

# Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 17, 2023

Date: May 8, 2023

## Action Transmittal: 2023-24

### 2024 Regional Solicitation: Funding Ranges by Mode

**To:** Transportation Advisory Board  
**From:** Technical Advisory Committee  
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### Requested Action

Approve the funding ranges by mode for the 2024 Regional Solicitation.

### Recommended Motion

That the Transportation Advisory Board (TAB) adopt no changes to the modal funding ranges for the 2024 Regional Solicitation.

### Background and Purpose

Shown in the table below are funding ranges by mode established for 2022. In 2020, the proportionate range was changed to increase transit funds by \$5 million after establishing the Arterial Bus Rapid Transit (ABRT) category and Transit New Market Guarantee. As a result, funding ranges were decreased for both roadways (\$4 million decrease) and bicycle/pedestrian (\$1million decrease).

As noted in the Regional Solicitation Introduction, these ranges are guides and can be changed by TAB due to the quality and quantity of applications received.

| Roadways                           | Transit and TDM                  | Bicycle and Pedestrian            | Total |
|------------------------------------|----------------------------------|-----------------------------------|-------|
| Range of 46%-65%<br>Midpoint 55.5% | Range of 25%-35%<br>Midpoint 30% | Range of 9%-20%<br>Midpoint 14.5% | 100%  |

### Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

### Committee Comments and Actions

At its April 20, 2023, meeting, the TAC Funding & Programming Committee recommended no change to the modal funding ranges for the 2024 Regional Solicitation. Members discussed the impact of newer funding sources (On-System Bridges, Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT), and Carbon Reduction Program) on the ranges. Staff reported that the MnDOT is assuming that the funding going into On-System Bridges will not continue beyond this federal transportation bill. However, it is assumed that PROTECT and the Carbon Reduction Program will continue and will be discussed as part of the Regional Solicitation Evaluation. The PROTECT funds can be assumed to be part of the above

modal funding ranges. Currently, the Carbon Reduction Program funding is not part of the modal funding ranges pending further input/direction from TAB and the Metropolitan Council on whether this funding source will be invested inside or outside of the Regional Solicitation process. Carbon Reduction funding may be included in the modal funding ranges at a later date.

At its May 3, 2023, meeting, TAC recommended no changes to the modal funding ranges for the 2024 Regional Solicitation.

## Routing

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

