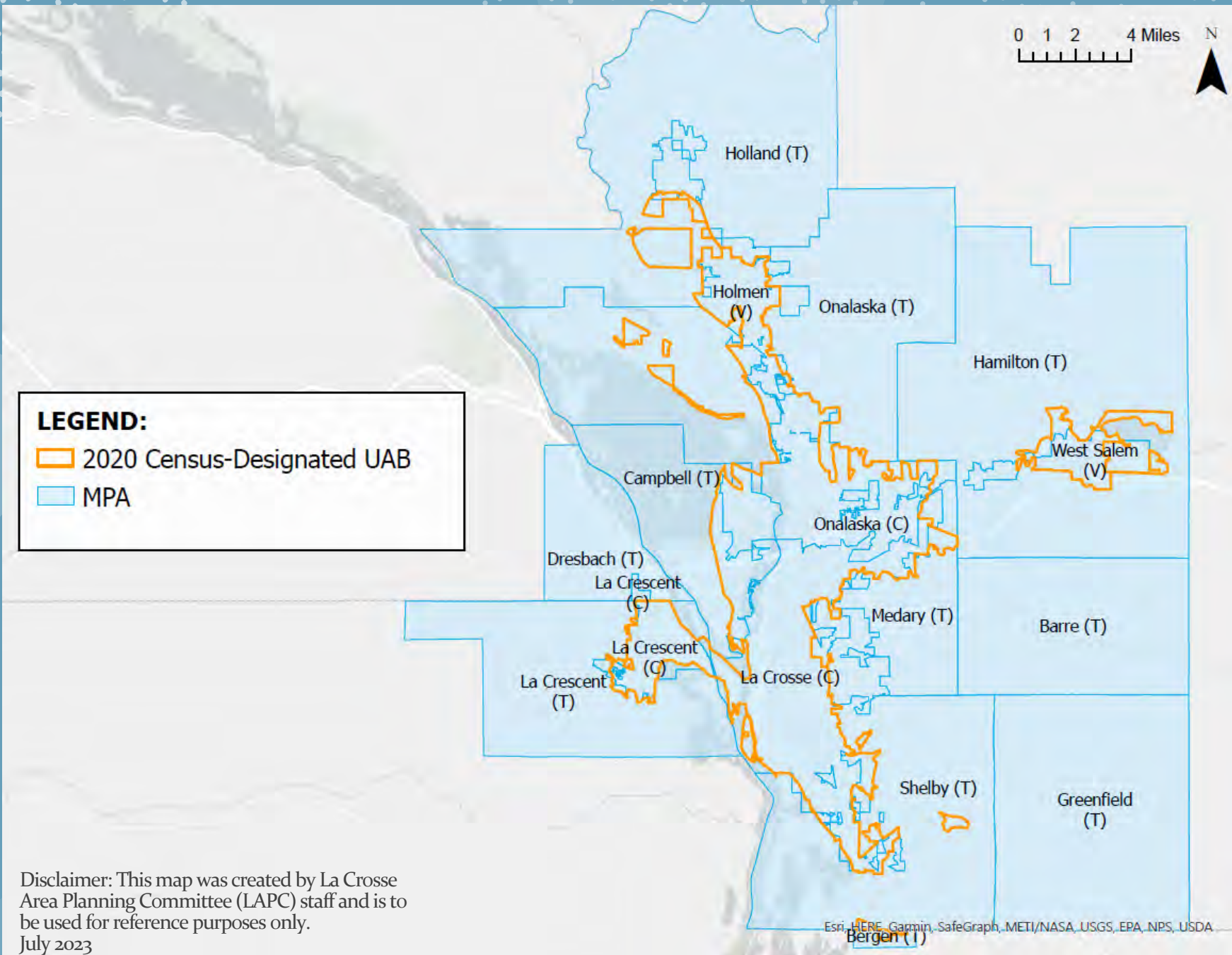
	2010 Census- Designated UA	2020 Census- Designated UA	Change from 2010-2020	% Change from 2010-2020
Population Size	100,868	98,872	- 1,996	- 2%
Population Density	1,978.10	2,340.84	+ 362.74	+ 15.5%
Housing Units	43,137	44,018	+ 881	+ 2%
Land Area sq.mi.	50.99	42.24	- 8.85	- 21%
Water Area sq.mi.	1.36	2.43	+ 1.07	+ 44%

