

# Regional Solicitation Evaluation



**TRANSPORTATION COMMITTEE  
MEETING**

**SEPTEMBER 9, 2013**

# Agenda



- Regional Solicitation Evaluation Overview
- Tech Memos 1, 2, and 3; Key Policy Questions
- 3-Step Process for Developing Recommendations

# Regional Solicitation Evaluation Overview



- Assess the effectiveness of the Regional Solicitation
- Determine the efficiency of the Regional Solicitation
- Incorporate MAP-21 Changes

# Project Timeline/Major Tasks/Input



- Timeline: Late 2012 to February 2014
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- Assessment of process, regional policy, MAP-21, and results (Tech Memo 1)
  - Internet Survey and Phone Interviews (Tech Memo 2)
  - Policy Maker Workshop (Tech Memo 3)
  - Development of Recommendations (Tech Memo 4)
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- Project Management Team
  - Steering Committee (TAB Executive Committee + additional Council Member)

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# Tech Memo 1: 2030 Transportation Policy Plan



Major themes of the 2030 TPP include:

- Congestion Management and Mobility on the Non-Freeway Principal Arterials and “A” Minor Arterials
- Transit
- Multimodal Options
- Innovation/Technology

# MAP-21 Funding Levels



<b>SAFETEA-LU</b>	<b>2011 Solicitation</b>	<b>MAP-21</b>	<b>2014 Solicitation</b>	<b>% Funding Decrease</b>
Surface Transportation Program	\$85.8	Surface Transportation Program	\$81.6	-5%
Congestion Mitigation and Air Quality	\$49.7	Congestion Mitigation and Air Quality	\$54.2	+9%
Transportation Enhancements	\$15.9	Transportation Alternatives	\$14.2	-11%
Bridge Improvement and Replacement Program	\$10.0	--	\$0.0	--
<b>Total</b>	<b>\$161.4</b>	<b>Total</b>	<b>\$150.0</b>	<b>-7%</b>

