



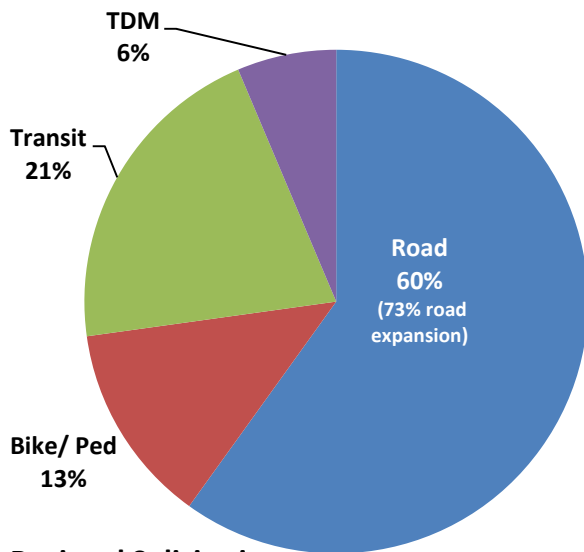
The TAB Regional Solicitation—Priorities for Flexible Funds

TLC POLICY BRIEF

The Transportation Advisory Board (TAB) awards approximately \$180 million in federal transportation funding every two years to projects in the Twin Cities region. The TAB develops and oversees a Regional Solicitation for four categories of federal funding: 1) Surface Transportation Program (STP) – Urban Guarantee, 2) Congestion Mitigation Air Quality (CMAQ), 3) Transportation Enhancements, and 4) the Bridge Improvement program. Cities, counties, and other government agencies apply for funding and the TAB scores and ranks the applications. The Metropolitan Council has veto power over the TAB’s recommendations, but seeks to reach consensus.

Minnesota’s Constitution stipulates that gas tax and vehicle license tab fees can only be spent on “highway purposes” and most federal funding is limited to specific transportation modes. Consequently, funding decisions by TAB are critical to achieving expanded transit options and ensuring that roadways in the region are maintained in a state of good repair. Demographic and fiscal trends, rising gas prices, and changing preferences in housing and transportation all support these priorities.

Given the importance of TAB funding decisions, TLC analyzed TAB spending by mode and geography over several solicitations (see reverse). This analysis shows:



Regional Solicitation by Mode (2013-2014)

- **More than half (60%) of “flexible” funds are going to roads, which already have dedicated funding sources.** Less than half the funds (40%) are split between transit, bicycle/pedestrian projects, travel demand management, and bridge repair.
- **Nearly half of funds (43% overall) is spent on roadway expansion.**
- **Spending falls disproportionately outside developed core, where a majority of population exists.** Sixty-four cities and 66% of the region’s population are in the “developed area,” but only 52% of funding flowed there, plus a portion of region-wide allocations.

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Regional Solicitation by Mode

Awarded by the Transportation Advisory Board

Project Type	2013-14 Solicitation		2011-12 Solicitation		2009-10 Solicitation		2007-08 Solicitation	
	Dollars	%	Dollars	%	Dollars	%	Dollars	%
Road	131,780,000	60%	90,210,753	58%	88,977,976	54%	50,505,600	55%
Expansion *	95,610,000	(43% of total)						
Traffic Management	7,500,000							
Road maintenance/preservation	28,670,000							
Bicycling/ Pedestrian	28,320,000	13%	16,673,580	11%	21,307,544	13%	12,118,560	13%
Transit Expansion	45,830,000	21%	38,101,062	25%	44,197,861	27%	22,780,160	25%
Travel Demand Management	14,000,000	6%	7,000,000	4%	10,832,400	6%	5,500,000	6%
Scenic/ Aesthetic/ Historic		Included in bike/ped above	2,870,160	2%	-	0%	384,000	1%
TOTAL	219,930,000	100%	154,855,555	100%	165,315,781	100%	91,288,320	100%

* Includes \$34 million for the 494/169 interchange expansion project, which was a one-time award by the Transportation Advisory Board (TAB) and the Met Council (using federal stimulus funds) that was not part of the normal regional solicitation process.

The 2013-2014 solicitation was approved in 2009 and previous solicitations in previous years, respectively. Regional Solicitation funding (e.g., Surface Transportation Program (STP) Urban Guarantee, Congestion Mitigation and Air Quality (CMAQ), and Enhancements and Bridge Improvement program) comprises less than 20% of total annual federal transportation funding in the Twin Cities region.

Travel demand management funding, which the Met Council has recently designated as a set-aside outside the regional solicitation process, is included for consistency sake over multiple solicitations.

Regional Solicitation by Geography

Awarded by the Transportation Advisory Board

Area	2013-14		2011-12		2009-10		2007-08	
	Dollars	%	Dollars	%	Dollars	%	Dollars	%
Developed	\$ 113,650,000	52%	\$ 65,452,321	42%	\$ 62,091,400	38%	\$ 26,395,800	29%
Developing	\$ 80,000,000	36%	\$ 61,431,103	40%	\$ 62,420,292	38%	\$ 47,425,320	52%
Rural	\$ 12,280,000	6%	\$ 8,921,600	6%	\$ 14,862,184	9%	\$ 9,217,200	10%
Region-wide	\$ 14,000,000	6%	\$ 19,050,531	12%	\$ 25,941,905	16%	\$ 8,250,000	9%
Total	\$ 219,930,000	100%	\$ 154,855,555	100%	\$ 165,315,781	100%	\$ 91,288,320	100%

Developed, Developing and Rural are terms used in the Metropolitan Council's Regional Development Framework to classify planning for future development. The Developed area is essentially inside the 494/694 beltway. Developing and Rural refer to non-agricultural areas outside the beltway but within the seven county metropolitan area.