



2022 Regional Solicitation

Action Item



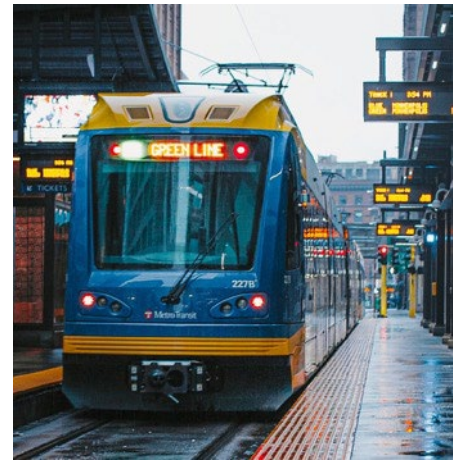
October 20, 2022

Regional Solicitation Schedule

| Date | Topic |
|-------------|---|
| October 20 | TAC F&P forwards key differences of options and technical feedback |
| November 2 | TAC forwards key differences of options and technical feedback |
| November 16 | TAB adopts Regional Solicitation and Carbon Reduction program of projects |
| November 28 | Transportation Committee concurrence |
| December 14 | Metropolitan Council concurrence |

Feedback Received and Changes Made

1. Thick black lines shown in each funding option show the approximate funding line with pre-IIJA funding levels.
2. Projects with other federal competitive sources are noted in the tables.
3. Different funding sources such as on-system bridge (purple), carbon reduction (green), past set-aside for TDM (grey), are shown in different colors.
4. Technical committees provided clarity that projects could not be funded with both HSIP and Regional Solicitation funds and will clarify this rule for 2024 Solicitation.
5. Technical committee and MnDOT feedback resulted in showing funding for the fifth bridge project. This change required increasing overprogramming to 11% and removing two smaller roadway projects.



Carbon Reduction Program



Implications for 2022 Regional Solicitation

TAB requested, and Council Transportation Committee recommended, allocating 2023 and 2024 Carbon Reduction funds (\$16M total). Potential Carbon Reduction Program options are shown with each Solicitation funding option.

A separate action item will follow the Solicitation action item to adopt the Carbon Reduction projects.

Allocation of Carbon Funds in 2025 and beyond will be discussed at a later date pending completion of MnDOT's required Carbon Reduction Strategy and other Council planning studies.

General Approach to Carbon Reduction



How does TAB want to allocate the \$16M of Carbon Reduction funds within the 3 application categories that comprise the bike/pedestrian modal area?

2 Add-on Options Prepared for Each Funding Option:

1. Allocate funding toward larger projects in Multiuse Trails
2. Allocate funding toward smaller projects in Pedestrian Facilities and Safe Routes to School

TAB's general preference on 10/19 was for Option 2 (smaller projects) to spread the money around the region and to address pedestrian safety issues. Option 2 is now shown as the only Carbon Option.

Polling Questions

Policy Direction (Slides 8-13)
Asked of TAB on 10/19: An
Update on TAB's Responses will
be Provided at F&P on 10/20

Polling Question #1:



Bus Rapid Transit (BRT) Rule

Issue: Still seeking clarity from TAB on the \$32 million max for BRT projects rule. Current base funding options follow the established rule (“The combined maximum funding amount for bus rapid transit projects funded in the Arterial Bus Rapid Transit Project, Transit Expansion, and Transit Modernization categories will be \$32,000,000”). However, this results in unspent funds in the Transit and TDM modal category.

TAC Input: Follow the rule as written. (Given that having the rule influenced where applicants submitted projects.)

Question 1: For the base funding options should staff continue to follow the BRT rule?

Options:

- a) Follow the BRT rule as shown in the base funding options and reallocate the remaining Transit funds to other modal categories.
- b) Break the BRT rule resulting in all transit funds being spent within the transit category

Polling Question #2:

Repurpose “Yet to Program”/Remaining Transit and TDM Funds

Note: This polling question only needed if TAB directs staff to continue following the BRT rule in Polling Question #1.

Issue: How does TAB want to repurpose remaining Transit and TDM modal funds (\$4 million in the Midpoint Scenario and \$3 million in the Bike/Ped Heavy Scenario)?

TAC Input: Reallocate funds to the Bicycle and Pedestrian Facilities modal category given high demand for projects.

Question 2A: The full amount of set-aside TDM funds have been allocated, However, two projects within the Transit and TDM modal category remain unfunded. Does TAB want to fund these two projects and keep some of the remaining transit funds within the Transit and TDM modal category?

Options:

- a) Fund the two remaining TDM projects (keeping \$944,971 within Transit and TDM modal category)
- b) Do not fund the two remaining TDM projects (\$944,971) and move these funds to other modal categories (along with other Transit and TDM modal category remaining funds)



Polling Question #2 (cont.):



Repurpose “Yet to Program”/Remaining Transit and TDM Funds

Question 2B: How should staff shift any remaining Transit and TDM modal category funds (total amount available to shift will depend on the result of Question 2A) ?

Options:

- a) Shift the full amount of remaining Transit and TDM modal category funds to the Bicycle and Pedestrian Facilities modal category (this implies going slightly above the modal funding range maximum under the Bike/Ped Heavy option - going from 20% to 21% of total funds for Bicycle and Pedestrian Facilities).
- b) Proportionately shift any remaining Transit and TDM modal category funds based upon the modal range mid-points to both the Roadways and the Bicycle and Pedestrian Facilities modal categories.

