



# 2024 Regional Solicitation Updates

TAC



May 1, 2024

# 2024 Regional Solicitation Funding Options



- 1A. Midpoint: Distribute based on the midpoint of the TAB established modal funding ranges (55.5% for roadways, 30% for transit/TDM, 14.5% for bike/ped)
- 1B. Midpoint-Safety: Distribute funding based on the modal midpoint (same project list as 1A) and then add the next high scoring reconstruction project, which has high monetized crash benefits.
- 2. Bike/Ped-Heavy: Shift about \$15M of additional funding to the bicycle and pedestrian modal area consistent with public survey results.

Then, add in \$15M of Active Transportation funding on top of the funding options shown above.

Total funding from all sources: \$263M

# 2024 Regional Solicitation Notes

1. There is more of funding in the transit modal area than transit project requests. The 1A midpoint scenario funds all transit and TDM projects then allocates the remaining \$7.7M to other modes. The other options forgo funding the lowest scoring transit projects and then allocates \$12.7 to other modes.
2. Current options show 10% overprogramming or \$25M. Recent cycles have overprogrammed by 8% to 12% (approximately \$20M-\$30M given current funding levels). Base-level funding (\$200M), plus overprogramming (\$25M) is shown in yellow.
3. \$15M of Carbon Reduction (green) is allocated to eligible projects in all three modes.
4. \$7.3M of PROTECT (orange) is allocated to the project with the highest number of eligible elements within the larger project.
5. \$15M of Active Transportation funding (purple) is included in the scenarios for projects requesting \$2M or less, meet all of the legislative requirements, and can begin construction by the end of calendar year 2026. Preference is given for higher ranking projects. AT funding is not included in the modal funding ranges as it is extra funding.
6. There are some projects that applied for both the Regional Solicitation and HSIP. If a project is funded in more than one program, applicants will be asked which of the two funding programs they want to accept. This may result in changes to the funding lists.
7. Additional revenue to include in the options could come from more overprogramming or higher levels of Active Transportation funding.



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