



2022 Regional Solicitation

Funding Availability



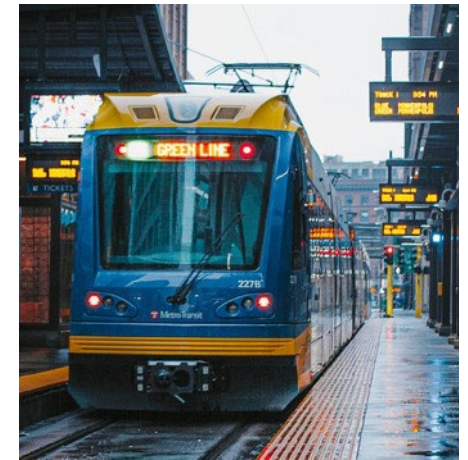
September 7, 2022

Funding Sources and Amounts

\$356M Total

STP and CMAQ = \$300M (\$294M for Modal Funding Ranges and \$6M for Unique Projects)

\$56M for New Programs Not in Modal Funding Ranges (On-System Bridges and Carbon Reduction Program)



Funding Available for Modal Funding Ranges



Regional Solicitation Modal Funding Ranges

\$39M in 2024 and 2025

+\$239M in 2026 and 2027

\$278 Sub Total

-\$6M (2.5%) set-aside for future Unique Projects (needs TAB direction)

+\$22M for 9% overprogramming (needs TAB direction)

\$294M Total, pending TAB direction

Note: Excludes new On-System Bridge Program and Carbon Reduction Program

Development of Funding Scenarios



The Initial Two Scenarios Developed Each Total \$294M

- Midpoint (blue): Uses the midpoints of the modal funding ranges (55.5% for roadways, 30% for transit, and 14.5% for bike/pedestrian)
- Bike/Pedestrian Heavy (orange): Based on the high # of applications and public input preference for more bike/pedestrian investment, this scenario uses the top of the modal funding range for bike/pedestrian (20% or +\$16.2M) and then reduces roadways to 52% (-\$10.5M) and transit to 28% (-\$5.7M), both still within the modal funding ranges established by TAB
- Survey results could also be used as an input to inform overprogramming, and/or the Carbon Reduction Program (\$41M)
- Are there other funding options that should be considered?

Modal Funding Ranges

\$294M (\$278M-\$6M for Unique Projects Set-Aside TBD + \$22M Overprogramming)

	Roadways	Transit and TDM	Bicycle/ Pedestrian	Total
Range & Midpoint	46%-65% \$135M-\$191M 55.5%	25%-35% \$74M-\$103M 30.0%	9%-20% \$26M-\$59M 14.5%	
Midpoint Scenario	55.5% \$163M	30.0% \$88M	14.5% \$43M	100% \$294M
Bike & Pedestrian Heavy Scenario	52% \$153M	28% \$82M	20% \$59M	100% \$294M

On-System Bridge Program (New)

\$4-5M/year

- The On-System Bridge Program is a new dedicated bridge funding source and is not part of the modal funding ranges (a similar approach is recommended for the Carbon Reduction Program)
- This funding is shown in the funding scenarios as allocated to bridge projects.



Carbon Reduction Program (New)



\$41M Total (\$8M+/year from 2023-2027)

- Purpose: Fund projects designed to reduce transportation emissions, defined as CO₂, from on-road highway sources
- Eligible Projects Include: Transit, bike, pedestrian, carpooling projects, TDM, congestion pricing, vehicles/modes that lower emissions (EVs), and approaches that lower construction emissions
- MnDOT, in consultation with the MPOs, must develop a carbon reduction strategy by late 2023; workgroups are meeting this fall to discuss this program further
- Projects can be selected, and funds used prior to a plan being developed. With money available in 2023, there is a need to start thinking about early years of this funding.
- The ranking and scoring process for eligible project types (transit, bike, pedestrian) in the Regional Solicitation may be considered to distribute the funds. No distribution of these funds is currently shown in the funding scenarios.
- The consultant led Regional Solicitation Evaluation (starting in 2023) may also be able to dig into this issue to determine the best process and project types for future allocations of the Carbon Reduction Program

Unique Projects



\$4.5M Available in 2024/2025

\$733,000 Regional Model

\$3,808,100 for 3 Project Requests

\$4,541,100 Total Requests

2 Technical Committee Meetings (completed)

2 Scoring Committee Meetings (1st meeting 8/25)

Set-aside more funding for next cycle? The current approach is 2.5% of available funding, which would be \$6M

Fully Funding 2020 Regional Solicitation Projects?



Discussion Item

- TAC Funding & Programming and TAC members commented in late 2020 that they did not like partially funding project requests as part of the 2020 Regional Solicitation decision. TAC noted that consideration should be given to fully fund any partially funded projects if more money becomes available.
- Two Strategic Capacity projects were awarded partial funding:
 - Carver County awarded \$7M out of their \$9M request (2024)
 - Scott County awarded \$7M out of their \$10M request (2025)
- Staff requests feedback on whether to include fully funding these requests as part of funding scenarios or overprogramming discussions. If included, the funding would come out the Highway modal funding area.
- At its Aug 2022 meeting, TAC Funding & Programming discussed this item at the end of the meeting and did not have adequate time to provide a recommendation.
 - One member suggested considering fully funding these requests as part of overprogramming discussions later in the process.
 - Another noted that Hennepin County had a partially funded project in the 2018 funding cycle that never was given additional funding.

Approach to Transit Rules?



Maximum of \$7M for Bus Rapid Transit Rule?

The application only allowed a maximum of \$7M for BRT projects in the competitive transit categories to ensure that some non-BRT projects would be funded. There is also an investment of \$25M for ABRT.

Key points:

- Total funding available now is \$363M
- Under the midpoint scenario, there are not enough projects that are non-BRT to use the available transit modal funding.
- Should TAB provide flexibility on this rule given the large increase in funding?
- The two funding scenarios do not currently allocate all of the transit modal funding but will do so after further committee discussion on this issue.

TAC Schedule

Date	TAB/TAC Process
Sept. 7	First draft of funding scenarios
October 5	More refined funding scenarios
November 2	TAC recommends; TAB approves November 16 th
December	Transportation Committee and Metropolitan Council concur



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