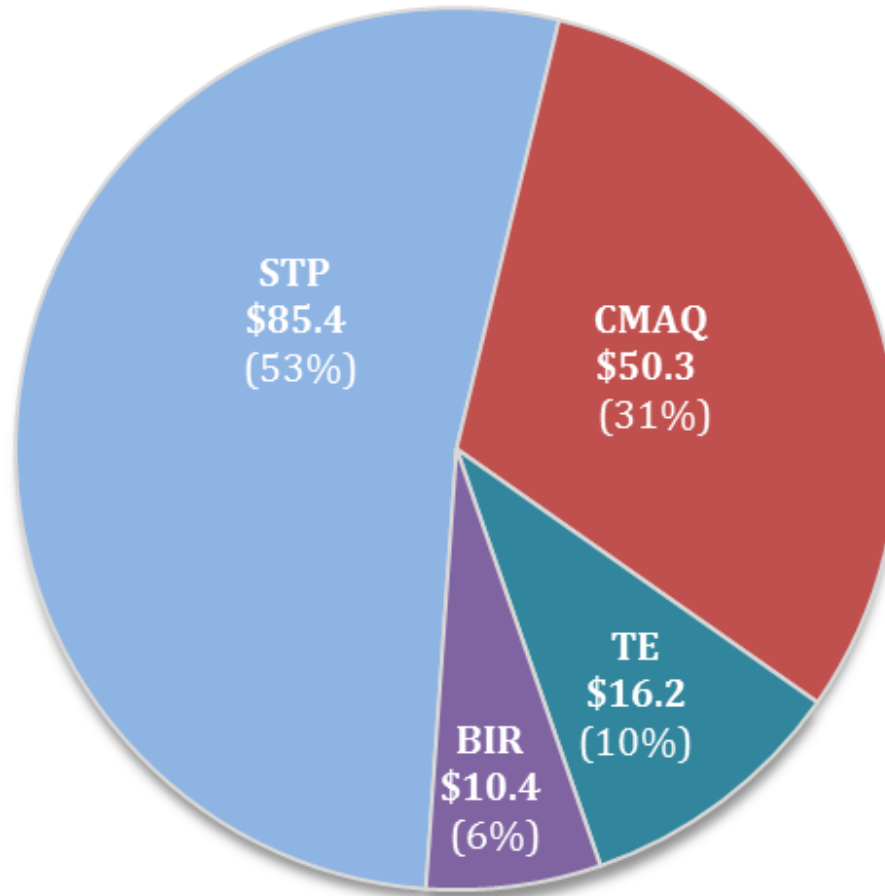
# Summary of Projects Funded 2003-2011



- \$800M of federal funds (leveraged \$400M in local and state funds)
- 271 projects
- 370 lane-miles of “A” Minor Arterial and Non-Freeway Principal Arterials
- 7,474 parking spaces and 173 buses
- 126 miles of bicycle and pedestrian trails and bridges

