

# Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 17, 2023

Date: May 9, 2023

## Action Transmittal: 2023-23

2024 Regional Solicitation: Funding Category Minimum and Maximum Federal Awards

**To:** Transportation Advisory Board  
**From:** Technical Advisory Committee  
**Prepared By:** Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process ([Steven.Peterson@metc.state.mn.us](mailto:Steven.Peterson@metc.state.mn.us))  
Joe Barbeau, Senior Planner ([Joseph.Barbeau@metc.state.mn.us](mailto:Joseph.Barbeau@metc.state.mn.us))

### Requested Action

Adopt minimum and maximum federal funding amounts for the 2024 Regional Solicitation.

### Recommended Motion

That the Transportation Advisory Board (TAB) adopt no changes to the minimum and maximum federal funding amounts for the 2024 Regional Solicitation and to revisit the issue going into the 2026 Regional Solicitation.

### Background and Purpose

Shown in Table 1 are the minimum and maximum federal funding amounts used for the 2022 Regional Solicitation. The maximum awards, many of which were established in 2014, have not been changed to reflect inflation. This is in large part because increasing the federal award size would have the impact of reducing the number of projects funded.

Table 1: Application Federal Minimum and Maximum Awards

Modal Application Categories	Min Federal Award	Max Federal Award
<b>Unique Projects</b>		
Unique Projects	\$500,000	\$4,000,000
<b>Roadways</b>		
Traffic Management Technologies	\$500,000	\$3,500,000
Spot Mobility and Safety	\$1,000,000	\$3,500,000
Strategic Capacity	\$1,000,000	\$10,000,000
Roadway Recon/ Modernization	\$1,000,000	\$7,000,000
Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
<b>Transit</b>		
Arterial Bus Rapid Transit Project	N/A	\$25,000,000
Transit Expansion	\$500,000	\$7,000,000
Transit Modernization	\$500,000	\$7,000,000
Travel Demand Management (TDM)	\$100,000	\$500,000
<b>Bicycle and Pedestrian Facilities</b>		
Multiuse Trails and Bicycle Facilities	\$500,000	\$5,500,000
Pedestrian Facilities	\$500,000	\$2,000,000
Safe Routes to School	\$250,000	\$1,000,000

## Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

### Staff Analysis

To this point, no committee has made any specific recommendations. The focus of discussion has been around the balance between awards helping fund larger parts of projects (i.e., increasing maximum federal awards) and funding a larger number of projects (i.e., not increasing maximum federal awards). Table 2 provides additional notes related to the history of the maximum awards. Minimum awards have not been discussed at any committee meeting.

**Table 2: History of Federal Maximum Awards by Category**

Modal Application Categories	Established	Notes
<b>Unique Projects</b>		
Unique Projects	2022	Maximum based on total available.
<b>Roadways</b>		
Traffic Management Technologies	2020	Reduced from \$7M because applications are low cost. No applications requested the max in 2022.
Spot Mobility and Safety	2020	New category in 2020. No applications requested the max in 2022.
Strategic Capacity	2020	Increased from \$7M to \$10M because projects tend to be high cost. 8/11 requested the max in 2020 with 7 significantly over 20% match.
Roadway Recon/ Modernization	2014	In 2014, inflation adjustments were added.* 14/31 requested the max in 2022 (11 had significantly over 20% match).
Bridge Rehabilitation/Replacement	2014	1/5 requested the max in 2022.
<b>Transit and TDM</b>		
Arterial Bus Rapid Transit Project	2020	New category in 2020.
Transit Expansion	2014	2/7 requested the max in 2022 and 4 requested more than \$5M.
Transit Modernization	2014	1/7 requested the max in 2022 and 2 requested more than \$5M.
Travel Demand Management (TDM)	2018	Increased from \$300,000 due to low number of applications. 2/7 requested the max in 2022 but 6/7 applied requested more than previous max.
<b>Bicycle and Pedestrian Facilities</b>		
Multiuse Trails and Bicycle Facilities	2014	8/49 requested the max in 2022. 18 requested more than \$3.5M.
Pedestrian Facilities	2022	Increased from \$1M to \$2M in 2022. 5/10 requested the max in 2022.
Safe Routes to School	2014	4/10 requested the max in 2022.

\*a 2% per year inflation adjustment was added in 2014. This tended to result in federal awards of 6% to 12% above the applied-for federal amount (i.e., \$7,420,000 to \$7,840,000). This was discontinued in 2016, effectively reducing the federal award in favor of funding a higher number of projects.



## Committee Comments and Actions

At its April 20, 2023, meeting, the TAC Funding & Programming Committee recommended no change to the minimum and maximum federal funding amounts for the 2024 Regional Solicitation and to revisit the issue going into the 2026 Regional Solicitation. Members made several suggestions such as increasing the maximum for some of the categories that have not changed since 2014, increasing all categories, or waiting until the Regional Solicitation Evaluation to make any changes.

At its May 3, 2023, meeting, TAC recommended no changes to the minimum and maximum federal funding amounts for the 2024 Regional Solicitation and to revisit the issue going into the 2026 Regional Solicitation.

## Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	April 20, 2023
Technical Advisory Committee	Review & Recommend	May 3, 2023
Transportation Advisory Board	Review & Adopt	May 17, 2023



Table 3: 5% Inflation (First Year at Current Maximum Highlighted in Yellow)

	2014 Max	2024 Value	2016 Max	2024 Value	2018 Max	2024 Value	2020 Max	2024 Value	2022 Max	2024 Value
<b>Roadways</b>										
System Management/TMT	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$3.5M	\$4,254,272	\$3.5M	\$3,858,750
Spot Mobility/Safety	-	-	-	-	-	-	\$3.5M	\$4,254,272	\$3.5M	\$3,858,750
Strategic Capacity	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$10M	\$12,155,063	\$10M	\$11,025,000
Reconstruction/Modernization	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$7M	\$8,508,544	\$7M	\$7,717,500
Bridge	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$7M	\$8,508,544	\$7M	\$7,717,500
<b>Transit</b>										
Transit Expansion	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$7M	\$8,508,544	\$7M	\$7,717,500
Transit Modernization	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$7M	\$8,508,544	\$7M	\$7,717,500
ABRT	-	-	-	-	-	-	\$25M	\$30,387,656	\$25M	\$27,562,500
TDM	-	-	\$0.3M	\$422,130	\$0.5M	\$670,048	\$0.5M	\$607,753	\$0.5M	\$551,250
<b>Bicycle &amp; Pedestrian Facilities</b>										
Multiuse Trails / Bicycle	\$5.5M	\$8,958,920	\$5.5M	\$7,739,052	\$5.5M	\$7,370,526	\$5.5M	\$6,685,284	\$5.5M	\$6,063,750
Pedestrian Facilities	\$1M	\$1,628,895	\$1M	\$1,407,100	\$1M	\$1,340,096	\$1M	\$1,215,506	\$2M	\$2,205,000
Safe Routes to School	\$1M	\$1,628,895	\$1M	\$1,407,100	\$1M	\$1,340,096	\$1M	\$1,215,506	\$1M	\$1,102,500

