



2024 Regional Solicitation Funding Options

Transportation Advisory Board



June 12, 2024

Regional Solicitation Projects Selection



Topics for TAB Today:

- The three funding options developed to date will be considered by technical committees unless direction is given by TAB today to add or change the options.
- What feedback would be helpful from technical committees to compare options and inform your decision in July?

Action Item Schedule:

- 6/20 TAC F&P will provide pros/cons of the funding options and based on their technical analysis, recommend an option, if any
- 7/03 TAC will consider the pros/cons of the options, potentially revise and provide a recommendation, if any
- 7/20 TAB will consider the technical feedback, move a recommendation, consider amendments and adopt a funding option

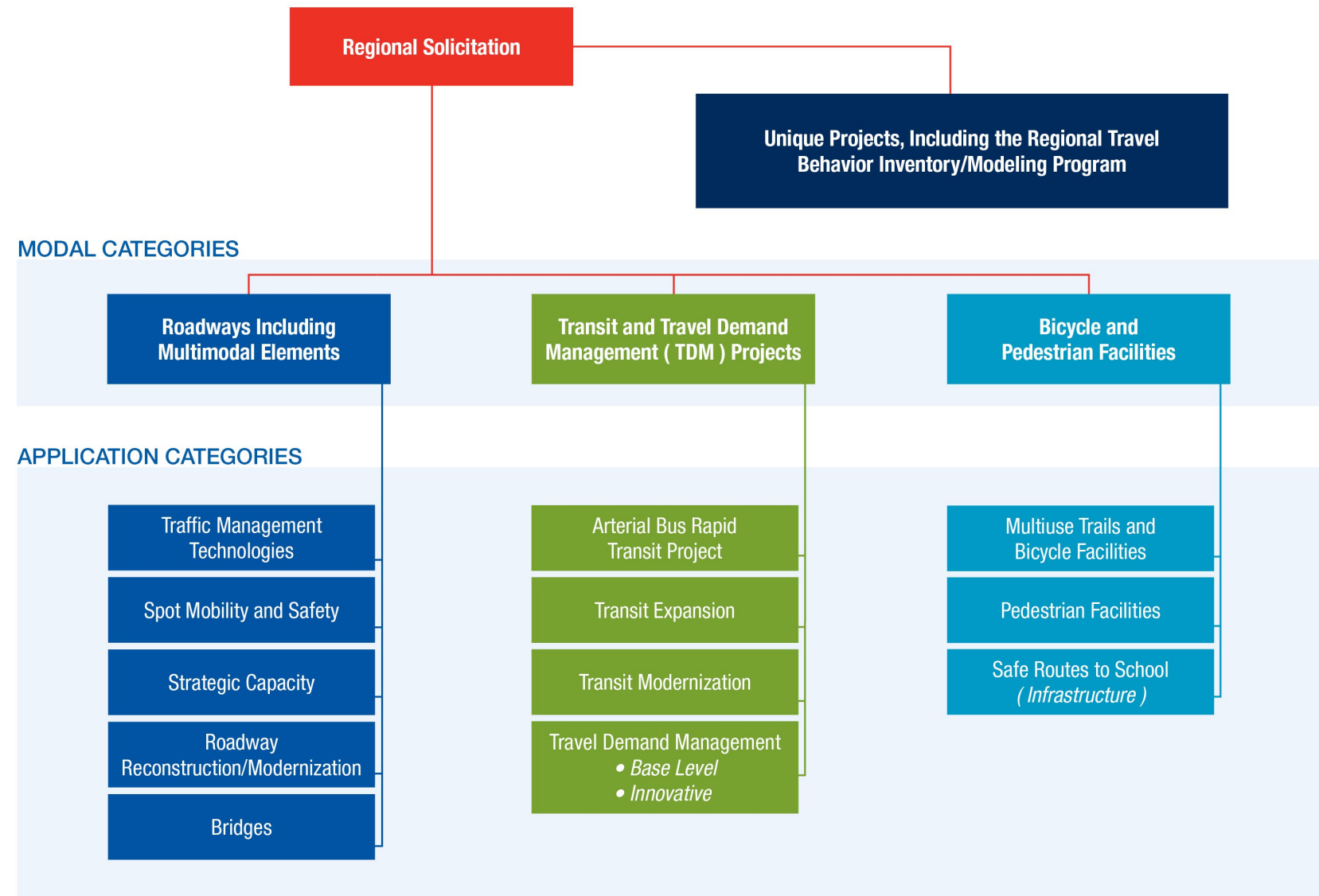
Solicitation Background

As part of the application development process TAB previously approved:

- Application categories (12), project eligibility, minimum and maximum awards for each category
- Application scoring criteria which are mostly the same across all categories
- Scoring criteria include:
 - Role in the Regional System & Economy
 - Usage
 - Equity and Affordable Housing
 - Infrastructure Age
 - Air Quality and Congestion Reduction
 - Safety
 - Multimodal Elements
 - Risk Assessment
 - Cost Effectiveness