Source: Census.gov

# 2013 Adjusted Urban Area Boundary (AUAB)



Disclaimer: This map was created by La Crosse Area Planning Committee (LAPC) staff and is to be used for reference purposes only.  
July 2023



# 2020 Census-Designated Urban Area Boundary (UAB)

## Impacts:

- West Salem, WI its own urbanized area and defined as “rural”
- Decrease in population size for La Crosse, WI – La Crescent, MN urbanized area

Disclaimer: This map was created by La Crosse Area Planning Committee (LAPC) staff and is to be used for reference purposes only.  
July 2023

# Update on

## City of La Crescent, MN Carbon Reduction Program (CRP) Grant

- La Crescent applied for, and was awarded a CRP grant to replace their current police cruiser with leasing a fully electric powered police cruiser
- La Crescent conducted a fleet study with Sawatch Labs, and identified switching to fully electric police cruiser will result in a 93% reduction in GHG emissions
- Build America, Buy America (BABA) Act's requirement of federally-funded infrastructure project's iron, steel, and manufactured products be produced in the U.S.
  - Includes the use of EVs and implies vehicles must be leased



# KERN BRIDGE RELOCATION

Shawn Schloesser

Chris Talamantez





Background



---

## Background

- Built in 1873 spanning the Le Sueur River
- Named after the owner of the abutting property
- One of the oldest bridges in Minnesota
- 189' single span bowstring arch/truss
- Was on the National Register of Historic Places
- Closed to vehicles and pedestrians in 1991



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## Background

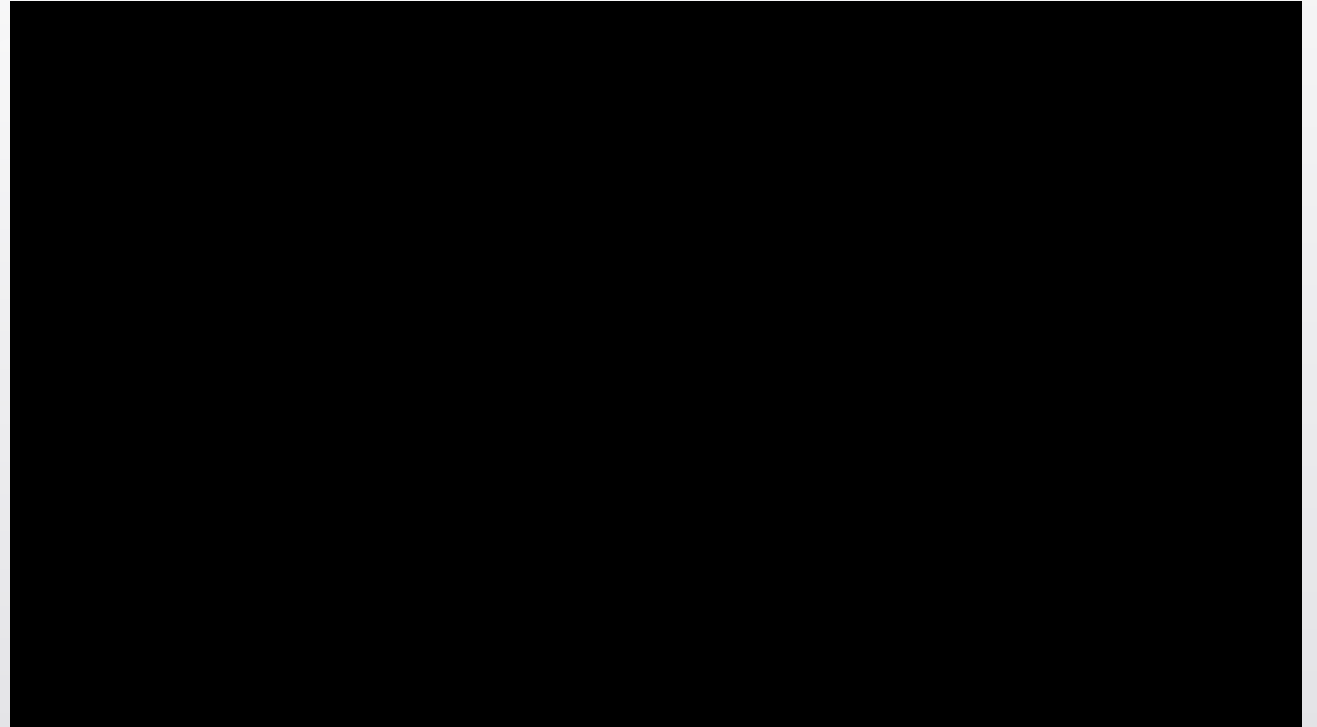
- No need for bridge
- Poor condition
- Supports eroding
- Danger of falling into the river





