



2024 Regional Solicitation Funding Options

Transportation Committee



June 24, 2024

2024 Regional Solicitation Schedule



Action Item Schedule:

- 6/20 TAC F&P discussed pros/cons of the funding options and recommended an additional scenario for TAC
- 7/3 TAC will consider the pros/cons of the options, potentially revise and provide a recommendation, if any
- 7/20 TAB will consider the technical feedback, move a recommendation, consider amendments and adopt a funding option
- Then to Transportation Committee and the Met Council for concurrence

- The action item also includes up to 17 Active Transportation regional sales tax projects. These projects are above and beyond the federal funding.

TAB Feedback on 6/12



- Examine adding in \$5M-\$8M more of overprogramming with a focus on bike/ped projects.
- Add in the two remaining Safe Routes to School projects to the funding options.
- General sentiment among TAB members that they want to build consensus and come together on one of the three options or a combination of the best parts of each option.

Description of Funding Options



1. Closest to Midpoint Option: Funds were distributed as close to the midpoint of modal funding ranges (55.5% for roadways, 30% for transit/TDM, 14.5% for bike/ped) as possible but transit lacked enough applications to get to 30%.

2. Safety Option: Similar to Option 1, but adds the next high scoring reconstruction project which has high monetized crash reduction benefits, and removes 2 low ranking transit projects.

3. Bike/Ped Option: Shifts about \$15M of overprogramming and carbon funding to the bicycle and pedestrian modal area (consistent with public survey results), slightly above the top of the bike-ped modal funding range (20%).

All scenarios add in up to \$18.7M of Active Transportation funding for the exact same projects within each of the three funding options.

Non-federal funding is assigned to higher ranking eligible projects

Total funding from all sources: \$270-273M

Funding Comparison

Does not include up to \$18.7M of Active Transportation funds

Mode	TAB Approved Modal Funding Ranges	Midpoints	1. Closest to Midpoint	2. Safety	3. Bike/Ped
Roadways	46%-65%	55.5%	57.1%	59.4%	53.3%
Transit/TDM	25%-35%	30%	26.2%	24.0%	24.2%
Bike/Ped	9%-20%	14.5%	16.7%	16.6%	22.5%
Total		100.0%	100.0%	100.0%	100.0%

June 20 TAC Funding & Programming



Recommended development of an additional scenario for consideration by TAC and TAB:

- All projects from Safety scenario
- All projects from Bike/Ped scenario
- Additional transit modernization project
- 3 additional active transportation projects, each \$1M or under

Funding from all sources: \$282M

Overprogramming increased based on TAB direction. Overprogramming now totals 14%, compared to 10% in previous iterations. Allows for the best parts of the three scenarios to be funded.



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For Reference: 2024 Regional Solicitation Notes

1. There is more of funding in the transit modal area than transit project requests. The #1 closest to midpoint option funds all transit and TDM projects then allocates the remaining \$7.7M to other modes. The other two options forgo funding the lowest scoring transit projects and then allocate \$12.7 to other modes.
2. Current options show 10% overprogramming or \$25M. Recent cycles have overprogrammed by 8% to 12% (approximately \$20M-\$30M given current funding levels). Base-level funding (\$200M), plus overprogramming (\$25M) is shown in yellow. Potential additional overprogramming may be added later.
3. \$15M of Carbon Reduction (green) is allocated to eligible projects in all three modes.
4. \$7.3M of PROTECT (orange) is allocated to the project with the highest number of eligible elements within a larger project.
5. Up to \$18.7M of Active Transportation funding (purple) is included in the scenarios for projects requesting \$2M or less, meet all of the legislative requirements, and can have a construction contract signed by the end of calendar year 2026. Preference is given for higher ranking projects. AT funding is not included in the modal funding ranges as it is extra funding. This funding is shown going to 17 projects, representing a wide geographic spread of community types (projects within 6 of the 7 counties).

Additional Modal Range Background



- Modal funding ranges were established by TAB, based on past levels, to give applicants an understanding of the general funding levels available by mode (application language) as follows:

	Roadways Including Multimodal Elements	Transit and TDM	Bicycle and Pedestrian Facilities	Total
Modal Funding Levels	Range of 46%-65% Range of \$115-\$163M Midpoint 55.5% Midpoint \$139M	Range of 25%-35% Range of \$63M-\$88M Midpoint 30% Midpoint \$75M	Range of 9%-20% Range of \$23M-\$50M Midpoint 14.5% Midpoint \$36M	100% \$250M (Est)

Estimated amounts do not include Active Transportation funding