

ACTION TRANSMITTAL No. 2019-40

DATE: August 23, 2019
TO: Technical Advisory Committee
FROM: TAC Funding & Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Steve Peterson, Manager of Highway Planning and TAC/TAB
Process (651-602-1819)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT: 2020 Regional Solicitation: Modal Funding Ranges
REQUESTED ACTION: Approval of funding ranges by mode for the 2020 Regional Solicitation.
RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB adoption of the historic funding ranges by mode, after setting 2.5% aside for Unique Projects, for the 2020 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION: Shown in the table below are funding ranges by mode, represented in both proportionate and total-dollar ranges. The proportionate range is identical to the ranges used in the previous two Regional Solicitations and is reflective of historic distribution since 2003. The total-dollar range reflects these proportions based on the assumed funds available for fiscal years 2024 and 2025.

	Roadways	Transit/TDM	Bike/Ped	Unique*	Total
Modal Funding Levels	Range: 48%-68% \$84M-\$119M	Range: 22%-32% \$39M-\$56M	Range: 10%-20% \$18M-\$35M	2.5% for 2020 \$4M-\$5M	\$180M

*The above percentage ranges reflect the percentage of the total after 2.5% for unique projects is removed for inclusion in the 2022 Regional Solicitation. Amounts shown assume that some level of overprogramming will occur, but TAB will determine the exact amount as part of project selection.

While unique projects were eligible to apply in the past and some have been funded, specific funds were never allocated to this project type. As part of the process to program Regional Solicitation funds in 2020, 2.5% (approximately \$4M to \$5M) of the available federal funding would be set aside for unique projects, which are defined as projects that do not fit into the established categories. Because unique projects tend to be innovative, the funds will be set aside on a one-cycle delay (as is done for the TDM application category). TAB will first approve a funding level for the Travel Behavior Inventory/Regional Travel Model and then the remaining funds will be considered for any submitted unique projects. TAB may elect to fund unique projects at an amount lower than 2.5%, depending on the amount and quality of the submittals. Details on project selection and eligibility will be worked out prior to the 2022 funding cycle.

Notes on the unique project category:

- The category will not appear until the 2022 Regional Solicitation. Fiscal year 2024 and 2025 funds will be set aside from the 2020 Regional Solicitation for awarding in 2022. This enables a shorter project timeline starting in the 2022 Regional Solicitation.
- The selected modal funding ranges will remain intact following removal of 2.5% of the funds for unique projects.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding.

COMMITTEE COMMENTS AND ACTION: At its August 22, 2019, meeting, the TAC Funding & Programming Committee voted unanimously to recommend adoption of the historic funding ranges by mode after setting 2.5% aside for Unique Projects, for the 2020 Regional Solicitation.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	8/22/2019
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Transportation Committee	Review & Recommend	
Metropolitan Council	Concurrence	