

Regional Solicitation Overprogramming

Transportation Advisory Board April 19, 2017



Problem Being Addressed

- Returned or new federal funds must be used in a specific year or returned to FHWA
 - (\$23.1M in 2016 program year, \$17.5M in 2017 program year)
- Some of these returned funds used to select additional projects from the previous Regional Solicitation
 - Some high-scoring projects could not accept funds due to time constraints, so lesser scoring projects selected
 - Puts strain on cities and counties to deliver a federally funded project in a short amount of time
- Some funds given to already selected projects as a last resort (low priority in TAB's Federal Funds Management Process)

Overprogramming Strategy

- Already-used strategy to get more projects ready to spend federal funds
- Select high-scoring projects vetted through the Regional Solicitation
- Select projects early in the process in anticipation that other projects will withdraw or return funds through scope changes in the 3 to 4 years from project selection to project delivery

Overprogramming Strategy Cont.

- The 2014 Regional Solicitation was overprogrammed by 5%
- The 2016 Regional Solicitation is overprogrammed by 1% for 2019-2021
- MnDOT has approved overprogramming up to 8% in the TIP
- With the 8% cap, overprogramming is the preferred approach compared to the “2022 strategy” described to TAB in late 2016

8% Overprogramming

- Focus 8% overprogramming on 2019-2021
 - Keep 2017 and 2018 balanced
- Amount available for 2019-2021 is \$265M
- 8% overprogramming would amount to an additional \$21M and a programmed federal total for 2019-2021 of \$286M (\$265M+\$21M)
- Funds available to be used for Regional Solicitation projects increased approximately \$7M since January due to:
 - Extra funds from other states not using all their own federal funds
 - TAB-approved program year extension

Feedback from Technical Committees

- Preferred approach and the specific projects recommended were vetted at 2 TAC meetings and 2 TAC F&P meetings
- TAC F&P recommended to use the overprogramming approach along with 4 projects instead of the original one project/mode option (3 projects)
 - TAC F&P wanted to fund both multiuse trail projects since they had the same total score
- TAC agreed with the overprogramming approach and recommended 5 projects to TAB

TAC Recommendation

- Overprogram up to 8%
- Fund the following five projects (8% Overprogramming):
 - Brooklyn Park roadway expansion project
 - Minnetonka roadway reconstruction project
 - Washington County roadway system management project
 - Minnesota DNR multiuse trail project
 - St. Paul multiuse trail project
- The five projects move closer to the midpoint of the ranges of the modal categories

TAB-Approved Modal Splits

	Roadways	Transit & TDM	Bicycle and Pedestrian
TAB-Approved Ranges	48%-68%	22%-32%	10%-20%
Mid-Point of TAB-Approved Ranges	58%	27%	15%
2016 Reg. Sol.	57%	29%	14%
TAC Recommendation	58%	26%	16%

Questions?

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