

INFORMATION ITEM

DATE: July 14, 2021
TO: Transportation Advisory Board
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SUBJECT: 2022 Regional Solicitation: Application Categories and Purpose
Statements

Potential Changes to Categories

Most of the application categories listed below have been established for several Regional Solicitation cycles. In 2020, the Arterial Bus Rapid Transit and Spot Mobility and Safety categories were newly added. Additionally, the 2020 Regional Solicitation set aside funding for a Unique Projects category, to be awarded in 2022.

Application Categories

Modal Application Categories
Roadways Including Multimodal Elements
<ul style="list-style-type: none">• Traffic Management Technologies (Roadway System Management)
<ul style="list-style-type: none">• Spot Mobility and Safety
<ul style="list-style-type: none">• Strategic Capacity (Roadway Expansion)
<ul style="list-style-type: none">• Roadway Reconstruction/ Modernization
<ul style="list-style-type: none">• Bridge Rehabilitation/Replacement
Transit and TDM Projects
<ul style="list-style-type: none">• Arterial Bus Rapid Transit Project
<ul style="list-style-type: none">• Transit Expansion
<ul style="list-style-type: none">• Transit Modernization
<ul style="list-style-type: none">• Travel Demand Management (TDM)
Bicycle and Pedestrian Facilities
<ul style="list-style-type: none">• Multiuse Trails and Bicycle Facilities
<ul style="list-style-type: none">• Pedestrian Facilities
<ul style="list-style-type: none">• Safe Routes to School (Infrastructure Projects)

Feedback from the 2020 Regional Solicitation points to some potential changes that could be considered for the 2022 Solicitation. In addition, feedback provided during the Regional Solicitation Before and After study pointed to a desire to have greater clarification on the overall purpose of each category. In response, staff has developed application category purpose statements that are being reviewed by the technical committees. Other potential changes to the application categories are discussed below.

Bicycle and Pedestrian Bridges and Underpasses

Following the 2020 Regional Solicitation, concern was expressed that that bicycle and pedestrian grade separations (bridges or underpasses) are eligible in at least four different categories; the three bicycle/pedestrian categories, along with Transit Modernization. This leads to confusion about which category(ies) these projects should be part of each funding cycle. In the case of Transit Modernization, a proposed project needs to have a viable transit-related use to be eligible. In 2020, two overpass projects were applied for connecting Red Line stations on either side of Cedar Avenue. Such a project could be used generally by non-motorized users along with Red Line riders likely to need to cross the street either prior to the morning ride or following the evening ride. Note that neither project was funded.

How many were funded? In the 2020 Regional Solicitation, trail grade separation projects dominated neither scoring nor the number of applications submitted, as summarized by category:

- Multiuse Trails and Bicycle Facilities: 15 projects included grade separations. They ranked 5, 9, 10, 12, 16, 19, 21, 21, 23, 26, 27, 29, 32, 33, 35, and 36.
- Pedestrian Facilities: one bridge application, ranked 6 out of 8. One project funded.
- Safe Routes to School: one bridge application, ranked 3 out of 6. One project funded
- Transit Modernization: two bridge applications, ranked 3 and 5 out of 9. No projects funded. Both projects were skipped for funding due to \$7 million BRT maximum being reached.

Possible Solutions

- No change.
 - TAB is funding some, but not all of the submitted projects, so no change is needed.
- Tell applicants to apply for these projects in the Multiuse Trail category only, given that the higher maximum award of \$5.5M is more conducive to this more expensive project type.
- Create a new funding category for bicycle and pedestrian grade separations. This could separate these projects from other projects. Consideration would need to be given to whether this would replace another category and, eventually, how much funding to provide to grade separation projects versus other projects. In establishment of a potential funding category, consideration would have to be given to defining a “grade separation” project. Some applications are for expensive bridges while others include a small grade separation along a lengthy corridor project.

Funding & Programming Committee Comments

- Members were supportive of the purpose statements and requested time to send in comments on them upon further review. Listed below is an updated version of the purpose statements following feedback from several participants.
- Members did not express interest in changes to any categories.

Technical Advisory Committee Comments

- TAC’s input reflected that of the Funding & Programming Committee.
- Roadway Categories:
 - **Traffic Management Technologies:** To fund traffic technology projects that reduce delay, emissions, and crashes.
 - **Spot Mobility and Safety:** To fund lower-cost, at-grade intersection projects that reduce delay and crashes.
 - **Strategic Capacity:** To fund regionally significant highway mobility projects, as prioritized in the Principal Arterial Intersection Conversion Study and the

- Congestion Management Process (CMP), that reduce delay and crashes and improve multimodal travel options.
- **Roadway Reconstruction/Modernization:** To fund roadway preservation projects that improve infrastructure condition, reduce crashes, and enhance multimodal travel options.
 - **Bridge Rehabilitation/Replacement:** To fund preservation and replacement projects for existing bridges to improve infrastructure condition and multimodal travel options.
 - Transit and Travel Demand Management Categories:
 - **Arterial Bus Rapid Transit Project:** To fund projects that implement the identified arterial bus rapid transit priorities in the Transportation Policy Plan that are not seeking FTA New Starts funds.
 - **Transit Expansion:** To fund transit projects that provide new or expanded transit service/facilities with the intent of attracting new transit riders to the system and reducing emissions.
 - **Transit Modernization:** To fund transit projects that make transit more attractive to existing riders by offering faster travel times between destinations or improving the customer experience.
 - **Travel Demand Management:** To fund lower-cost, innovative TDM projects that reduce emissions and vehicle miles traveled (VMT) in congested corridors.
 - Bicycle and Pedestrian Categories:
 - **Multiuse Trails and Bicycle Facilities:** To fund multiuse trail and bicycle facilities that increase the availability and attractiveness of bicycling, walking, or rolling by improving safety: reducing or eliminating user barriers: and improving the Regional Bicycle Transportation Network (RBTN).
 - **Pedestrian Facilities:** To fund pedestrian facility projects that focus on increasing the availability and attractiveness of walking or rolling by improving safety and removing gaps in the system.
 - **Safe Routes to School:** To fund Safe Route to School infrastructure projects that focus on improving safety around school sites.

Once finalized, these purpose statements will be included in the Regional Solicitation documentation.