



SB18-001 Multimodal Transportation Options Fund

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SB18-001 Multimodal Transportation Options Fund

Overview

- General Fund Transfers FY 2018 and FY 2019
- 15% to new Multimodal Fund
 - 15% State Projects
 - 85% Local Projects
- Directs Transportation Commission to establish a distribution formula based on population and transit ridership
- Recipients must provide a match equal to the amount of award



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Multimodal Projects – defined in SB18-001

- Capital or operating costs for fixed route and on-demand transit
- Transportation demand management programs
- Multimodal mobility projects enabled by new technology
- Multimodal transportation studies
- Bicycle or pedestrian projects



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Total General Fund Transfers

FY 2018: \$495m

FY 2019: \$150m

15%

Multimodal Options Fund: \$96.75m

85%

Local Projects: \$82.24m

60%

DRCOG: \$50m (estimate)



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DRCOG Distribution Recommendation

Include in the 2020-23 TIP Process and split between Regional and Subregional shares – separate process for non-MPO area of DRCOG

Pro

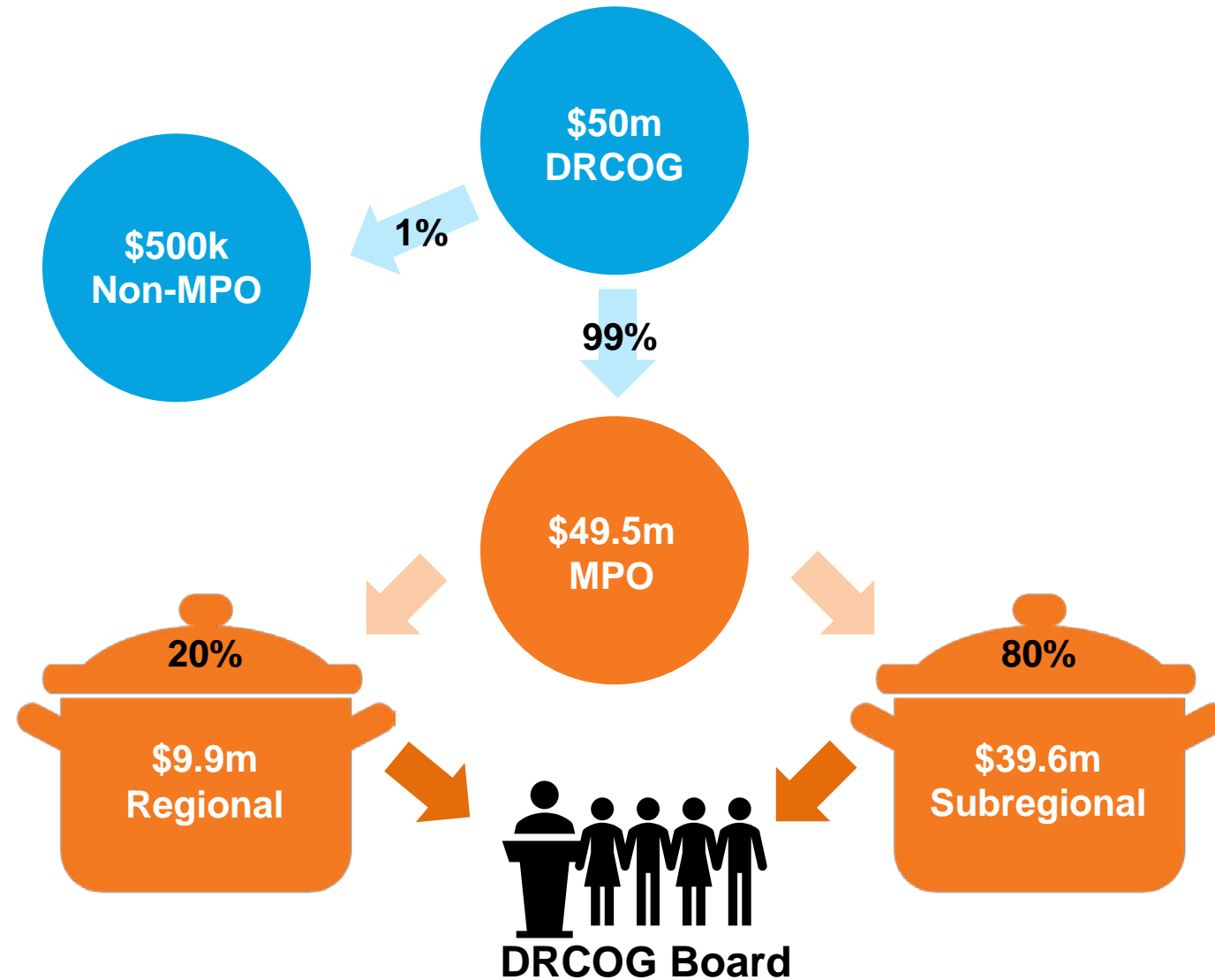
- Consistent with 2018-2021 TIP Waiting List Protocol
- Opportunity to leverage Federal TIP funding
- Synergy with other Regional/Subregional project submittals

Con

- A little “messy” due to eligibility and match requirements



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Other Distribution Options

Fund eligible projects from the 2018-2021 TIP Waiting List with anticipated FY 2018 Multimodal Transportation Options Local Projects funds and roll over FY 2019 funds to the 2020-2023 TIP (less 1% for non-MPO)

Pro

- Maximizes opportunity to fund currently prioritized eligible projects
- Allows opportunity to leverage a portion of SB18-001 Multimodal Transportation Options Local Projects funding with the 2020-2023 TIP process

Con

- Not consistent with the 2018-2021 TIP Waiting List Protocol
- The 2018-2021 TIP waiting list is three years old and may not reflect current priorities nor all of the SB18-001 Multimodal Projects eligibilities

Treat as a new “set-aside” program and run a separate call for projects after the 2020-23 TIP Process is complete

Pro

- Clean process specific to the statutory eligibility and match requirements

Con

- Missed opportunity to leverage Federal TIP funding