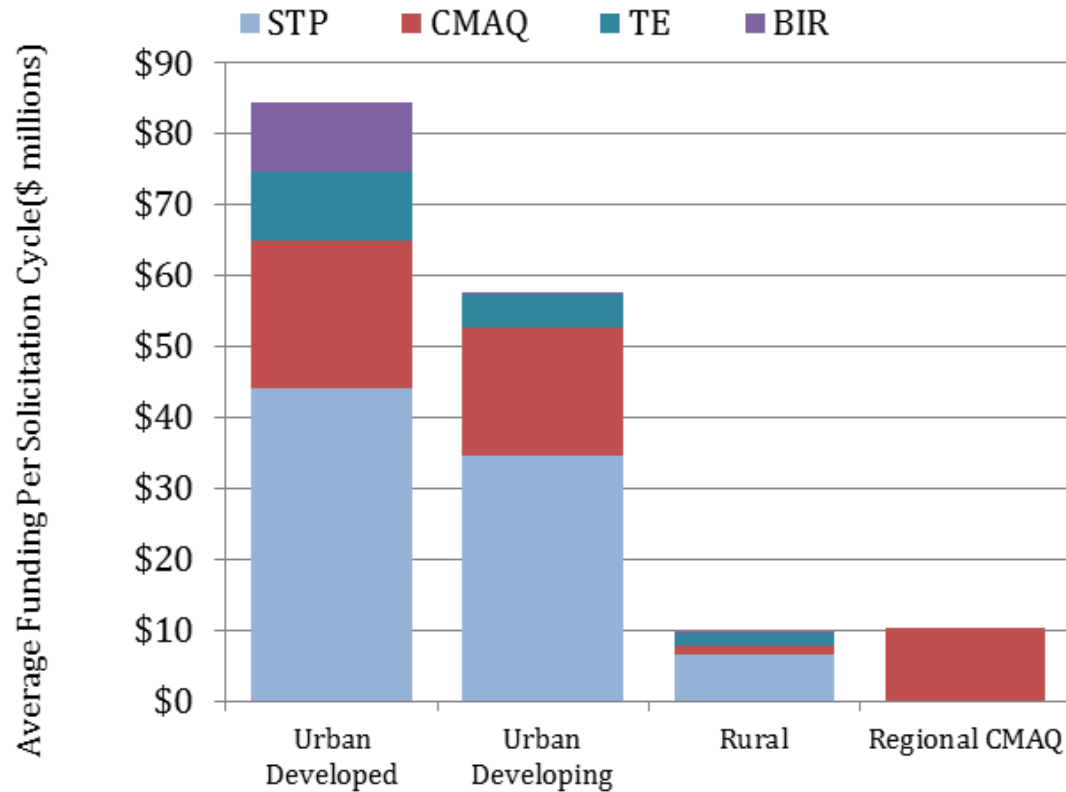


# Funding by Category 2003-2011



**Total Average Federal Funding: \$162 million**

# Funding by Planning Area 2003-2011



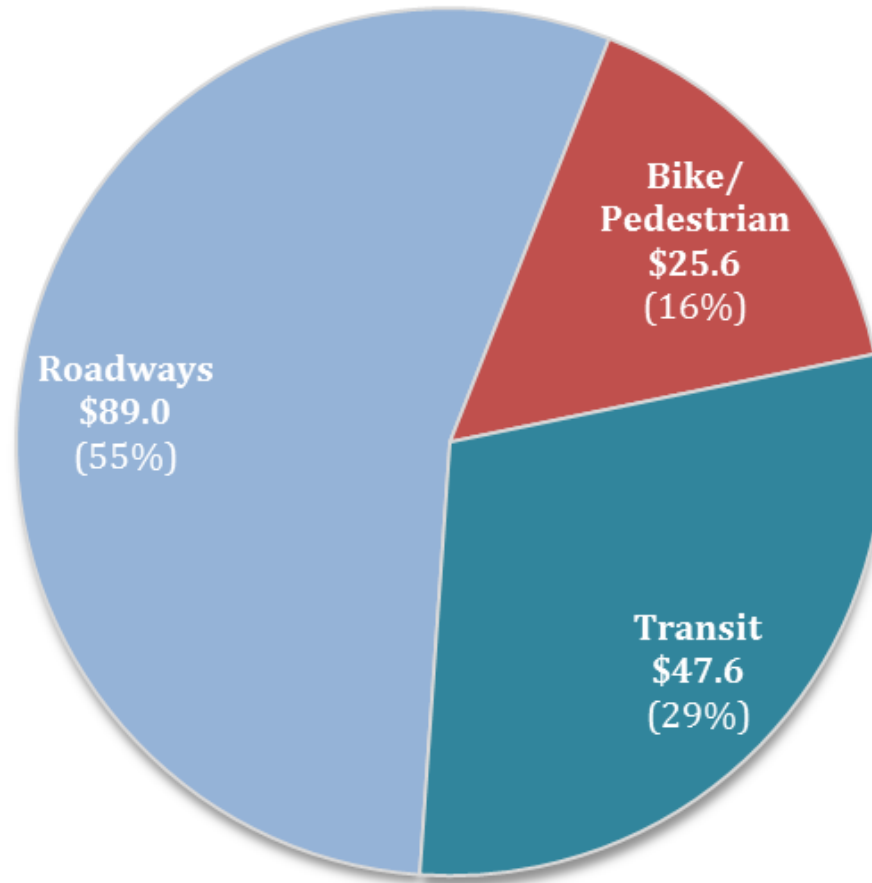
% of Average Biennial Federal Funding	52%	36%	6%	6%
% of Regional Population	59%	34%	7%	100%

