



2024 Regional Solicitation

Transportation Advisory Board (TAB)



May 17, 2023

2023-21; HSIP Solicitation



Recommended Motion

That the Transportation Advisory Board (TAB) approve the draft 2024 Highway Safety Improvement Program (HSIP) application for release for public comment with the changes to the 2022 HSIP application as described below.

2023-22; Criteria and Weighting



Recommended Motion

That the Transportation Advisory Board (TAB) approve the weighting of the criteria and measures for the 2024 Regional Solicitation with the following adjustments from 2022:

- Adding 100 points to safety-related criteria for all application categories except Transit Expansion and Transit Modernization.
- Distribution of the additional 100 safety points based on current measure weighting within the safety criterion in the Roadway Categories, except in Bridges with 50 points going to National Bridge Inventory Condition and 50 points going to Multimodal Elements and Existing Connections.

2023-23; Maximum Federal Awards



Recommended Motion

That the Transportation Advisory Board (TAB) adopt no changes to the minimum and maximum federal funding amounts for the 2024 Regional Solicitation and to revisit the issue going into the 2026 Regional Solicitation.

April TAB Input:

- Option: No increases so more projects can be completed.
- Option: Increase all maximums by the same proportion (e.g., by 40% based on roughly 40% increased total amount over 2020 cycle).
- Option: Consider how recently categories were increased and whether there is demand for the current maximum awards.
- Option: Increase those categories that have not been increased.
 - Possibly only Bridges, Reconstruction/Modernization, Safe Routes to School due to the demand for trails and the potential for transit money through the legislature.

Federal Minimum and Maximum Awards

Modal Application Categories:	Min Fed Award	Max Fed Award
Roadways Including Multimodal Elements		
• Traffic Management Technologies	\$250,000	\$3,500,000
• Spot Mobility and Safety	\$1,000,000	\$3,500,000
• Strategic Capacity	\$1,000,000	\$10,000,000
• Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000
• Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects		
• 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
Bicycle and Pedestrian Facilities		
• Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
• Pedestrian Facilities	\$250,000	\$2,000,000
• Safe Routes to School	\$250,000	\$1,000,000
Unique Projects	\$500,000	\$4,000,000

2023-24; Funding Ranges By Mode

Recommended Motion

That the Transportation Advisory Board (TAB) adopt no changes to the modal funding ranges for the 2024 Regional Solicitation.

Roadways	Transit & TDM	Bicycle & Pedestrian	Total
Range of 46%-65% Midpoint 55.5%	Range of 25%-35% Midpoint 30%	Range of 9%-20% Midpoint 14.5%	100%

As noted in the Regional Solicitation Introduction, these ranges are guides and can be changed by TAB due to the quality and quantity of applications received.

2023-25; Policies, Qualifying, and Eligibility



Recommended Motions

- That the Transportation Advisory Board (TAB) adopt the other attached policies, qualifying criteria, and project eligibility for the 2024 Regional Solicitation including use of Tie Breaker Option 2 with the provision that an applicant with two tied projects in the same application category can break the tie themselves.
- That the TAB adopt retention of the \$32M bus rapid transit federal maximum rule.
- That the TAB adopt a qualifying requirement that operators of the facility confirm with a check box that they will remove snow and ice for year-round bicycle and pedestrian use for any bicycle or pedestrian facility, including in roadway projects.

The qualifying requirement for the third bullet point already exist and minor edits were made to it to align with this motion.

2023-26; Scoring Measures / Guidance

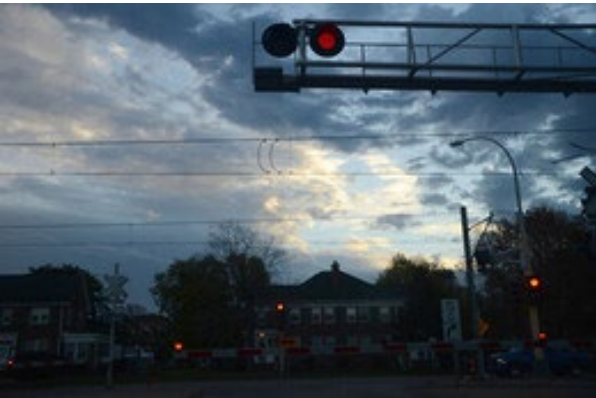


Recommended Motion

That the Transportation Advisory Board (TAB) approve the measures and scoring guidance for the 2024 Regional Solicitation with the changes described below.

Based on Chair Hovland's request for input on the Unique Project application, one TAB member emailed in potential red-lined changes for TAB's consideration.

2023-27; Release for Public Comment



Recommended Motion

That the Transportation Advisory Board (TAB) approve the draft 2024 Regional Solicitation (inclusive of the approvals made in Action Transmittals 2023-22 through 2023-27) for release for public comment.

The Regional Solicitation will be released for a 30-day comment period, scheduled for May 19 to June 23. After the public comment period, a revised draft solicitation package will be prepared for TAB's July meeting.



Thank You

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Background Slides



Bus Rapid Transit (BRT) Limit



How to update BRT rule to reflect increased funding?

- When the arterial bus rapid transit (ABRT) funding program was formed, a new rule was established limiting BRT projects to a total of **\$32M** (based on \$54M transit midpoint)
 - **Arterial BRT** maximum \$25,000,000 (*no change proposed*)
 - **Other BRT** maximum \$7,000,000
- Transit Planning Technical Working Group discussed options for changes:
 - Increase total BRT maximum by relative amount of Regional Solicitation funding increase since BRT rule was established (about 40%) **\$32M → \$45M** (\$75M transit midpoint)
 - Increase total BRT maximum by one additional project to **\$39M**
 - Switch the to a project-based rule (at least two non-BRT projects) similar to Transit Market Area guarantee
 - No more than one BRT project per applicant
 - No change

TAC Recommendation: No change.

Bus Rapid Transit Introduction

OTHER BRT

Arterial BRT



Existing

- A Line
- C Line
- D Line

Planned

- B Line
- E Line
- F Line
- G Line
- **H Line**

Highway BRT



Existing

- **Red Line**
- **Orange Line**

Potential (Not finalized)

- Red Rock BRT
- Highway 169 BRT

Dedicated BRT



Existing

- None

Planned

- **Gold Line**
- **Purple Line**

METRO Light Rail Transit

- METRO Blue Line
- METRO Green Line
- METRO Green Line Extension (Project under construction)
- METRO Blue Line Extension (Project under study; route and stations subject to change)
- Riverview Line (Project in development by county)

METRO Bus Rapid Transit

- Orange Line
- Red Line
- Gold Line: Opens 2025
- Purple Line: Opens 2026 (Project in planning; stations subject to change)
- A Line
- C Line
- D Line
- B Line: Opens 2024
- E Line: Opens 2025
- F Line: Opens 2026 (Project in planning; stations subject to change)
- G Line (Project in planning; stations subject to change)
- H Line (Project in planning; stations subject to change)

Orange, Red, Gold, and Purple lines operate primarily on bus-only lanes and freeways with transit advantages. Lettered BRT lines operate in mixed traffic with signal priority and other transit advantages like bus-only lanes. Both offer speed improvements of up to 25% over regular transit routes.

- Current Station
- Proposed Station

