



2022 Regional Solicitation

Funding Scenarios and Carbon Reduction Program



September 26, 2022

Funding Sources and Amounts

Regional Solicitation

\$295M base programs

About \$100M more than anticipated due to federal funding increases for STP and CMAQ funding programs

\$15M additional on-system bridge funds from MnDOT for distribution through Regional Solicitation, aligned with existing solicitation bridge application category

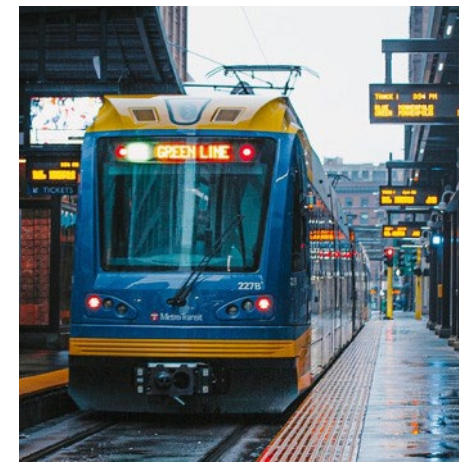
New MPO-Directed Funds

\$41M Carbon Reduction Program

New federal program with direct allocation to MPOs

2022 Solicitation modal application categories, criteria and measures do not address GHG reduction as a priority

Adopted Memorandum of Understanding outlining planning processes does not address these funds



Development of Funding Scenarios



Two Regional Solicitation Scenarios, (Each Total \$295M)

- Midpoint (blue): Uses the midpoints of the modal funding ranges (55.5% for roadways, 30% for transit, and 14.5% for bike/pedestrian)
- Bike/Pedestrian Heavy (orange): Responds to high application count and preferences expressed through solicitation public input
- Uses the top of the modal funding range for bike/ped (20%, +\$16M)
 - Reduces roadways to 52% (-\$11M)
 - Reduces transit to 28% (-\$6M)
 - Both still within the modal funding ranges established by TAB and the Council

Modal Funding Ranges



Total \$295 Million Available

	Roadways	Transit and TDM	Bicycle/ Pedestrian	Total
Range & Midpoint	46%-65% \$136M-\$192M 55.5%	25%-35% \$74M-\$103M 30.0%	9%-20% \$27M-\$59M 14.5%	N/A
Midpoint Scenario	55.5% \$164M	30.0% \$89M	14.5% \$43M	100% \$295M
Bike & Pedestrian Heavy Scenario	52% \$153M	28% \$83M	20% \$59M	100% \$295M

Additional \$15M for the new On-Systems Bridge Program not included in the table.

Unique Projects



\$4.5 Million Available in 2024/2025

\$733,000 Travel Behavior Inventory and Regional Model

\$3,808,100 for 3 Project Requests

\$4,541,100 Total Requests

2 Technical Committee Meetings (completed)

2 Scoring Committee Meetings (1st meeting 8/25, scoring ongoing)

TAB will determine unique project setaside funding levels for next cycle

Regional Solicitation Schedule

Date	Topic
September 26	Transportation Committee views first draft of funding scenarios, direction on Carbon Reduction funding
October 19	TAB narrows funding scenarios toward selection
October 24	Transportation Committee provides additional input
November 16	TAB approves project selection
November 28	Transportation Committee concurrence considered
December 14	Metropolitan Council concurrence considered

Carbon Reduction Program



Carbon Reduction- New MPO Federal \$

\$41M Total (\$8M+ /year in the region from 2023-2027)

Purpose: Fund projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂), from on-road highway sources.

Eligible Projects Include: Wide array of transit, bike, pedestrian, carpooling projects, TDM, congestion pricing, vehicles/modes that lower emissions (EVs), and approaches that lower construction emissions. Most roadway projects not eligible.

Upcoming planning work will inform approaches to Carbon Reduction Program funding:

- MnDOT developing statewide carbon reduction strategy
- Met Council planning studies will shape policy direction for carbon reduction
- Resulting policies will be reflected in regional plans, incorporated into 2024 solicitation criteria and measures



Carbon Reduction (Continued)



Policy Issues:

1. Carbon Reduction funds come to Council (as MPO) for projects focused on GHG reduction; not addressed in adopted planning process agreement (MOU)
2. 2022 Solicitation measures not suited to selection of carbon reduction projects; however
3. Federal funds available in 2023-2024 require near-term project selection

Discussion: TAB indicated desire to select more projects, use some Carbon Reduction funding as state/regional planning work begins

Ongoing TAB discussion requires Council input on amount and use of MPO-directed funds

Carbon Reduction Discussion



Policy Direction Needs

1. Should Carbon Reduction funds be added to Regional Solicitation base (\$295M) funding?
Not recommended: TAB should select projects for carbon reduction separately to avoid spreading usage of \$ across ineligible categories
2. Should some Carbon Reduction funding (2023 and 2024 funding totaling \$16M) be applied to federally eligible projects in the 2022 Regional Solicitation?
Recommended: balances program goals and future planning with selection of eligible projects ready for near-term available funding
3. Should upcoming planning work guide allocation of 2025, 2026, 2027 Carbon funds and be distributed in the 2024 Regional Solicitation?
Recommended: new opportunity to plan and select high priority carbon reduction projects



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