Mixed opinion at TAB, so they opted to wait on this polling question. Some members said that if TAB was leaning toward the Midpoint Option, then they may shift funding to bike/ped, but if TAB was leaning to the Bike/Ped Heavy Option, then they may want to shift excess funds to roadways. Staff has created funding options that show what projects TAB would fund with different shifts (A, B1, and B2).

Polling Question #3



Unique Projects Funding for Applications

Question 3A: What Unique Projects should be funded?

Unique Projects Scoring Committee Recommendation: Fund the Travel Behavior Inventory and the top-ranked project, Mobility Hubs (option “a” below).

Options:

- a) Fund the Travel Behavior Inventory (TBI) and the Mobility Hubs project at \$2,333,000, leaving \$2,167,000 remaining.
- b) Fund the TBI, Mobility Hubs and EV Spot Network projects at \$3,773,000, leaving \$727,000 remaining.
- c) Fund only the TBI at \$733,000, leaving \$3,767,000 remaining.

Polling Question #3 (cont.)



Unique Projects Remaining Funds

Question 3B: How should any remaining Unique Projects funds be allocated?

Unique Projects Scoring Committee Input: Consider rolling forward to 2024 Solicitation given that this was the first time soliciting under this new category and there was limited time to develop project ideas **or** reallocate to other modal categories given the project demand.

Options:

- a) Increase the set aside for the 2024 Unique Projects funding allocation by the amount of remaining funds.
- b) Keep the funding in the 2022 Regional Solicitation and reallocate it among other modal categories.

The TAB meeting adjourned before this polling question. Only \$722,000 remaining in Unique Projects.

Polling Question #3 (cont. again)



Unique Projects Remaining Funds Reallocation

Note: This polling question only needed if TAB directs staff to keep Unique Projects in 2022 Solicitation and reallocate to other modal categories.

Question 3C: Where should any remaining funds be reallocated to other modal categories?

Unique Projects Scoring Committee Input: No recommendation, though several members stated a desire to move to Bicycle and Pedestrian Facilities modal category.

Options:

- a) Shift the full amount of remaining Unique Projects funds to the Bicycle and Pedestrian Facilities modal category (this implies going slightly above the modal funding range maximum under the Bike/Ped Heavy option – depending on Question 2B).
- b) Proportionately shift any remaining Unique Projects funds based upon the modal range mid-points (final amounts depend on feedback on previous polling Questions, since Transit and TDM modal category funds may be shifted).

The TAB meeting adjourned before this polling question. Only \$722,000 remaining in Unique Projects.

Base Funding Options



Three Base Regional Solicitation Options (Each Total \$300M)

- A. Midpoint + Extra to Bike/Ped (blue): Starts with the midpoints of the modal funding ranges (55.5% for roadways, 30% for transit, and 14.5% for bike/pedestrian)
- B1. Bike/Pedestrian Heavy + Extra to Roadway (pink): Responds to high application count and preferences expressed through solicitation public input. This option uses the top of the modal funding range for bike/ped (20%) and reduces roadways by \$8M relative to Option A.
- B2. Bike/Pedestrian Heavy + Extra to Bike/Ped (orange): Responds to high application count and preferences expressed through solicitation public input. This option goes above the top of the modal funding range for bike/ped at 21% of the total funds and reduces roadways by \$11M relative to Option A.

\$300M Available for Modal Funding Ranges



| | Roadways | Transit and TDM | Bicycle/ Pedestrian | Total |
|--|-----------------------------------|----------------------------------|--------------------------------|----------------|
| Range & Midpoint | 46%-65% \$138M-\$195M 55.5% | 25%-35% \$75M-\$105M 30.0% | 9%-20% \$27M-\$60M 14.5% | N/A |
| A. Midpoint Scenario + Extra to Bike/Ped | 55.5% \$167M | 29% \$86M | 16% \$48M | 100% \$300M |
| B1. Bike/Ped Heavy + Extra to Roadway | 53% \$159M (-\$8M) | 27% \$81M (-\$5M) | 20% \$60M (+\$12M) | 100% \$300M |
| B2. Bike/ Ped Heavy + Extra to Bike/Ped | 52% \$156M (-\$11M) | 27% \$81M (-\$5M) | 21% \$63M (+\$15M) | 100% \$300M |

(-\$XM) refers to difference relative to A. Midpoint + Extra to Bike/Ped Option.

Modal category totals exclude new Bridge funds and TDM funds set-aside from previous solicitations.

Next Steps



- The technical committees will forward a listing of key differences between the options and other technical input.
- TAB will adopt a program of projects under a 2-step process:
 1. Select a Solicitation funding option
 - A. Midpoint + Extra to Bike/Ped
 - B1. Bike/Pedestrian Heavy + Extra to Roadways
 - B2. Bike/Pedestrian Heavy + Extra to Bike/Ped
 1. Select projects for Carbon Reduction funding
- Council will consider concurrence with both actions



Steve Peterson

Manager of Highway Planning and TAB/TAC Process

651-602-1819

Steven.Peterson@metc.state.mn.us

