



Approve Revolving Match Program Guidelines

Consent

Prepared by: Chris Dougherty

Attachments: Yes

Approved by: James Corless

Referring Committee: Transportation

1. Issue:

Staff is seeking the adoption of the next cycle of the Revolving Match Program Guidelines.

2. Recommendation:

The Transportation Committee recommends that the board adopt the guidelines for the next cycle of the Revolving Match Program.

3. Background/Analysis:

Staff is seeking the approval of the next cycle of the Revolving Local Match Program guidelines, which are included in Attachment 1. The Regional Program policy framework, adopted by the SACOG Board in September 2020, provides the foundation for the Revolving Local Match Program. The program is intended to help project sponsors with additional funding to help pursue major federal or state grants and to support the delivery of their maintenance and capital projects. By adding a strategic amount of funding to a project to increase competitiveness, the program aims to better leverage the SACOG funding round to position projects that align with SACOG initiatives for these larger programs.

Last month the Board approved staff's recommendation to fund four projects with this program with \$11.5 million in funding. If all projects are successful, that \$11.5 million will help bring in approximately \$312 million in infrastructure funding into the region.

In April, the board approved a draft target range of 15-25 percent of the overall 2022-2023 Funding Round budget to support this program, which translates to a range of \$19.2-\$31.8 million based on the initial forecast. A sponsor can request up to a maximum of \$4 million per project. If a selected project does not receive funding from the identified state or federal funding program in that cycle, funds will not be programmed to the project and will be returned to the program for future rounds. Two rounds of the Revolving Local Match Program will be held each year, to provide opportunities as various federal and state programs are released. Applications for the program are intended to be streamlined with a brief application and a project narrative no longer than two pages in length.

To be eligible for this program, a sponsor must do the following:

- Be within the four-county region and be listed in the current Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

- Be federal-aid eligible for Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), or State (State Transportation Improvement Program (STIP) funding
- Identify a specific funding program and meet the eligibility requirements of the program
- Be prioritized by the sponsor in an approved plan
- Projects designed to construct new general purpose unmanaged road or highway capacity will not be eligible for this program.

4. Discussion/Analysis:

For the upcoming round of the program, staff have made some revisions to the prioritization criteria to better align with the current 2020 MTP/SCS. Staff is requesting that applicants choose 2-4 of the following policies that align with the identified federal or state grant program and develop a project narrative on how the project addresses the selected policies. That project narrative is intended serve as an executive summary or Introduction to their primary grant application.

The Projects that are eligible will be prioritized on the following outcomes:

- Reduce the growing system maintenance funding gap by prioritizing spending flexible revenues on state-of-good repair improvements before investing in system expansion.
- System expansion investments that are not directly paid for by new development should be focused on fixing major bottlenecks that exist today, and/or incentivize development opportunities in infill areas.
- Transit expansion, particularly light rail and other fixed infrastructure transit options should be targeted at communities with supportive land use policies and development patterns that will generate transit ridership and improve the cost recovery rates for transit service.
- Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.
- Transportation infrastructure investments should be planned and built in a way that makes the system more resilient to extreme weather events and natural disasters.
- Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
- Prioritize and incentivize transportation investments that benefit environmental justice communities.
- Invest in transportation improvements that improve access to major economic assets and job centers.
- Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

If adopted, staff plans to release a call for projects at the end of September, with applications due in December. Staff anticipates bringing forward a list of recommended projects in February of 2023.

5. Fiscal Impact/Grant Information:

The adopted Regional Funding Round budget forecast of \$130 million provides the funding for the Revolving Match Program, which is comprised of STIP, RSTP, and CMAQ funds.

6. This staff report aligns with the following SACOG Work Plan Objectives:

Goal 1 : Advance Economic Prosperity

Objective 1: Invest in and protect the transportation infrastructure needed to implement the region's economic prosperity plan.

Goal 2 : Connected Communities

Objective 1: Develop more sustainable sources of future transportation funding while winning new competitive state and federal transportation grants.

Objective 3: Prioritize cost-effective transportation investments that enhance mobility while improving safety, air quality, and the condition of transportation infrastructure and assets.