



# 2022 Regional Solicitation

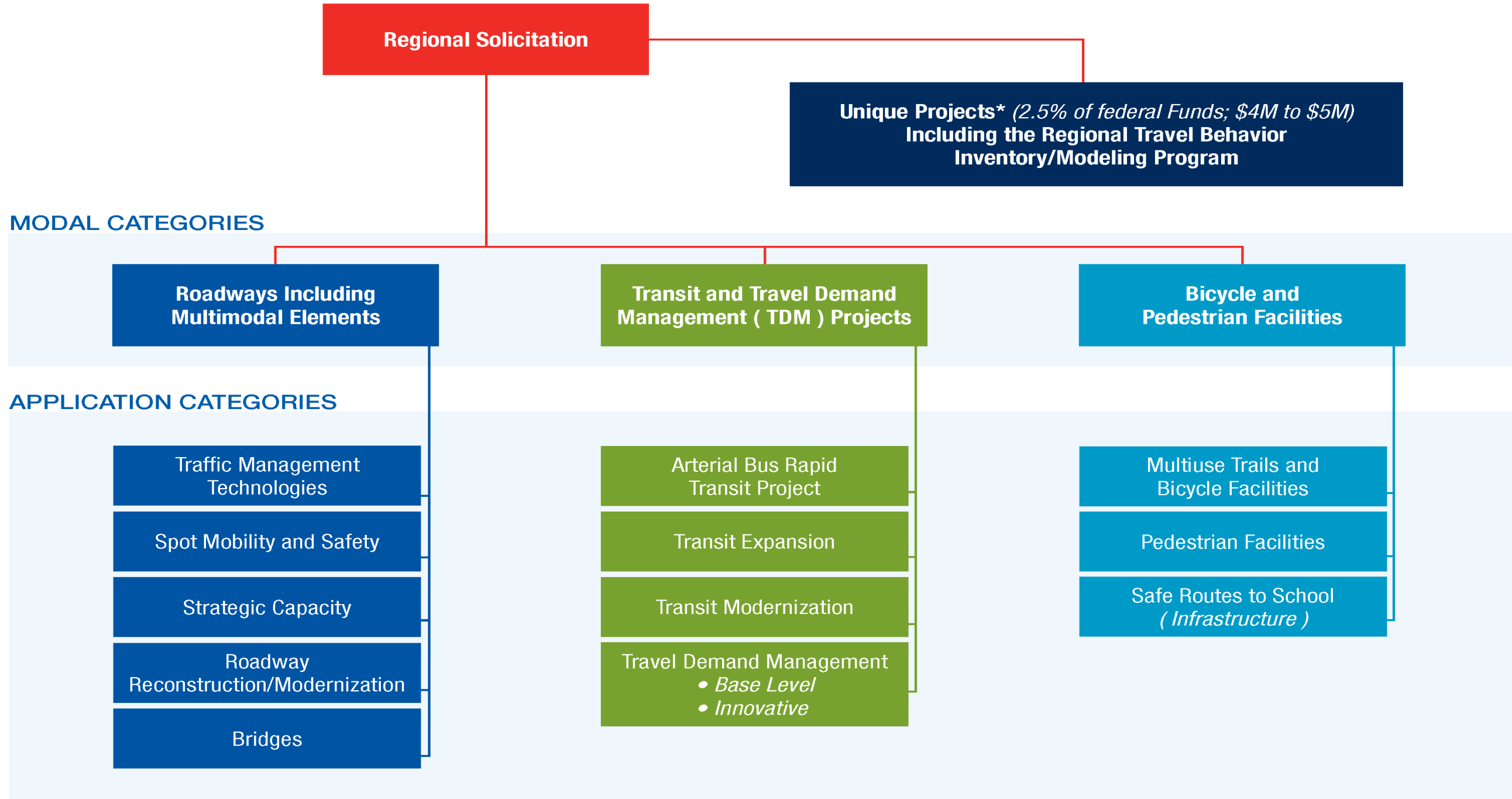
Policy Direction on Options



October 19, 2022



# REGIONAL SOLICITATION MODAL AND APPLICATION CATEGORIES



\*Unique projects are projects that do not fit in the scoring measures for other application categories. TAB will accept applications in the 2022 Solicitation for Unique projects to be funded with federal funds in 2024 and 2025.

# Application Evaluation - Scoring



- Projects in each category are evaluated and scored by teams of volunteer technical professionals from various agencies.
- Nearly 70 scorers (and committee chairs) from across the region participated in 2020!
- Each scorer uses consistent methodology to score criteria for all applications.
- Each scoring committee reaches a consensus on scores and endorses a ranked list of projects by total score.
- Applicants may appeal the scoring decision of an individual measure.

