



# 2024 Regional Solicitation Funding Options

TAC Funding & Programming



June 20, 2024

# 2024 Regional Solicitation Schedule



## Action Item Schedule:

- 6/20 TAC F&P will provide pros/cons of the funding options and based on their technical analysis, recommend an option, if any
- 7/3 TAC will consider the pros/cons of the options, potentially revise and provide a recommendation, if any
- 7/20 TAB will consider the technical feedback, move a recommendation, consider amendments and adopt a funding option
- The action item also includes up to 17 Active Transportation regional sales tax projects. These projects are above and beyond the federal funding.

# TAB Feedback on 6/12



- Examine adding in \$5M-\$8M more of overprogramming with a focus on bike/ped projects. Currently the options show \$25M of overprogramming or 10%. Recent funding cycles have overprogrammed by 8% to 12% (approximately \$20M-\$30M given current funding levels).
  - There is \$32M of program year extensions in 2028/2029.
  - TAB requests technical input on the level of overprogramming.
- Add in the two remaining Safe Routes to School projects to the funding options.
- General sentiment among TAB members that they want to build consensus and come together on one of the three options or a combination of the best parts of each option.

# Background continued



- Modal funding ranges were established by TAB, based on historic levels, to give applicants an understanding of the general funding levels available by mode (application language) as follows:

	Roadways Including Multimodal Elements	Transit and TDM	Bicycle and Pedestrian Facilities	Total
Modal Funding Levels	Range of 46%-65% Range of \$115-\$163M Midpoint 55.5% Midpoint \$139M	Range of 25%-35% Range of \$63M-\$88M Midpoint 30%    Midpoint \$75M	Range of 9%-20% Range of \$23M-\$50M Midpoint 14.5%    Midpoint \$36M	100% \$250M (Est)

Estimated amounts do not include Active Transportation funding

# Description of Funding Options



[1. Closest to Midpoint Option](#): Funds were distributed as close to the midpoint of modal funding ranges (55.5% for roadways, 30% for transit/TDM, 14.5% for bike/ped) as possible but transit lacked enough applications to get to 30%.

[2. Safety Option](#): Similar to Option 1, but adds the next high scoring reconstruction project which has high monetized crash reduction benefits, and removes 2 low ranking transit projects.

[3. Bike/Ped Option](#): Shifts about \$15M to the bicycle and pedestrian modal area (consistent with public survey results), is over the top of the bike-ped modal funding range (20%).

All scenarios add in up to \$18.7M of Active Transportation funding for the exact same projects within each of the three funding options.

Non-federal funding is assigned to higher ranking eligible projects

Total funding from all sources: \$275M

# Funding Comparison

Does not include up to \$18.7M of Active Transportation funds

Mode	TAB Approved Modal Funding Ranges	Midpoints	1. Closest to Midpoint	2. Safety	3. Bike/Ped
Roadways	46%-65%	55.5%	57.1%	59.4%	53.3%
Transit/TDM	25%-35%	30%	26.2%	24.0%	24.2%
Bike/Ped	9%-20%	14.5%	16.7%	16.6%	22.5%
Total		100.0%	100.0%	100.0%	100.0%

# Analysis of Geographic Balance and Expected Outcomes



A comparison of the expected key outcomes was prepared by staff, which showed only minor differences among the three scenarios

- All options fund projects located in all 7 counties and 50+ different cities/townships
- Safety Option had the highest monetized safety benefit of \$293M
- Bike/Ped Option funds two to three more equity bonus projects (32 out of 49 projects which received the bonus)

# Recommended Motion



## That the TAC Funding & Programming Committee:

- Recommends overprogramming near \$30 million (12%);
- Provides pros and cons for the three 2024 Regional Solicitation funding options as described in this action transmittal;
- Recommends (funding option) as a result of the technical review (Optional);
- Recommends funding the 17 Active Transportation projects shown as part of each of the funding options.



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# For Reference: 2024 Regional Solicitation Notes

1. There is more of funding in the transit modal area than transit project requests. The #1 closest to midpoint option 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. Potential additional overprogramming will be shown in blue once developed.
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. Up to \$18.7M of Active Transportation funding (purple) is included in the scenarios for projects requesting \$2M or less, meet all of the legislative requirements, and can have a construction contract signed 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 up to 17 projects, representing a wide geographic spread of community types (projects within 6 of the 7 counties).