



# 2022 Regional Solicitation

Funding Availability



August 18, 2022

# Funding Available



## Regional Solicitation Modal Funding Ranges

- \$38M in 2024 and 2025
- \$239M in 2026 and 2027
- \$277M (plus any overprogramming; minus any future set-aside for unique projects)
  
- \$51M for Highway Safety Improvement Program (HSIP)-Metro Competitive, plus any overprogramming

# Modal Funding Ranges



**\$272M (\$277-\$5M for Unique Projects Set-Aside TBD)**

	Roadways	Transit and TDM	Bicycle/ Pedestrian	Total
Range	46%-65% \$125M-\$177M	25%-35% \$68M-\$95M	9%-20% \$24M-\$54M	
Midpoint	55.5% \$151M	30% \$82M	14.5% \$39M	100% \$272M

# Carbon Reduction Program (New)



## \$41M Total (\$8M/year from 2023-2027)

- Purpose: Fund projects designed to reduce transportation emissions, defined as CO<sub>2</sub>, from on-road highway sources
- Eligible Projects Include: Transit, bike, pedestrian, carpooling projects, TDM, congestion pricing, vehicles/modes that lower emissions (EVs), and approaches that lower construction emissions
- MnDOT, in consultation with the MPOs, must develop a carbon reduction strategy by late 2023; workgroups are meeting this fall to discuss this program further
- Projects can be selected, and funds used prior to a plan being developed. With money available in 2023, there is a need to start allocating early years of this funding.
- The ranking and scoring process for eligible project types (transit, bike, pedestrian) in the Regional Solicitation may be considered to distribute the funds
- The consultant led Regional Solicitation Evaluation (starting in 2023) may also be able to dig into this issue to determine the best process and project types for future allocations of the Carbon Reduction Program

# On-System Bridge Program (New)

**\$22M Total (\$4-5M/year from 2023-2027)**

- The On-System Bridge source is new dedicated funding and is not part of the modal funding ranges (a similar approach is recommended for the Carbon Reduction Program)



# Unique Projects



## **\$4.5M Available in 2024/2025**

\$733,000 Regional Model

\$3,808,100 for 3 Project Requests

\$4,541,100 Total Requests

2 Technical Committee Meetings (completed)

2 Scoring Committee Meetings (ongoing)

Set-aside more funding for next cycle?

# Fully Funding 2020 Regional Solicitation Projects



## Discussion Item

- TAC Funding & Programming and TAC members commented in late 2020 that they did not like partially funding project requests as part of the 2020 Regional Solicitation decision. TAC noted that consideration should be given to any partially funded projects if more money becomes available, as is the case now with new federal funds.
- Two Strategic Capacity projects were awarded partial funding:
  - Carver County awarded \$7M out of their \$9M request (2024)
  - Scott County awarded \$7M out of their \$10M request (2025)
- Staff requests feedback on whether to include fully funding these requests as part of funding scenarios. If so, the funding would come out the Highway modal funding area.

# TAC Funding & Programming Schedule

Date	TAB/TAC Process
Sept. 6 (9 AM)	Joint Meeting with TAC: First draft of funding scenarios
Sept. 22	More refined funding scenarios at F&P
October 20	TAC F&P recommends
November	TAC recommends; TAB approves at November 16 <sup>th</sup> meeting
December	Transportation Committee and Metropolitan Council concur



# Development of Funding Scenarios



## First discussion at Sept 6 TAC meeting

- As a first step, MTS staff will develop a funding scenario that is based on the midpoints of the modal funding ranges (55.5% for roadways, 30% for transit, and 14.5% for bike/pedestrian). This may include two different approaches:
  - Midpoints based on all of the federal funding (except for Bridge and Carbon Reduction): \$277M
  - Midpoints based on old funding levels before the new federal transportation act (IIJA) in late 2021: \$151M
- Survey results could be used as one input to inform either the new funding, overprogramming, or Carbon Reduction Program (\$41M)
- Are there other funding options that should be considered?



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