Cannot compare scores across categories as projects are measured, scored and ranked relative to the other projects submitted in each category



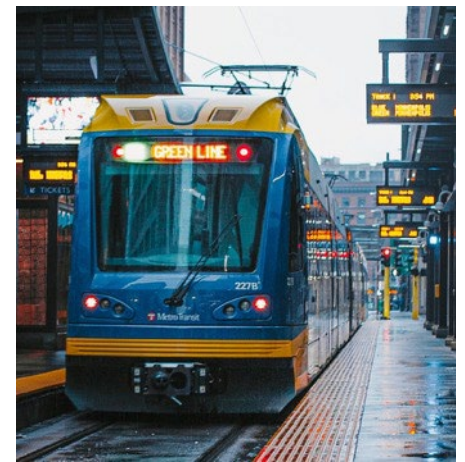
# Regional Solicitation Schedule

Date	Topic
October 19	TAB policy direction on options
October 20	TAC F&P forwards pros and cons of options
November 2	TAC forwards pros and cons of options
November 16	TAB adopts Regional Solicitation and Carbon Reduction program of projects
November 28	Transportation Committee concurrence
December 14	Metropolitan Council concurrence



# Feedback at September TAB Meeting and Changes Made

1. Thick black lines shown in each funding option show the approximate funding line with pre-IIJA funding levels.
2. Projects with other federal competitive sources are noted in the tables.
3. Different funding sources such as on-system bridge (purple), carbon reduction (green), past set-aside for TDM (grey), are shown in different colors.
4. Technical committees provided clarity that projects could not be funded with both HSIP and Regional Solicitation funds and will clarify this rule for 2024 Solicitation.
5. Technical committee and MnDOT feedback resulted in showing funding for the fifth bridge project. This change required increasing overprogramming to 11% and removing two smaller roadway projects.



# Carbon Reduction Program



## Implications for 2022 Regional Solicitation

TAB requested, and Council Transportation Committee recommended, allocating 2023 and 2024 Carbon Reduction funds (\$16M total). Potential Carbon Reduction Program options are shown with each Solicitation funding option.

A separate action item will follow the Solicitation action item to adopt the Carbon Reduction projects.

Allocation of Carbon Funds in 2025 and beyond will be discussed at a later date pending completion of MnDOT's required Carbon Reduction Strategy and other Council planning studies.



# General Approach to Carbon Reduction



How does TAB want to allocate the \$16M of Carbon Reduction funds within the 3 application categories that comprise the bike/pedestrian modal area?

## 2 Add-on Options Prepared for Each Funding Option:

1. Allocate funding toward larger projects in Multiuse Trails
2. Allocate funding toward smaller projects in Pedestrian Facilities and Safe Routes to School

# Modal Funding Ranges



## Total \$300 Million Available

	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
Midpoint Scenario	55.5% \$167M	30.0% \$90M	14.5% \$44M	100% \$300M
Bike & Pedestrian Heavy Scenario	52% \$155M	28% \$84M	20% \$60M	100% \$300M

Modal category totals exclude new Bridge funds and TDM funds set-aside from previous solicitations. Modal funding ranges are established by TAB and TAB reserves the right to adjust these modal funding levels depending on the amount and quality of projects submitted.



# Base Funding Options



## Two Base Regional Solicitation Options (Each Total \$300M)

- Midpoint (blue): Uses the midpoints of the modal funding ranges (55.5% for roadways, 30% for transit, and 14.5% for bike/pedestrian)
- Bike/Pedestrian Heavy (orange): Responds to high application count and preferences expressed through solicitation public input. This option uses the top of the modal funding range for bike/ped (20%, +\$17M)
  - Reduces roadways to 52% (-\$12M)
  - Reduces transit to 28% (-\$6M)
  - Both still within the modal funding ranges established by TAB

Met Council staff is assuming that these two options will go to TAC F&P tomorrow with an action item to develop pros/cons.

# Polling Questions

Policy Direction  
Required on a Few Key  
Questions



# Polling Question #1:



## Bus Rapid Transit (BRT) Rule

Issue: Still seeking clarity from TAB on the \$32 million max for BRT projects rule. Current base funding options follow the established rule (“The combined maximum funding amount for bus rapid transit projects funded in the Arterial Bus Rapid Transit Project, Transit Expansion, and Transit Modernization categories will be \$32,000,000”). However, this results in unspent funds in the Transit and TDM modal category.