# Applicants Success Rate 2003-2011



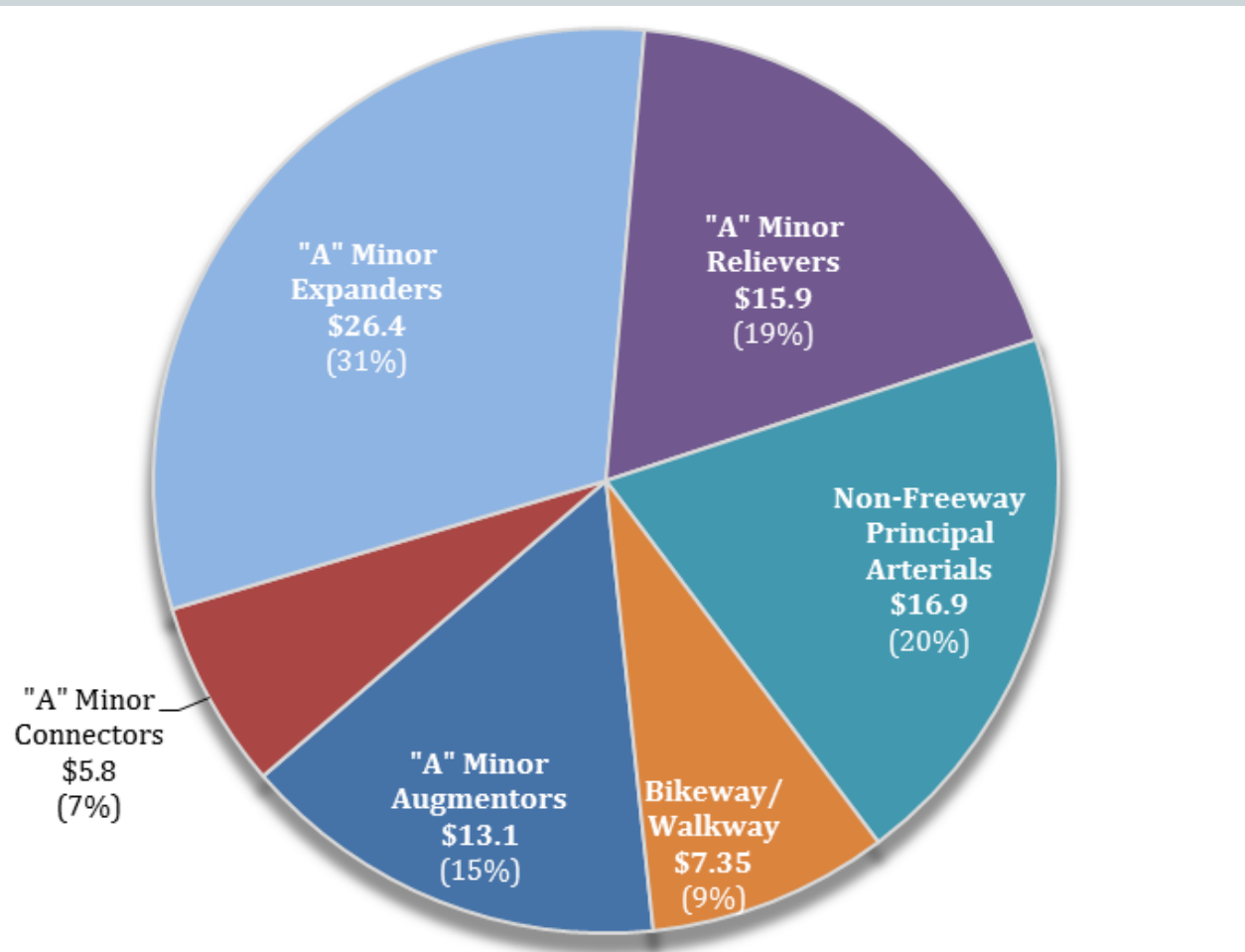
- The success rate for project applications was approximately 42% (271 out of 643 projects):
  - ✓ 72% for CMAQ System Management
  - ✓ 59% for CMAQ Transit
  - ✓ 55% for Bridge
  - ✓ 39% for Transportation Enhancements
  - ✓ 36% for STP Roadways
  - ✓ 24% for STP Bike/Walk
- Success rates by agency type included:
  - ✓ 63% for regional/state transportation agencies
  - ✓ 47% for other agencies
  - ✓ 42% for counties
  - ✓ 36% for cities

