



2022 Regional Solicitation

Funding Availability



September 21, 2022

Funding Sources and Amounts

Regional Solicitation

STP and CMAQ = \$299.5M
(\$295M for Modal Funding Ranges
and \$4.5M for Unique Projects).

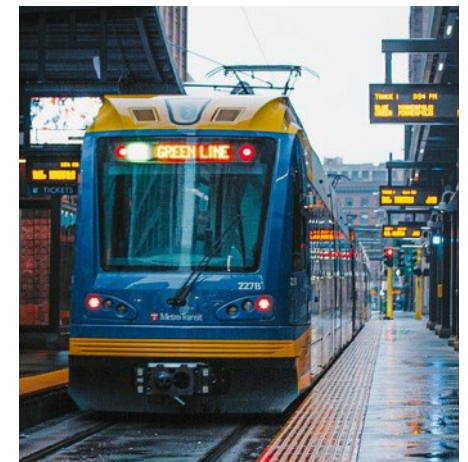
This includes 9%
overprogramming, which is shown
as allocated to projects.

Overall, this is about \$100M more
than anticipated due to IIJA funding
increases

Other/New Programs

\$56M for New Programs Not in Modal
Funding Ranges (On-System Bridges
and Carbon Reduction Program)

**New programs: Not addressed in
2022 Solicitation criteria, or in modal
range decisions by Council and TAB.**



On-System Bridge Program (New)

\$4 – 5 Million Per Year

- The On-System Bridge Program is a new USDOT dedicated bridge funding source
- Not included in the modal funding ranges adopted by TAB
- Existing bridge category is responsive to new funds
- Time sensitivity/ bridge projects ready to advance
- **Recommendation:**
 - Include in bridge category in addition to modal allocation
 - *Funding is allocated to bridge projects in 2022 Solicitation scenarios*



Carbon Reduction Program (New)

\$41M Total (\$8M+ /year in the region from 2023-2027)

Purpose: Fund projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂), from on-road highway sources.

Eligible Projects Include: Wide array of transit, bike, pedestrian, carpooling projects, TDM, congestion pricing, vehicles/modes that lower emissions (EVs), and approaches that lower construction emissions. Eligibility across modal categories.

Upcoming planning work will inform approaches to Carbon Reduction Program funding:

- MnDOT, in consultation with the MPOs, must develop a carbon reduction strategy by late 2023; workgroups are starting to meet to discuss this program further.
- Met Council planning studies include Transportation and Climate Change Multimodal Measures Study, Travel Demand Management Study, and other related studies
- These studies, strategies, and resulting plans will guide the use of Carbon Reduction Program funding in the region, including potential evaluation criteria, modal allocation, project selection process



Carbon Reduction Program (Continued)



Implications for 2022 Regional Solicitation

Policy Issues:

1. Solicitation process criteria and categories are not currently suited to assess project selection for Carbon Reduction Program funds
 - No present focus or metrics specifically related to carbon reduction
 - Funding source was not considered when setting funding ranges
2. Federal funds available in 2023-2024 requires near-term project identification

Discussion: Council staff will seek TAB input and Metropolitan Council direction for these funds' near-term allocation, including:

- Process and steps to identify program criteria and strategies
- Whether to apply funds to Regional Solicitation and for what program years
- *Funding is not allocated in 2022 Regional Solicitation scenarios*

Development of Funding Scenarios



Two Regional Solicitation Scenarios, (Each Total \$295M)

- 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
- Uses the top of the modal funding range for bike/ped (20%, +\$16M)
 - Reduces roadways to 52% (-\$11M)
 - Reduces transit to 28% (-\$6M)
 - Both still within the modal funding ranges established by TAB
- Are there other funding option scenarios to develop?

Modal Funding Ranges



Total \$295 Million Available

	Roadways	Transit and TDM	Bicycle/ Pedestrian	Total
Range & Midpoint	46%-65% \$136M-\$192M 55.5%	25%-35% \$74M-\$103M 30.0%	9%-20% \$27M-\$59M 14.5%	N/A
Midpoint Scenario	55.5% \$164M	30.0% \$89M	14.5% \$43M	100% \$295M
Bike & Pedestrian Heavy Scenario	52% \$153M	28% \$83M	20% \$59M	100% \$295M

Roadways funding also includes \$15M for the new On-Systems Bridge Program that is not shown in the table.

Unique Projects



\$4.5 Million Available in 2024/2025

\$733,000 Travel Behavior Inventory and Regional Model

\$3,808,100 for 3 Project Requests

\$4,541,100 Total Requests

2 Technical Committee Meetings (completed)

2 Scoring Committee Meetings (1st meeting 8/25, scoring ongoing)

Set-aside more funding for next cycle?

Discussion: The current assumption is the same funding level, \$4.5M, but TAB direction is needed.

TAB Schedule

Date	TAB/TAC Process
Sept. 21	First draft of funding scenarios
October 19	More refined funding scenarios
November 16	TAB approves
December	Transportation Committee and Metropolitan Council concur

Key Questions for TAB



1. What are your impressions of the two funding scenarios (midpoint and bicycle/pedestrian heavy)?
2. Do TAB members want to work with these two funding scenarios or are there other options Met Council staff should develop?



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