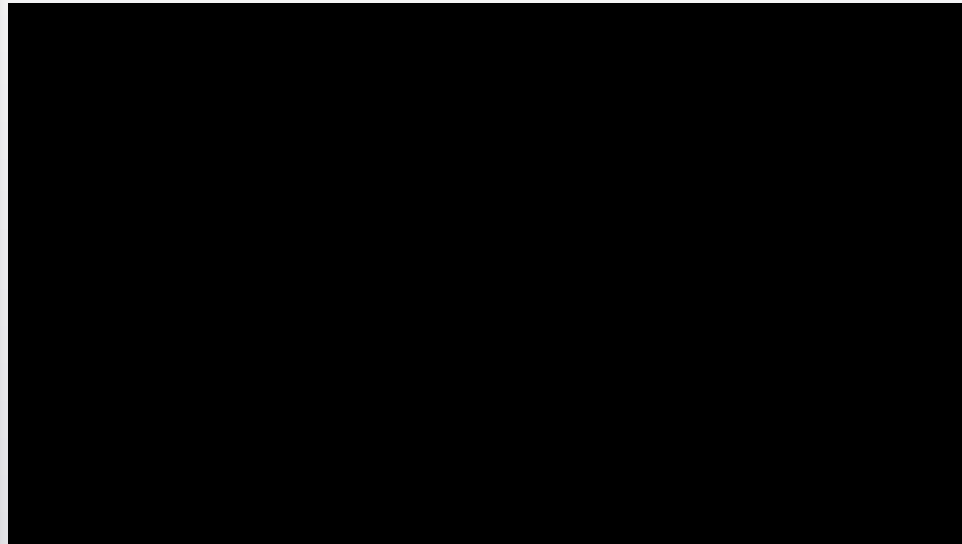
# Background

- Options for removing the bridge and reuse began in 2015
- Coordination began with MAPO to identify locations, include funding in the MAPO TIP, and provide support for funding applications
- Initial reuse options included a pedestrian crossing connecting Minneopa State Park over Highway 68 and as a pedestrian bridge over Highway 22
- Blue Earth County removed the bridge in 2020 and stored the components in containers
- MnDOT allocated federal funds to relocate, restore, and reinstall historic bridge
- Solicitation to reuse the bridge occurred in 2020