# Estimated Funding by Mode 2003-2011



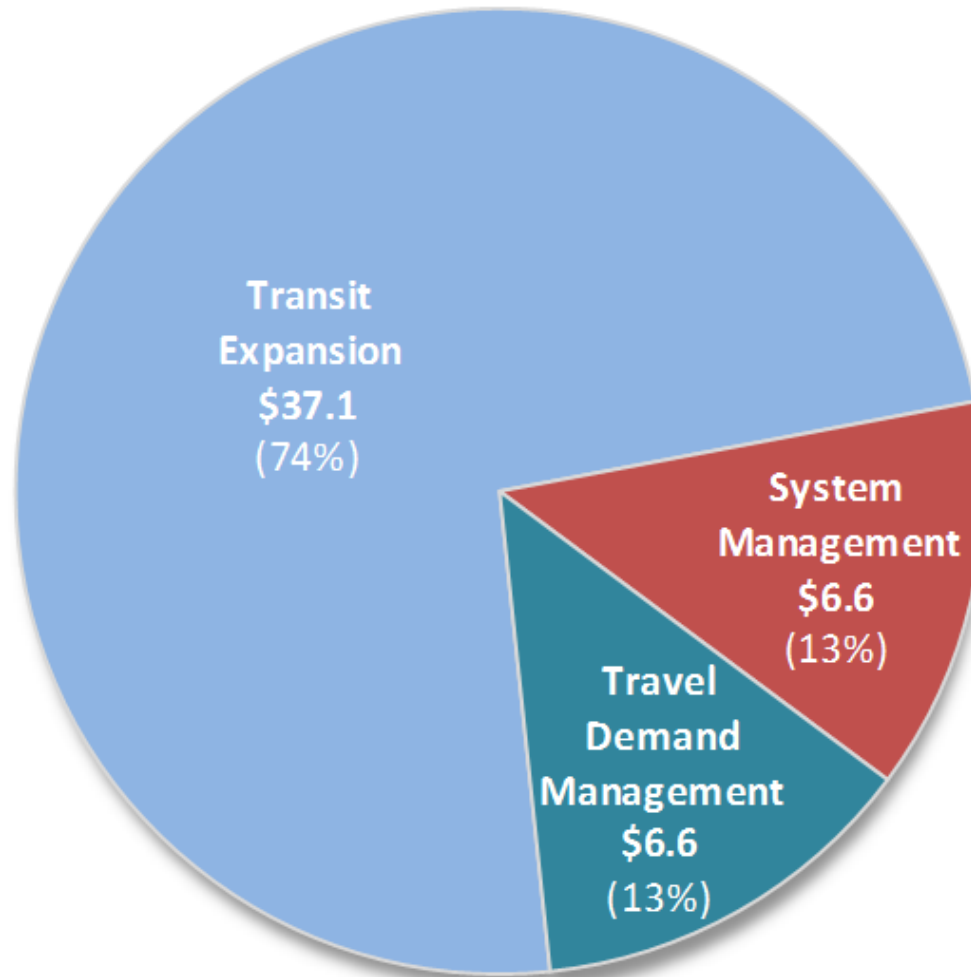
**Total Average Federal Funding: \$162.2 million**

# STP Funding 2003-2011



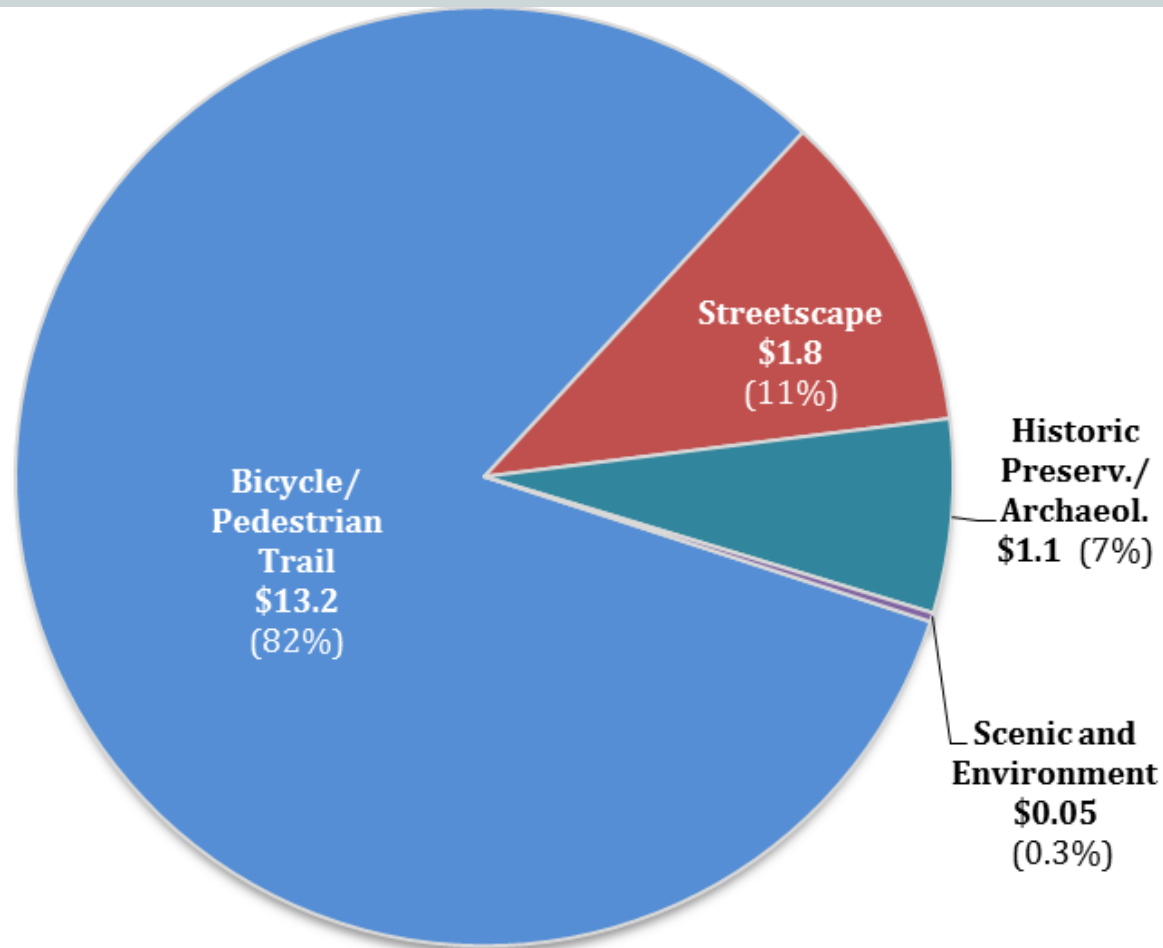
**Total Average STP Funding: \$85.35 million**

