

2020 Regional Solicitation Draft Funding Scenarios Discussion

Funding & Programming
Committee

10/22/2020



Approval Schedule

Committee	Info Item	Info Item	(Recommend) Approve
F&P	Oct 7	Oct 22	(Nov 19)
TAC	Oct 7	Nov 18	Dec 16
TAB	Oct 21	Nov 18	Dec 16

Purpose of Today's Meeting

1. Discuss TAB feedback and suggest any technical adjustments based on it
2. Discuss potential overprogramming approaches
3. Provide technical advice to TAC

TAB Meeting, October 21

- Two Scenarios: Only consider Historical Process and More Projects scenarios.
- Overprogramming: Remove the staff-assigned overprogramming projects and consider the rationale to use to assign that funding (10% or \$20M).
- Other Notes:
 - Discussion of geographic balance, particularly for Scott Co.
 - MnDOT expressed concern with being able to provide the full expected match in some scenarios. Some counties thought that the match funding would be found in the next 4-5 years through a variety of potential sources.
 - Members noted that multimodal elements are included in many of the roadway projects.
 - Members preferred not to shift \$4M to \$5M back to highways (Regional Highways) scenario, since it would undo a very recent policy change by TAB.

Draft Funding Scenarios

1. Historical Process (Orange): Midpoint of the modal funding ranges, then, within each mode, split funding by the # of apps and funding requested.
2. ~~Regional Highways (Light Orange): Midpoint-Adds \$5M to roadways from transit to return to the approved midpoints from the 2014, 2016, 2018 funding cycles. New scenario requested by TAC.~~
3. ~~Bigger Projects (Green): Midpoint-Focus on larger project categories within each mode.~~
4. More Projects (Pink): Midpoint-Focus on smaller project categories within each mode to get more projects funded.

Draft Funding Scenarios

- ~~5. Less Roadway Expansion (Purple): Midpoint-Shifts funds from Strategic Capacity to other roadway types.~~
- ~~6. Bike/Ped +\$10M (Blue): Shifts \$10M from roadways to bike/ped; holds Transit steady since already shifted \$5M as part of approved application.~~

Draft Scenario Comparisons

Scenario	Projects	Reg Sol Award	Match	Total Trans. Investment	Unique Applicants	Funded Equity Projects*
Historical Process	46	\$200M	\$209M	\$409M	23	8 of 10
More Projects	56	\$202M	\$200M	\$402M	29	8 of 10