REGIONAL SOLICITATION MODAL AND APPLICATION CATEGORIES

MAY 2023



Background continued



- Scoring measures and scoring methodology for the criteria differ across application categories
- Modal funding ranges were established by TAB, based on historic levels, to give applicants an understanding of the general funding levels available by mode (application language) as follows:

	Roadways Including Multimodal Elements	Transit and TDM	Bicycle and Pedestrian Facilities	Total
Modal Funding Levels	Range of 46%-65% Range of \$115-\$163M Midpoint 55.5% Midpoint \$139M	Range of 25%-35% Range of \$63M-\$88M Midpoint 30% Midpoint \$75M	Range of 9%-20% Range of \$23M-\$50M Midpoint 14.5% Midpoint \$36M	100% \$250M (Est)

Estimated amounts do not include overprogramming or Active Transportation funding

- Other established policies: TAB typically does not skip over higher ranking projects to fund lower ranking projects and typically does not partially fund projects

Considerations for Creating Funding Options



Topic/Criteria Based Options

- Because the scoring criteria across all categories already considers important topics such as safety, regional significance, multimodal elements, equity, the top scoring projects across all categories regardless of mode, are already addressing these elements
- Selecting projects which scored higher on a particular criteria such as safety, would require skipping over a higher-ranking project, which staff will only do upon TAB direction
- Therefore, topically based funding options that differ greatly from one another are very difficult to create

Modal Funding Based Options

- Staff creates options only within the modal funding ranges using the mid-point, minimum and maximum
- Staff does not partially fund projects so the exact mid-point, minimum or maximum may vary slightly in the options
- TAB may provide direction to go outside the funding ranges or may direct that additional funds such as overprogramming be considered outside the ranges

Description of Funding Options



[1. Closest to Midpoint Option](#): Funds were distributed as close to the midpoint of modal funding ranges (55.5% for roadways, 30% for transit/TDM, 14.5% for bike/ped) as possible but transit lacked enough applications to get to 30%.

[2. Safety Option](#): Similar to Option 1, but adds the next high scoring reconstruction project which has high monetized crash reduction benefits, and removes 2 low ranking transit projects.

[3. Bike/Ped Option](#): Shifts about \$15M of overprogramming and carbon funding to the bicycle and pedestrian modal area (consistent with public survey results), is at the top of the bike-ped modal funding range (20%).

All scenarios add in \$15.8M of Active Transportation funding for the exact same projects within each of the three funding options.

Non-federal funding is assigned to higher ranking eligible projects

Total funding from all sources: \$263M

Funding Comparison

- Transit cannot get to the midpoint of 30% due to a lack of applications
- Transit falls below the minimum in the 2. Safety and 3. Bike/Ped heavy options (see yellow highlights), but one lowest ranking project in modernization could be added with additional overprogramming (i.e., not removing another project) to bring it within the range (recommended)
- Bike/Ped heavy option is at the top of the range (20%, see green highlights), but could go higher if directed by TAB either using increased overprogramming or shifting funding from another mode

Mode	TAB Approved Modal Funding Ranges	Midpoints	1. Closest to Midpoint	2. Safety	3. Bike/Ped
Roadways	46%-65%	55.5%	58.5%	60.8%	54.6%
Transit/TDM	25%-35%	30%	26.8%	24.6%	24.8%
Bike/Ped	9%-20%	14.5%	14.7%	14.6%	20.6%
Total		100.0%	100.0%	100.0%	100.0%

Technical Committee Feedback



TAC Chair Jeni Hager will provide feedback from the 6/5 TAC meeting

Analysis of Geographic Balance and Expected Outcomes



A comparison of the expected key outcomes was prepared by staff, which showed only minor differences among the three scenarios

- All options fund projects located in all 7 counties and 48 different cities/townships
- Safety Option had the highest monetized safety benefit of \$293M
- Bike/Ped Option funds three to four more equity bonus projects out of 30 projects which received the bonus



Steve Peterson

Senior Manager of Highway Planning and TAB/TAC Process

651-602-1819

Steven.Peterson@metc.state.mn.us



For Reference: 2024 Regional Solicitation Notes

1. There is more of funding in the transit modal area than transit project requests. The #1 midpoint scenario funds all transit and TDM projects then allocates the remaining \$7.7M to other modes. The other two options forgo funding the lowest scoring transit projects and then allocate \$12.7 to other modes.
2. Current options show 10% overprogramming or \$25M. Recent cycles have overprogrammed by 8% to 12% (approximately \$20M-\$30M given current funding levels). Base-level funding (\$200M), plus overprogramming (\$25M) is shown in yellow.
3. \$15M of Carbon Reduction (green) is allocated to eligible projects in all three modes.
4. \$7.3M of PROTECT (orange) is allocated to the project with the highest number of eligible elements within a larger project.
5. \$15.8M of Active Transportation funding (purple) is included in the scenarios for projects requesting \$2M or less, meet all of the legislative requirements, and can begin construction by the end of calendar year 2026. Preference is given for higher ranking projects. AT funding is not included in the modal funding ranges as it is extra funding. This funding is shown going to 14 projects (13 to cities, one to a county), representing a wide geographic spread of community types (projects within 6 of the 7 counties).