# CMAQ 2003-2011



**Total average CMAQ funding: \$50.3 million**

# TE 2003-2011



Total average TE Funding: \$16.2 million

# Tech Memo 2



- Telephone interviews and internet surveys completed in March and April 2013
- 22 telephone interviews
  - ✓ Executive-level staff
  - ✓ Higher-level policy questions
- 53 internet surveys
  - ✓ Project applicants, project scorers, and other technical staff
  - ✓ Technical questions about the solicitation



# Tech Memo 3



## Policy maker workshop:

- May 6, 2013
- 70 attendees including elected/appointed officials, representatives from stakeholder organizations, and senior staff
- Key policy issues related to MAP-21, regional policy, and the Regional Solicitation

# Key Policy Questions



- Summarizes feedback from telephone interviews, internet surveys, and policy maker workshop
- Common themes in agreement
- Key policy discussion items

# Common Themes in Agreement



- Process is data driven and fair
- Process needs to be streamlined
- Funding is awarded in relatively balance way – both geographically and by project types
- Geographic equity is important, but should not be part of technical criteria
- Transportation needs are different in the urban core vs. developing/rural areas

# Common Themes in Agreement



- Funding for the “A” Minor Arterials should be continued
- Bike/pedestrian facility projects should be examined for their connections to the larger systems
- Important concepts that should be stressed include:
  - Multimodal solutions
  - Safety
  - Cost effectiveness
  - Person throughput
  - Making connections (roads, trails, housing, transit, jobs, destinations)
  - Mobility
  - Accessibility

# Key Policy Discussions



- **Surface Transportation Program (STP)**
  - Should the current “A” Minor Arterial funding categories change?
  - Should we accommodate both roadway expansion and reconstruction? How should expansion, preservation, routine maintenance, and reconstruction be defined?
  - Should bundling of small projects be allowed?

# Key Policy Discussions



- **Transportation Alternatives Program (TAP)**
  - Should both regional and local projects be funded?
  - Should the maximum grant size be increased to accommodate larger projects and reduce project fragmentation?
  - How can regional priorities be better reflected in the solicitation process?

# Key Policy Discussions



- **Congestion Mitigation and Air Quality Improvement (CMAQ)**
  - If bus replacement is needed, how should it be funded?
  - How do we address transit expansion versus replacement projects?
  - Should we expand the program to include other multimodal projects?
- **Other**
  - How do we ensure that the project elements proposed in the application are constructed?
  - How should funding be balanced between roads and transit?

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# 3-Step Process



- Step 1: Identify broad principles and general eligibility.
- Step 2: Identify the best way to categorize projects in each funding area to fairly and easily compare them.
- Step 3: Develop broad scoring criteria and options for simplifying/streamlining the process.

# Questions?



- Heidi Schallberg, Project Manger
- Steve Peterson, SRF Consulting
- Charleen Zimmer, Zan Associates
- Marie Cote, SRF Consulting