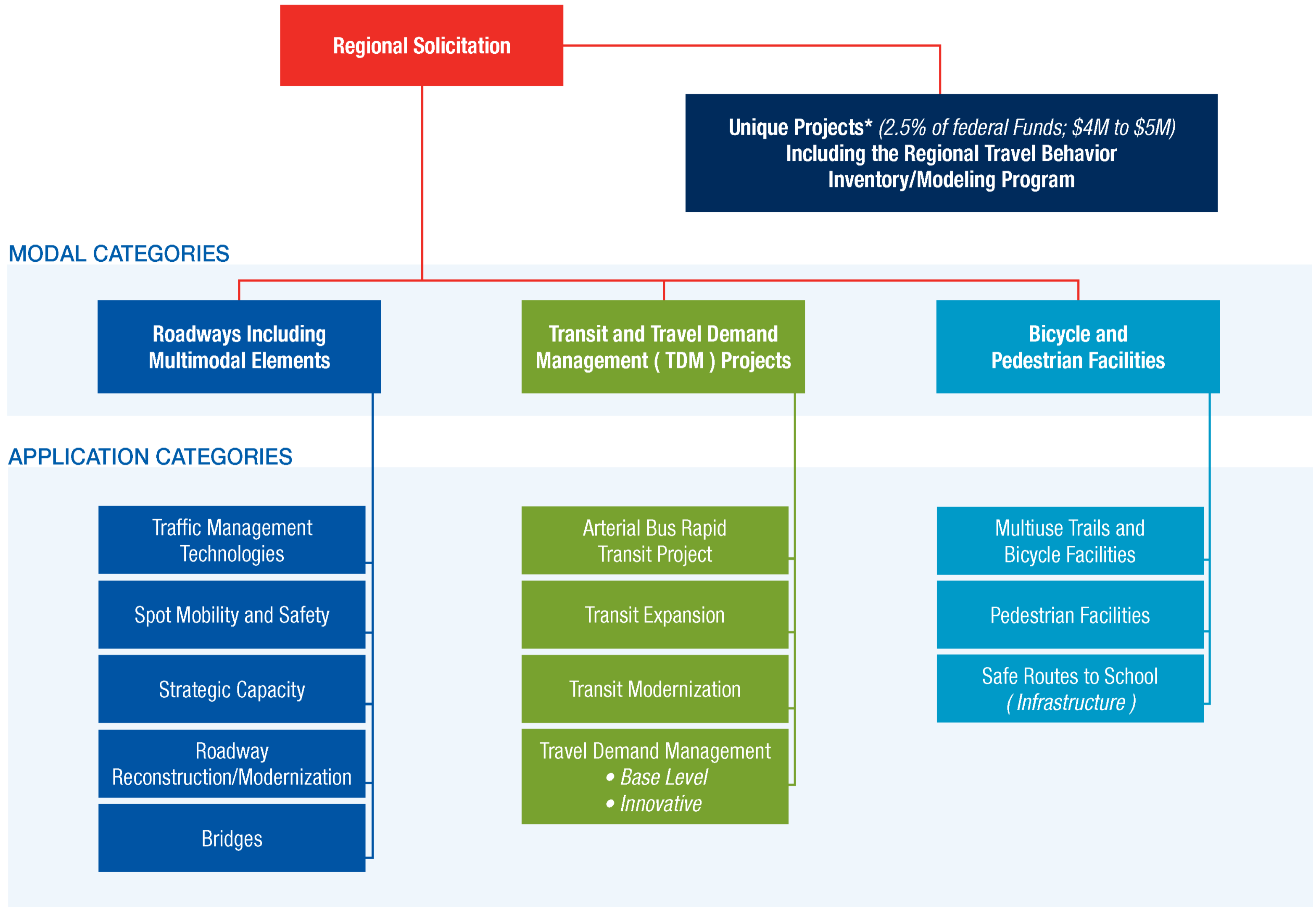
* “Funded Equity Projects” refers to any project that scored well enough to receive the equity “bonus points,” awarded to any application that was awarded at least 80% of the equity points. Overall, 10 projects were awarded equity bonus points.

Overprogramming Approaches

- TAC recommended showing overprogramming of 10% or \$20M
- TAB would like to be provided a few options on how to use the \$20M as a separate bucket of flex funds. Could be used to achieve other goals such as:
 - Improve geographic balance
 - Fund more equity projects
 - Other

Questions?

- Steve Peterson, Manager of Highways and TAC/TAB Process
651-602-1819
- Elaine Koutsoukos, TAB Coordinator
651-602-1717
- Joe Barbeau, Senior Planner
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*Unique projects are projects that do not fit in the scoring measures for other application categories. TAB will accept applications in the 2022 Solicitation for Unique projects to be funded with federal funds in 2024 and 2025.

Total Funding for 2024 and 2025

\$193 million available, plus any overprogramming that TAB approves.

Modal Funding Ranges

	Roadways	Transit & TDM	Bicycle and Pedestrian	Total
Ranges	46%-65% \$89-\$125M	25%-35% \$48-\$67M	9%-20% \$17-\$39M	100%
Mid-Point	55.5% \$107M	30.0% \$58M (\$26M)	14.5% \$28M	\$193M
\$ Requested	\$300M	\$65M	\$97M	\$462M
# of Apps	57	32	52	132

Previous TAB Direction-Unique Projects and Transit

Total Funds Available = \$198

Unique Project Set-Aside = 2.5% or \$4.9M

Remaining Funds for Modes = \$193M

Midpoint for Transit after shifting \$5M= \$58M

Arterial BRT Project = \$25M

TMO/TDM Set-Aside = \$7M

Remaining Transit Funds = \$26M