

2020 Regional Solicitation Draft Funding Scenarios Discussion

Transportation Advisory Board

10/21/2020

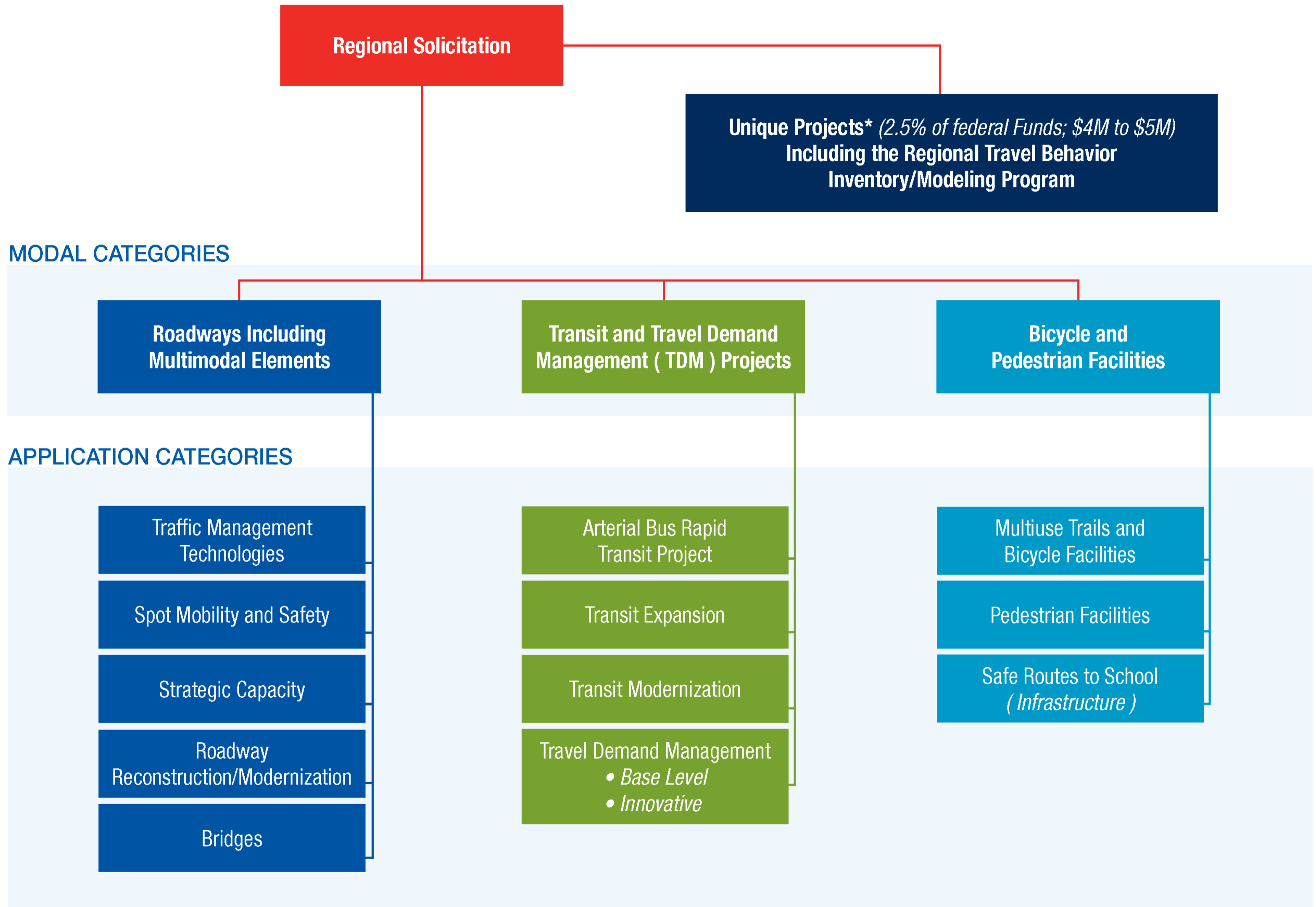


Approval Schedule

Committee	Info Item	Info Item	Approve
TAB	Oct 21	Nov 18	Dec 16

Purpose of Today's Meeting

1. Provide a first draft of six funding scenarios
2. Forward comments from the technical committees' review
3. Get direction on overprogramming approach
4. Receive direction on how to interpret new transit rules
5. Consider whether to add a new "Regional Highways" scenario
6. Get direction on whether to eliminate and/or adjust any scenarios?



*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.

