



Action Item: 2024 Regional Solicitation

TAC



July 3, 2024

2024 Regional Solicitation Schedule



Action Item Schedule:

- 7/3 TAC will consider the pros/cons of the options, and provide a recommendation, if any
- 7/17 TAB will consider the technical feedback, move a recommendation, consider amendments and adopt a funding option
- The action item also includes 17 Active Transportation regional sales tax projects. These projects are above and beyond the federal funding.

June 12 TAB



- General sentiment among TAB members that they want to build consensus and come together on one of the three options or a combination of the best parts of each option.
- Examine adding in \$5M-\$8M more of overprogramming with a focus on bike/ped projects. Currently the options show \$25M of overprogramming or 10%. Recent funding cycles have overprogrammed by 8% to 12% (approximately \$20M-\$30M given current funding levels).
 - There is \$32M of program year extensions in 2028/2029.
 - TAB requests technical input on the level of overprogramming.
- Add in the two remaining Safe Routes to School projects to the funding options.

June 20 TAC Funding & Programming



Recommended development of an additional scenario for consideration by TAC and TAB:

- All projects from Safety scenario
- All projects from Bike/Ped scenario
- 1 additional transit modernization project
- 3 additional active transportation projects, each \$1M or under

Funding from all sources: \$282M

Overprogramming increased based on general TAB direction and now totals 14%, compared to 10% in previous iterations of the funding options. Amount seemed reasonable to F&P and allows for the best parts of the three scenarios to be funded.

Funding Comparison

Does not include up to \$18.7M of Active Transportation funds

Mode	TAB Approved Modal Funding Ranges	Midpoints	1. Closest to Midpoint	2. Safety	3. Bike/Ped	4. Hybrid (Rec from F&P)
Roadways	46%-65%	55.5%	58.1%	60.5%	54.3%	56.9%
Transit/TDM	25%-35%	30%	27.1%	24.8%	25.0%	24.1%
Bike/Ped	9%-20%	14.5%	14.8%	14.7%	20.7%	19.0%
Total		100.0%	100.0%	100.0%	100.0%	100.0%
Total \$			\$246M	\$248M	\$246M	\$263M

Recommended Motion



That the TAC Committee:

- Recommends overprogramming at 14% to fund all projects in the Bike/Pedestrian and Safety options, and use available \$2M for the final transit modernization project;
- Recommends funding the 17 Active Transportation projects shown as part of each of the funding options.
- Provides pros and cons for the three 2024 Regional Solicitation funding options as described in this action transmittal;



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For Reference: 2024 Regional Solicitation Notes

1. There is more of funding in the transit modal area than transit project requests. The #1 closest to midpoint option 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. Potential additional overprogramming is shown in blue.
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. \$18.7M of Active Transportation funding (purple) is included in the scenarios for projects requesting \$2M or less, meet all of the legislative requirements, and can have a construction contract signed 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 17 projects, representing a wide geographic spread of community types (projects within 6 of the 7 counties).