



2022 Regional Solicitation

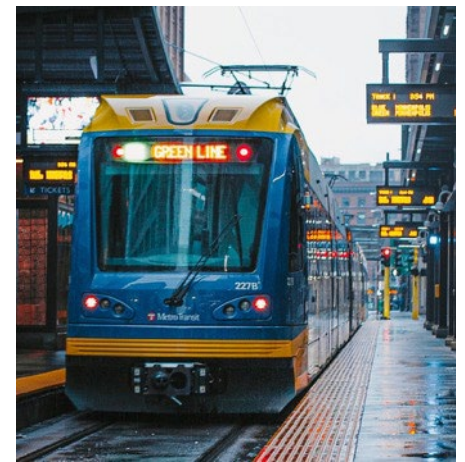
Action Item



November 16, 2022

TAC Recommendations

1. Recommend eliminating Option B2 as it is over the modal range for bike/pedestrian modal area and is nearly a duplicate of B1.
2. Recommend increasing overprogramming from 11% to 12% to help improve geographic balance.
 - a) In Option 1A, no clear direction on where to use overprogramming with a slight leaning toward roadway projects where it was then applied to a Waconia Reconstruction project.
 - b) In Option 2A, use extra funds on the Scott County Merriam Junction Regional Trail Minnesota River Crossing Project.



Approved Application Categories

MODAL CATEGORIES

Roadways Including Multimodal Elements

Transit and Travel Demand Management (TDM) Projects

Bicycle and Pedestrian Facilities

APPLICATION CATEGORIES

Traffic Management Technologies

Spot Mobility and Safety

Strategic Capacity

Roadway Reconstruction/Modernization

Bridges

Arterial Bus Rapid Transit Project

Transit Expansion

Transit Modernization

Travel Demand Management
• Base Level
• Innovative

Multise Trails and Bicycle Facilities

Pedestrian Facilities

Safe Routes to School
(Infrastructure)

Base Funding Options



Two Remaining Base Regional Solicitation Options (Each Total \$307M)

- A. Midpoint + Extra to Bike/Ped (blue): Starts with the midpoints of the modal funding ranges (55.5% for roadways, 30% for transit, and 14.5% for bike/pedestrian)
- B1. Bike/Pedestrian Heavy + Extra to Roadway (pink): Responds to high application count and preferences expressed through solicitation public input. This option goes just above the top of the modal funding range for bike/ped (i.e., 20%) at 21.5% and reduces roadways by \$11.6M relative Option A. Midpoint
- ~~B2. Bike/Pedestrian Heavy + Extra to Bike/Ped (orange): Responds to high application count and preferences expressed through solicitation public input. This option goes above the top of the modal funding range for bike/ped.~~

\$307M of Projects within the Modal Funding Ranges



	Roadways	Transit and TDM	Bicycle/ Pedestrian	Total
Range & Midpoint	46%-65% \$138M-\$195M 55.5%	25%-35% \$75M-\$105M 30.0%	9%-20% \$27M-\$60M 14.5%	N/A
A. Midpoint Scenario + Extra to Bike/Ped	56.1% \$171M	28.2% \$86M	15.8% \$48M	100% \$307M
B1. Bike/Ped Heavy + Extra to Roadway	52.1% \$160M (-\$11M)	26.5% \$81M (-\$5M)	21.5% \$66M (+\$18M)	100% \$307M

(-\$XM) refers to difference relative to A. Midpoint + Extra to Bike/Ped Option.
 Modal category totals exclude new Bridge and Carbon funds and TDM funds set-aside from previous solicitations.

Next Steps



Recommended Motion

Select a program of projects to receive funding through the 2022 Regional Solicitation and to be included in the 2024-2027 Transportation Improvement Program (TIP) and/or amended into the 2023-2026 TIP.

Key Questions:

1. Do you support TAC's recommendation to increase overprogramming from 11% to 12%?
2. Which base funding option do you like?
 - A. Midpoint + Extra to Bike/Ped
 - B1. Bike/Pedestrian Heavy + Extra to Roadways
3. Do you have any tweaks to the preferred funding options that better support regional priorities?
4. As a separate action item, how would you like to assign the Carbon Reduction add-on to projects?

Regional Solicitation Schedule

Date	Topic
November 16	TAB adopts Regional Solicitation and Carbon Reduction program of projects
November 28	Transportation Committee concurrence
December 14	Metropolitan Council concurrence



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