



# 2022 Regional Solicitation

Funding Options and Carbon Reduction Program



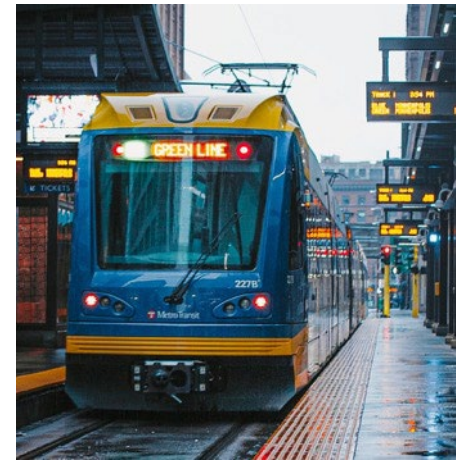
October 5, 2022

# Regional Solicitation Schedule

Date	Topic
October 19	TAB information item
October 20	TAC F&P forwards pros and cons of options
November 2	TAC forwards pros and cons of options
November 16	TAB adopts Regional Solicitation and Carbon Reduction program of projects
November 28	Transportation Committee concurrence
December 14	Metropolitan Council concurrence

# Discussion and Changes Since Last Meeting

1. Now displaying projects as either funded with HSIP or Regional Solicitation (not both) and will clarify this rule for 2024 Solicitation.
2. Showing funding for the fifth bridge project based on feedback. This change required increasing overprogramming to 11% and removing two smaller roadway projects.
3. Still seeking clarity from TAB on the \$7M max for BRT projects rule. Current drafts follow the established rule (“The combined maximum funding amount for bus rapid transit projects funded in the Arterial Bus Rapid Transit Project, Transit Expansion, and Transit Modernization categories will be \$32,000,000”). This implies \$7M beyond the \$25M for ABRT.
  - a) Does TAC have advice as to allocating the remaining transit funding? Suspend rule and partially fund the BRT project? Increase arterial BRT? Other approach? Shift to other modes?
4. TAB requested and Council Transportation Committee recommended allocating 2023 and 2024 Carbon Reduction funds (\$16M total). Potential Carbon Reduction Program options are shown with each Solicitation funding option. A separate action item will follow the Solicitation action item to adopt these projects.



# Unique Projects-Still being Scored

## **\$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 (1<sup>st</sup> meeting 8/25, 2<sup>nd</sup> meeting 10/10 and will bring recommendation to the 10/19 TAB meeting)

TAB will determine unique project set-aside funding levels for next cycle



# Next Steps



## Pros and Cons

- In the past, the technical committees forwarded multiple funding options to TAB identifying pros/cons and providing other technical input.
- TAB will adopt a program of projects under a two-step process:
  1. Select a Solicitation funding option (midpoint, bike/pedestrian heavy or other funding option)
  2. Select a Carbon Reduction funding option
- Council will consider concurrence with both actions
- TAC's job today is to start developing a pros and cons list for the Solicitation options and the Carbon Reduction options.



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