

### **Transit Application Category Recommendations**

The Policy Work Group met on September 13, 2019 to finalize its recommendations regarding the Transit application categories. The group worked from a discussion document titled Transit BRT Program and New Market Guarantee Options which had been distributed to the group the week prior to the meetings. The following TAB members were in attendance:

Chair Jim Hovland, Kevin Reich, Chris Geisler, Stan Karwoski, Debbie Goettel, Deb Barber, Mary Jo McGuire, Jeff Wosje, Peter Dugan. Written comments on the potential options were also submitted by five members: Mary Hamann-Roland, Mathew Hollinshead, Mary Giuliani Stephens, Myron Bailey, and Stan Karwoski.

After extensive discussion on the options presented in the discussion document, the group concluded it had four major principles that should be accomplished:

- Fund one Arterial BRT project that could be fully funded and implemented in an efficient manner.
- Remove Arterial BRT projects from the other transit application categories to allow other transit projects, including other types of BRT projects to compete more effectively against one another.
- Provide a guarantee of funding for a transit project outside of the urban core.
- Provide an increased level of funding for transit projects in recognition of the high demand and desire for these types of projects.

Given these principles, the group concluded it would not recommend either option in the discussion document, but developed and unanimously recommended the following proposal:

1. Increase the mid-point of the modal funding range for the Transit application category by \$5 M (from \$49 M to \$54 M) and proportionately reduce the modal funding ranges for the Roadway and Bicycle and Pedestrian application categories. The rationale for this increase to \$54 M is to allow at least two non-BRT projects (of \$7 M) to be funded within the transit applications with the remaining \$14 M - \$15 M after allocating \$7 M for TDM/TMOs, \$25 M for ABRT, and \$7M for BRT (assuming that a BRT project scores high enough to be funded in the competitive transit categories). This results in the recommendation for the modal funding ranges as shown at the end of this document.
2. Exclude Arterial BRT applications in the Transit Expansion and Transit Modernization categories and instead set-aside up to \$25 M for one Arterial BRT project. Metro Transit will complete its Network Next process which will provide a prioritization of the next Arterial BRT projects to be implemented within the region. The Network Next results will be presented to TAB along with a recommendation on a project to potentially

receive the funding. TAB will make a final decision on the ABRT project and the funding amount at the time it selects the other Regional Solicitation projects.

3. All other BRT projects (on existing BRT lines, highway BRT, and dedicated or New Start BRT projects) will compete in the Transit Expansion or Transit Modernization categories and be subject to the category maximum funding amount of \$7 M.
4. To assure that non-BRT transit projects continue to compete and receive funding, no more than \$32 M will be allocated to BRT projects in total, including the selected ABRT project and any other high scoring BRT projects in the other categories.
5. Include a New Transit Market Project Guarantee to assure that at least one project that is outside of transit market areas 1 and 2 for at least one end of the project receives funding. (A funded BRT project could fulfill this guarantee.)

**Existing Modal Funding Ranges**

	Roadways	Transit/TDM	Bike/Ped	Unique*	Total
Modal Funding Levels	Range: 48%-68% \$86M-\$122M	Range: 22%-32% \$40M-\$58M	Range: 10%-20% \$18M-\$36M	2.5% for 2020 \$4M-\$5M	\$180M
Midpoint	58% \$104M	27% \$49M	15% \$27M		

**Proposed Modal Funding Ranges**

	Roadways	Transit/TDM	Bike/Ped	Unique*	Total
Modal Funding Levels	Range: 46%-66% \$83M-\$119M	Range: 25%-35% \$45M-\$63M	Range: 9%-19% \$16M-\$34M	2.5% for 2020 \$4M-\$5M	\$180M
Midpoint	56% \$101M	30% \$54M	14% \$25M		

*\*The above percentage ranges reflect the percentage of the total after 2.5% for unique projects is removed for inclusion in the 2022 Regional Solicitation. Amounts shown assume that some level of overprogramming will occur, but TAB will determine the exact amount as part of project selection.*