



2022 Regional Solicitation

Transportation Committee Information Item



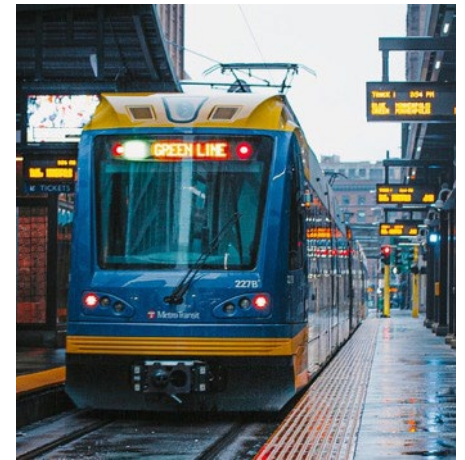
October 24, 2022

Regional Solicitation Schedule

Date	Topic
October 20	TAC F&P forwards key differences of options and technical feedback
October 24	Information Item for Transportation Committee
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 considers concurrence
December 14	Metropolitan Council considers 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.



Carbon Reduction Program



Implications for 2022 Regional Solicitation

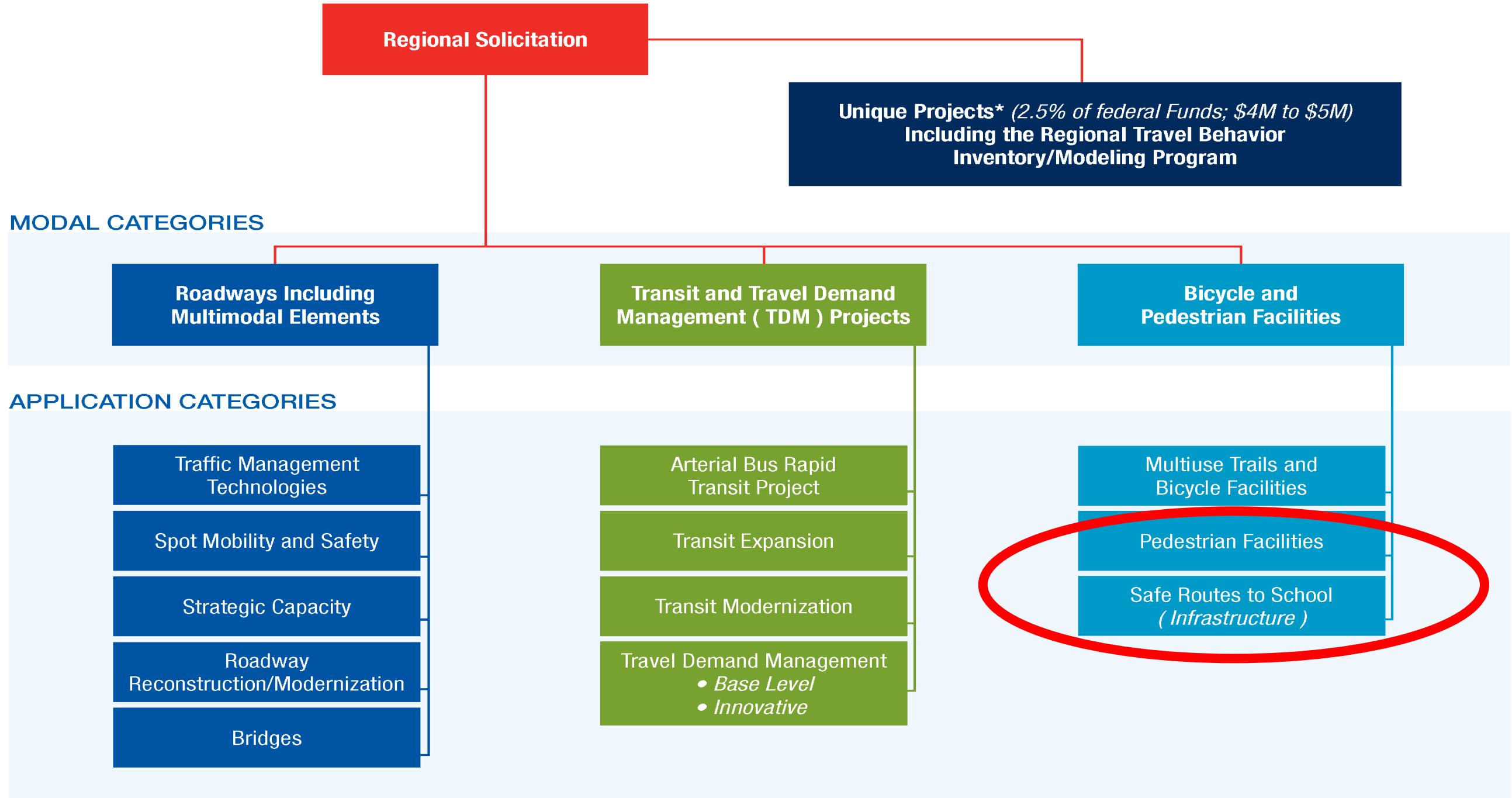
TAB requested, and Council Transportation Committee recommended, allocating 2023 and 2024 Carbon Reduction funds (\$16M total). Potential Carbon Reduction Program options are shown with each Solicitation funding option.

A separate action/business item will follow the Solicitation 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.

At the 10/19 Transportation Advisory Board meeting, members expressed a general preference to focus on smaller projects that are found in the Pedestrian Facilities and Safe Route to School application categories to spread the money around the region and to address pedestrian safety issues.

REGIONAL SOLICITATION MODAL AND APPLICATION CATEGORIES



*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.

Unique Project Applications



At the 10/19 TAB meeting, members recommended to show the following unique projects as funded in the funding options coming back to TAB in November.

- a) Travel Behavior Inventory (TBI) \$733,000
- b) Regional Mobility Hubs (Metro Transit) \$1.6M project at \$2,333,000, leaving \$2,167,000 remaining.
- c) EV Spot Network Strategic Expansion (St. Paul) \$1,440,000

This leaves \$727,000 remaining in this set-aside to distribute in some manner.

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 scenario (midpoint, bike/pedestrian heavy or other funding scenarios through amendments)
 2. Select a Carbon Reduction funding scenario
- Council will consider concurrence with both actions



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