

# Regional Solicitation Information Items

TAB  
June 16, 2021



# Today's Topics

- Review structure used for 2020 Regional Solicitation for:
  - Modal funding ranges
  - Application categories
  - Application category minimum and maximum award amounts
  - General applicant qualification and eligibility requirements
- Review feedback received on these topics and describe potential changes in response to feedback
- Opportunity for members to ask questions, request additional information or options to consider, provide feedback on potential changes
- Action Items on these topics will be before TAB in August and September

# Modal Funding Ranges

	Roadways	Transit and TDM	Bicycle / Ped	Total
<b>2003-2018</b>	Range of 48%-68% Midpoint: 58%	Range of 22%-32% Midpoint: 27%	Range of 10%-20% Midpoint: 15%	100%
<b>2020</b>	Range of 46%-65% Midpoint: 55.5%	Range of 25%-35% Midpoint: 30%	Range of 9%-20% Midpoint: 14.5%	100%

Note: 2020 also included a Unique Projects category set-aside of 2.5% (\$4.9M) of the total program for project selection in 2022.

# Modal Funding Ranges Decisions

- TAB August upcoming decisions:
  - Adopt modal funding ranges and mid-points
  - Adopt a set-aside for Unique Projects category for 2024 Solicitation
- Potential changes:
  - Keep modal funding ranges at 2020 ranges (no change)
  - Return to historical average funding ranges
  - Develop new modal funding ranges
  - Increase or decrease Unique Projects set-aside
  - During final project selection TAB can choose to vary from the mid-point of the modal ranges and in 2020 did so through over-programming
- Current expectation is that the TAB August action item will recommend modal funding ranges and Unique Projects set-aside similar to the 2020 Regional Solicitation

# Application Categories

- 2020 included two new funding categories: Spot Mobility & Safety and Arterial Bus Rapid Transit.
- 12 Application categories:

## Roadways Including Multimodal Elements:

- Traffic Management Technologies
- Spot Mobility & Safety
- Strategic Capacity
- Roadway Reconstruction/Modernization
- Bridge Rehabilitation/Replacement

## Transit/TDM:

- Arterial BRT
- Transit Expansion
- Transit Modernization
- TDM

## Bicycle/Pedestrian Facilities:

- Multiuse Trails and Bicycle Facilities
- Pedestrian Facilities
- Safe Routes to School

# Application Category Decisions

- Comments on application categories:
  - Regional Solicitation Before & After study concluded some applicants are unclear as to the primary purpose of each application category
  - “Primary purpose” is indicated through the number of points allocated to each scoring criteria and measure, i.e., for Spot Mobility & Safety 25% of points are for safety measures
- Technical committees are currently reviewing proposed purpose statements for each category. TAB will review purpose statements in July.
- August TAB decisions:
  - Adopt application categories and purpose statements
  - Current expectation is that number of application categories the overall of each purpose will remain as in 2020 Regional Solicitation.

# Federal Maximum & Minimum Awards

Modal Application Categories:	Min Fed Award	Max Fed Award
<b>Roadways Including Multimodal Elements</b>		
• Traffic Management Technologies	\$250,000	\$3,500,000
• Spot Mobility and Safety	\$1,000,000	\$3,500,000
• Strategic Capacity (Roadway Expansion)	\$1,000,000	\$10,000,000
• Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000
• Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
<b>Transit and TDM Projects</b>		
• Arterial Bus Rapid Transit Project	N/A	\$25,000,000
• Transit Expansion	\$500,000	\$7,000,000
• Transit Modernization	\$500,000	\$7,000,000
• Travel Demand Management (TDM)	\$100,000	\$500,000
<b>Bicycle and Pedestrian Facilities</b>		
• Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
• Pedestrian Facilities	\$250,000	\$1,000,000
• Safe Routes to School	\$250,000	\$1,000,000

# Minimum & Maximum Award Decisions

- Comments on federal minimum and maximum awards:
  - Federal minimum award amounts help assure that applicants do not take on too large of a federal burden for a small federal award
  - Federal maximum award amounts help enable a larger number of projects to be funded (in a larger number of locations) while still providing a critical proportion of project funding
- Technical committees have shown minimal interest in changing these amounts from 2020 levels.
- August TAB decision:
  - Adopt federal minimum and maximum federal awards
  - Current expectation is that minimum and maximum awards will not change from 2020 levels.



# Qualifications, Eligibility Decisions

- Qualifying Requirements
  - No key changes proposed
  - Examples include:
    - Consistent with the goals and policies including the Transportation Policy Plan
    - Inclusion in local plans
    - Public agencies and non-profit organizations are eligible to apply
    - ADA self-evaluation or transition plan covering public right-of-way must be completed
    - Permanent and publicly accessible
    - Roadways: non-freeway principal arterials or A-minor arterials
    - Bicycle/pedestrian: meet transportation purpose
    - Transit Expansion: Commitment to fund project beyond three-year award

# Qualifications, Eligibility Decisions

- Introduction
  - Includes descriptions/score breakdown of all 12 funding categories
  - Each funding category will have a “purpose statement”
  - Page 24 shows simplification in the project spacing language
- Technical Committees have not expressed interest in changes beyond addition of the purpose statements
- August TAB decision: Approve the policies (pages 23-24), qualifying criteria (pages 28-33), and project eligibility (included in the modal descriptions and the qualifying requirements)

# Criteria Weighting

Criteria	Traffic Mgmt. Tech.	Spot Mobility & Safety	Strategic Capacity	Roadway Recon / Mod	Roadway Bridges	Transit Exp	Transit Mod.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	16%	16%	19%	10%	18%	9%	9%	18%	18%	14%	--
Usage	11%	--	16%	16%	12%	32%	30%	9%	18%	14%	23%
Safety	18%	25%	14%	16%	--	--	--	--	23%	27%	23%
Congestion /Air Quality	18%	25%	14%	7%	--	18%	5%	27%	--	--	--
Infrastructure Age	7%	--	4%	16%	36%	--	--	--	--	--	--
Equity and Housing Performance	9%	9%	9%	9%	9%	18%	16%	14%	11%	11%	11%
Multimodal Facilities	5%	9%	9%	10%	9%	9%	9%	--	9%	14%	--
Risk Assessment	7%	7%	7%	7%	7%	5%	5%	5%	12%	12%	12%
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	--	23%
Transit Improvements	--	--	--	--	--	--	18%	--	--	--	--
TDM Innovation	--	--	--	--	--	--	--	18%	--	--	--
Cost Effectiveness	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
<b>TOTAL POINTS</b>	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100