



Potential Changes to 2024 Regional Solicitation

Funding & Programming Feedback and Recommendations



May 3, 2023

2023-21; HSIP Solicitation



F&P recommendation: Approval of the draft 2024 Highway Safety Improvement Program (HSIP) application for release for public comment.

2023-22; Criteria and Weighting



TAB and F&P input:

- Modest 100-point increase preferred to larger 300-point increase
- Some interest in making no change, given upcoming evaluation

Discussion topics:

- Still need feedback on how to distribute the 100 points in Roadways
- Exclude adding 100 safety points to two transit application categories?

F&P recommendation: Approval of the weighting of the criteria and measures for the 2024 Regional Solicitation with the following adjustments from 2022:

- Adding 100 points to safety-related criteria for all application categories except Transit Expansion and Transit Modernization.
- Distribution of the additional 100 safety points based on current measure weighting within the safety criterion in the Roadway Categories.

2023-23; Maximum Federal Awards



TAB Input:

- Option: No increases so more projects can be completed.
- Option: Increase all maximums by the same proportion (e.g., by 40% (based on roughly 40% increased total amount over 2020 cycle)).
- Option: Consider how recently categories were increased and whether there is demand for the current maximum awards.
- Option: Increase those categories that have not been increased.
 - Possibly only Bridges, Reconstruction/Modernization, Safe Routes to School due to the demand for trails and the potential for transit money through the legislature.

F&P recommendation: No change to the minimum and maximum federal funding amounts for the 2024 Regional Solicitation and to revisit the issue going into the 2026 Regional Solicitation.

Federal Minimum and Maximum Awards

| Modal Application Categories: | Min Fed Award | Max Fed Award |
|---|---------------|---------------|
| Roadways Including Multimodal Elements | | |
| • Traffic Management Technologies | \$250,000 | \$3,500,000 |
| • Spot Mobility and Safety | \$1,000,000 | \$3,500,000 |
| • Strategic Capacity | \$1,000,000 | \$10,000,000 |
| • Roadway Reconstruction/ Modernization | \$1,000,000 | \$7,000,000 |
| • Bridge Rehabilitation/Replacement | \$1,000,000 | \$7,000,000 |
| Transit and TDM Projects | | |
| • Arterial Bus Rapid Transit Project | N/A | \$25,000,000 |
| • Transit Expansion | \$500,000 | \$7,000,000 |
| • Transit Modernization | \$500,000 | \$7,000,000 |
| • Travel Demand Management (TDM) | \$100,000 | \$500,000 |
| Bicycle and Pedestrian Facilities | | |
| • Multiuse Trails and Bicycle Facilities | \$250,000 | \$5,500,000 |
| • Pedestrian Facilities | \$250,000 | \$2,000,000 |
| • Safe Routes to School | \$250,000 | \$1,000,000 |
| Unique Projects | \$500,000 | \$4,000,000 |

2023-24; Funding Ranges By Mode

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

F&P recommendation: No change to the modal funding ranges for the 2024 Regional Solicitation.

2023-25; Policies, Qualifying, and Eligibility



Key Issues:

- Breaking Ties
- BRT \$32M maximum
- Multiuse Trails and Bicycle Facilities Projects and **Bike/Pedestrian Elements of Other Projects** only: All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. Included in **F&P recommendation**.
- Applying within different modes
 - “Applicants must not submit an application for the same project elements in more than one funding application category.”
 - **F&P recommendation:** No change

F&P recommendation: Adopt the attached policies, qualifying criteria, and project eligibility for the 2024 Regional Solicitation including use of Tie Breaker Option 2 with the provision that an applicant with two tied projects in the same application category can break the tie themselves and increasing the bus rapid transit (BRT) federal funding maximum to \$39 million.

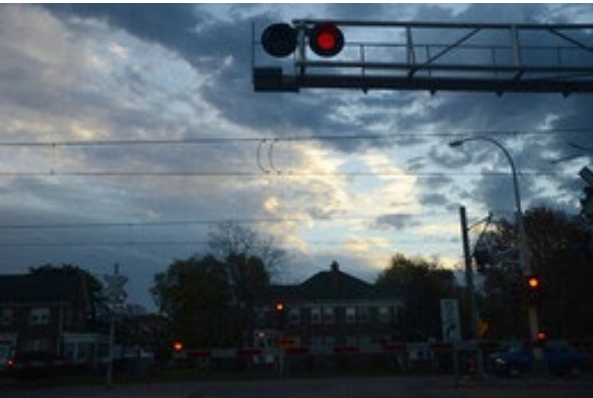
2023-26; Scoring Measures / Guidance



- Transit ridership and route coverage: Shift from 2019 to 2022, as recommended by the Transit Working Group. This applies in the transit categories as well as person throughput in roadways categories.
- Clarification that a Safe Routes to School Plan does not have to be MnDOT sponsored.
- Allowing Bridge Rehabilitation/Replacement projects on collectors (minor collector and above in the urban areas or a major collector and above in the rural areas)

F&P recommendation: Approval of the measures and scoring guidance for the 2024 Regional Solicitation (inclusive of the above bullets).

2023-27; Release for Public Comment



F&P recommendation: Approval of the draft 2024 Regional Solicitation (inclusive of the approvals made in Action Transmittals 2023-22 through 2023-26) for release for public comment.



Thank You

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