Previous TAB Direction-Unique Projects and Transit

Total Funds Available = \$198

Unique Project Set-Aside = 2.5% or \$4.9M

Remaining Funds for Modes = \$193M

Midpoint for Transit after shifting \$5M= \$58M

Arterial BRT Project = \$25M

TMO/TDM Set-Aside = \$7M

Remaining Transit Funds = \$26M

Total Funding for 2024 and 2025

\$193 million available, plus any overprogramming that TAB approves.

Modal Funding Ranges

	Roadways	Transit & TDM	Bicycle and Pedestrian	Total
Ranges	46%-65% \$89-\$125M	25%-35% \$48-\$67M	9%-20% \$17-\$39M	100%
Mid-Point	55.5% \$107M	30.0% \$58M (\$26M)	14.5% \$28M	\$193M
\$ Requested	\$300M	\$65M	\$97M	\$462M
# of Apps	57	32	52	132

Draft Funding Scenarios

1. Historical Process (Orange): Midpoint of the modal funding ranges, then, within each mode, split funding by the # of apps and funding requested.
2. Regional Highways (Light Orange): Midpoint-Adds \$5M to roadways from transit to return to the approved midpoints from the 2014, 2016, 2018 funding cycles. New scenario requested by TAC.
3. Bigger Projects (Green): Midpoint-Focus on larger project categories within each mode.
4. More Projects (Pink): Midpoint-Focus on smaller project categories within each mode to get more projects funded.

Draft Funding Scenarios

5. Less Roadway Expansion (Purple): Midpoint-Shifts funds from Strategic Capacity to other roadway types.
6. Bike/Ped +\$10M (Blue): Shifts \$10M from roadways to bike/ped; holds Transit steady since already shifted \$5M as part of approved application.

Draft Scenario Comparisons

Scenario	Projects	Reg Sol Award	Match	Total Trans. Investment	Unique Applicants	Funded Equity Projects*
Historical Process	46	\$200M	\$209M	\$409M	23	8 of 10
Regional Highways	47	\$200M	\$209M	\$409M	24	8 of 10
Bigger Projects	40	\$203M	\$214M	\$417M	22	7 of 10
More Projects	56	\$202M	\$200M	\$402M	29	8 of 10
Less Road Expansion	50	\$200M	\$177M	\$377M	24	8 of 10
Bike/Ped +\$10M	52	\$200M	\$181M	\$381M	26	9 of 10

* “Funded Equity Projects” refers to any project that scored well enough to receive the equity “bonus points,” awarded to any application that was awarded at least 80% of the equity points. Overall, 10 projects were awarded equity bonus points.

Roadways

1. Scenarios fund projects in each of the five eligible functional classifications without skipping over higher projects.
2. TAB approved a bridges “target” of \$10M. The top two bridge projects have a tied score. Cumulative funding would be \$13.9M for the two bridge projects.

Transit

1. In approved application, shifted \$5M to Transit
2. Up to \$7M for BRT (4 Projects Submitted)
 - Gold Line-related BRT projects are top scores in both transit categories. Gold Line project partners indicated preference for Transit Modernization project if only one can be funded
 - The rule skips over one or two Red Line-related projects depending on the scenario since the \$7M cap was met with the Gold Line project.
3. Transit New-Market Guarantee (15 Projects Submitted)-all scenarios fund four New-Market projects.

Bike & Pedestrian

1. The top 3 Multiuse Trail projects are awarded \$14M. Out of the 37 projects submitted, scenarios fund between 8 and 12 projects. There are \$5M projects at the 12th and 13th highest ranking spots.
2. The 3rd and 4th ranked Safe Routes to School projects earned “equity bonus points.”

Technical Committee Input (Joint Meeting; Oct 7)

- Over-programming should be reflected in the scenarios at 2018 Reg Sol levels, 10% or \$20M
- A “Regional Highways” scenario should be considered given the \$300M of requests for roadways; these projects also make significant bike/ped investments
- Consider loosening the new transit rule about only funding a maximum of \$7M for BRT projects (beyond the \$25M ABRT project), since the top-scoring project in both transit categories are BRT (Note that there is another rule to only fund one project/transitway/funding cycle)
- Consider a separate category for bike/ped bridges in the 2022 cycle

Overprogramming Approaches

- TAC recommended showing overprogramming of 10% or \$20M
- In the funding scenarios, one option for how to split up the \$20M is shown based on keeping the total close to the modal mid-points (55.5% to roadways, 30% to transit, 14.5% to bike/ped)
- TAB could consider other approaches too and use the extra funding as flex funds to achieve other goals such as:
 - Improve geographic balance
 - Fund more equity projects
 - Other

Questions?

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