



2024 Regional Solicitation Updates

TAC F&P



May 16, 2024

2024 Regional Solicitation Funding Options



- 1. 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)
- 2. Midpoint-Safety: Distribute funding based on the modal midpoint and then add the next high scoring reconstruction project, which has high monetized crash reduction benefits.
- 3. 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 each of the three 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 #1 midpoint scenario funds all transit and TDM projects then allocates the remaining \$7.7M to other modes. The other two options forgo funding the lowest scoring transit projects and then allocate \$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 a larger project.
5. \$15.8M 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. This funding is shown going to 14 projects (13 to cities, one to a county), representing a wide geographic spread of community types (projects within 6 of the 7 counties).
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.

TAC Meeting on 5/1



Discussion Related to Active Transportation Funds

- Several members expressed support for a simple, grants management process for the 14 draft active transportation projects as the advantage of these funds is keeping them streamlined and out of the federal process.
- One comment was received about funding further down the bike/ped lists, which could be accomplished through additional overprogramming or putting in a small amount more of Active Transportation funding.
 - \$15M of active transportation funding allocated so far
 - \$24M of active transportation revenue generated per year
- One comment was received that the bike/ped heavy scenario should add more pedestrian projects and fewer trail projects.
- Members strongly expressed support for a simple application for future active transportation funding solicitations. This will remove a potential barrier for agencies to apply and likely help with geographic balance.



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