

INFORMATION ITEM

DATE: June 10, 2021
TO: TAC Funding and Programming Committee
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SUBJECT: 2022 Regional Solicitation: Guaranteed Funding

Following the 2014 Regional Solicitation, TAC and TAB discussed the difficulty that applications along some roadway classifications, specifically A-minor connectors, had in scoring high enough to be funded. Therefore, starting with the 2016 Regional Solicitation, TAB has had a policy stating that at least one project from each of the five eligible functional classifications must be funded to ensure that all parts of the system receive investment. The five eligible roadway classifications are:

- Non-freeway principal arterials
- A-minor augmentors
- A-minor connectors
- A-minor expanders
- A-minor relievers

During the Policy Work Group Process prior to the 2020 Regional Solicitation, an arterial bus rapid transit (ABRT) program was added, providing a maximum of \$25M to a regional bus rapid transit project. Along with this came a \$32M total bus rapid transit (includes ABRT) cap. Along with this new program came a guarantee that at least one “new market” Transit Expansion project will be funded. A “new market” project serves Transit Market Area (as defined in the TPP) III, IV, or V or a freestanding town center. Projects that serve Downtown Minneapolis, Downtown St. Paul, or the University of Minnesota would not be considered new market projects.

Summary of current guarantees:

1. Roadways: minimum of one funded project in each roadway classification (may require skipping of higher-scoring project(s))
2. \$25M Arterial Bus Rapid Transit (ABRT) project award.
 - a. Includes a \$32M maximum total for ABRT/BRT
3. Transit “new market” guarantee to fund a project in Transit Market Area III, IV, or V.

TAB will be asked to act on whether to retain these guarantees.

As discussed within other topics, TAB may consider other guarantees as well, such as funding at least one project located in each county.