TAC Input: Follow the rule as written. (Given that having the rule influenced where applicants submitted projects.)

Question 1: For the base funding options should staff continue to follow the BRT rule?

Options:

- a) Follow the BRT rule as shown in the base funding options and reallocate the remaining Transit funds to other modal categories.
- b) Break the BRT rule resulting in all transit funds being spent within the transit category

# Polling Question #2:

## Repurpose “Yet to Program”/Remaining Transit and TDM Funds

Note: This polling question only needed if TAB directs staff to continue following the BRT rule in Polling Question #1.

Issue: How does TAB want to repurpose remaining Transit and TDM modal funds (\$4 million in the Midpoint Scenario and \$3 million in the Bike/Ped Heavy Scenario)?

TAC Input: Reallocate funds to the Bicycle and Pedestrian Facilities modal category given high demand for projects.

Question 2A: The full amount of set-aside TDM funds have been allocated, However, two projects within the Transit and TDM modal category remain unfunded. Does TAB want to fund these two projects and keep some of the remaining transit funds within the Transit and TDM modal category?

Options:

- a) Fund the two remaining TDM projects (keeping \$944,971 within Transit and TDM modal category)
- b) Do not fund the two remaining TDM projects (\$944,971) and move these funds to other modal categories (along with other Transit and TDM modal category remaining funds)





# Polling Question #2 (cont.):



## Repurpose “Yet to Program”/Remaining Transit and TDM Funds

Question 2B: How should staff shift any remaining Transit and TDM modal category funds (total amount available to shift will depend on the result of Question 2A) ?

### Options:

- a) Shift the full amount of remaining Transit and TDM modal category funds to the Bicycle and Pedestrian Facilities modal category (this implies going slightly above the modal funding range maximum under the Bike/Ped Heavy option - going from 20% to 21% of total funds for Bicycle and Pedestrian Facilities).
- b) Proportionately shift any remaining Transit and TDM modal category funds based upon the modal range mid-points to both the Roadways and the Bicycle and Pedestrian Facilities modal categories.

# Polling Question #3



## Unique Projects Funding for Applications

Question 3A: What Unique Projects should be funded?

Unique Projects Scoring Committee Recommendation: Fund the Travel Behavior Inventory and the top-ranked project, Mobility Hubs (option “a” below).

Options:

- a) Fund the Travel Behavior Inventory (TBI) and the Mobility Hubs project at \$2,333,000, leaving \$2,167,000 remaining.
- b) Fund the TBI, Mobility Hubs and EV Spot Network projects at \$3,773,000, leaving \$727,000 remaining.
- c) Fund only the TBI at \$733,000, leaving \$3,767,000 remaining.



# Polling Question #3 (cont.)



## Unique Projects Remaining Funds

Question 3B: How should any remaining Unique Projects funds be allocated?

Unique Projects Scoring Committee Input: Consider rolling forward to 2024 Solicitation given that this was the first time soliciting under this new category and there was limited time to develop project ideas **or** reallocate to other modal categories given the project demand.

Options:

- a) Increase the set aside for the 2024 Unique Projects funding allocation by the amount of remaining funds.
- b) Keep the funding in the 2022 Regional Solicitation and reallocate it among other modal categories.

# Polling Question #3 (cont. again)



## Unique Projects Remaining Funds Reallocation

Note: This polling question only needed if TAB directs staff to keep Unique Projects in 2022 Solicitation and reallocate to other modal categories.

Question 3C: Where should any remaining funds be reallocated to other modal categories?

Unique Projects Scoring Committee Input: No recommendation, though several members stated a desire to move to Bicycle and Pedestrian Facilities modal category.

### Options:

- a) Shift the full amount of remaining Unique Projects funds to the Bicycle and Pedestrian Facilities modal category (this implies going slightly above the modal funding range maximum under the Bike/Ped Heavy option – depending on Question 2B).
- b) Proportionately shift any remaining Unique Projects funds based upon the modal range mid-points (final amounts depend on feedback on previous polling Questions, since Transit and TDM modal category funds may be shifted).



# Next Steps



- The technical committees will forward remaining funding scenarios to TAB while identifying pros/cons and providing other technical input.
- TAB will adopt a program of projects under a 2-step process:
  1. Select a Solicitation funding scenario (midpoint, bike/pedestrian heavy or other funding scenarios through amendments)
  2. Select a Carbon Reduction funding scenario
- Council will consider concurrence with both actions





**Steve Peterson**

Manager of Highway Planning and TAB/TAC Process

651-602-1819

[Steven.Peterson@metc.state.mn.us](mailto:Steven.Peterson@metc.state.mn.us)