# Background



## What's next



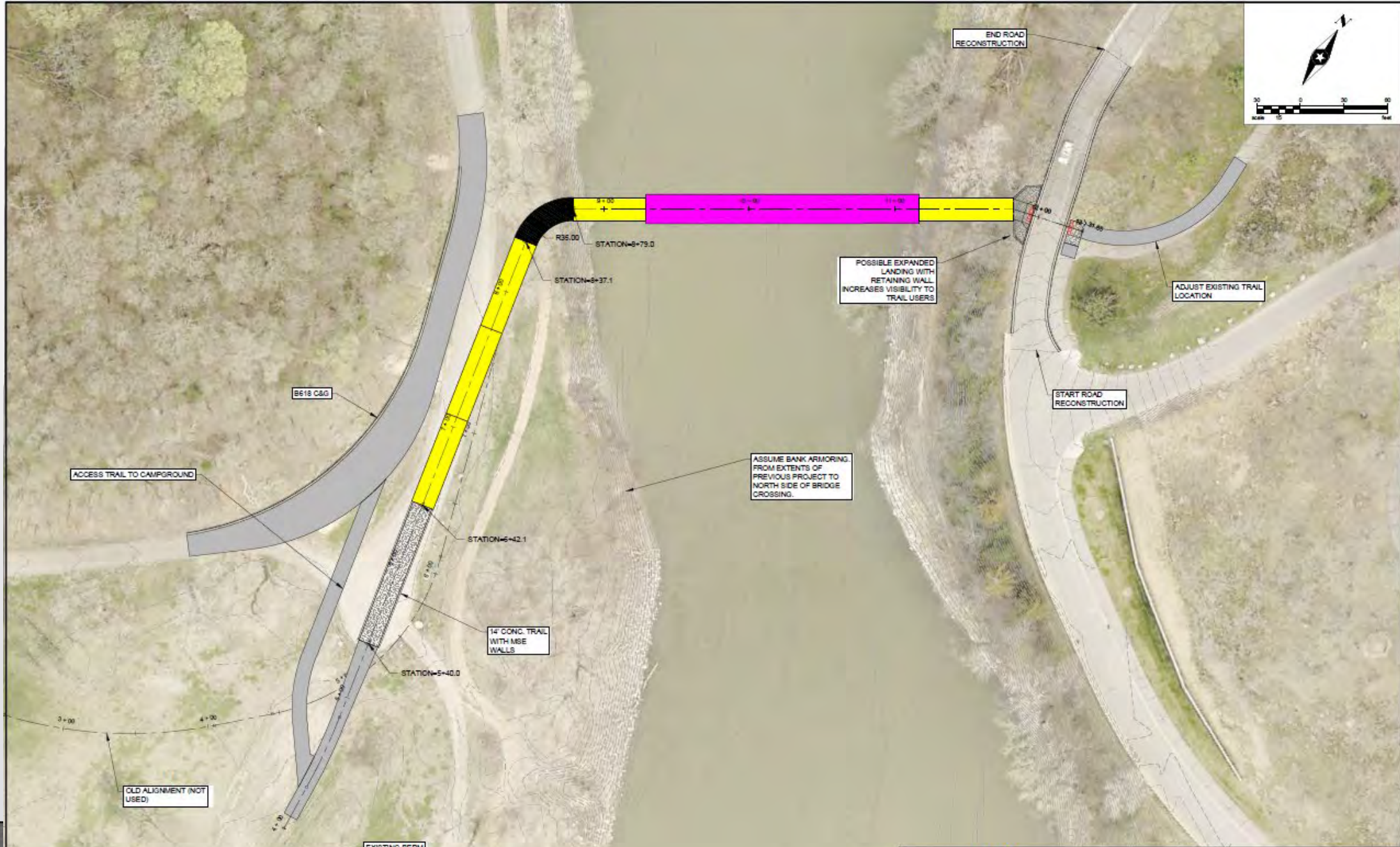
- Mankato awarded bridge
- 5 miles downstream
- Preserve historic designation
- Greater Mankato River Valley Trail System Master Plan
- Connection between Sibley Park and Land of Memories – future Minnesota River State Trail
- Similar setting

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# Relocation



- Scheduled for 2025
- ADA enhancements
- Historic restoration
- Grade difference
- Cultural significance











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## Questions



- Shawn Schloesser  
[sschloesser@mankatomn.gov](mailto:sschloesser@mankatomn.gov)
- Chris Talamantez  
[ctalamantez@mankatomn.gov](mailto:ctalamantez@mankatomn.gov)