



Project Oversight Committee

Thursday, August 26, 2021

2 p.m. to 4 p.m.

REMOTE PARTICIPATION ONLY

Zoom:

<https://us06web.zoom.us/j/83994299468?pwd=d1B1WkQzdYtDMY9tK01pTWt1NlJIUT09>

Meeting ID: 839 9429 9468

Passcode: CRTPO

Phone Number: 1-301-715-8592, Passcode: 510831

AGENDA

1. Welcome & Introductions Andrew Ventresca

2. Determine budgets for 2021 Fall Call Funding Andrew Ventresca
 - Review funding scenarios (attached)

Requested Action: Finalize budgets for implementing the 2021 Fall Call

3. Upcoming Issues Andrew Ventresca
 - Next POC Meeting: September 9th at 2 p.m.

4. Adjourn



**Fall 2021 Discretionary Project Call for Projects
Available Funding Scenarios
Project Oversight Committee**

| Availability* | Funding Type | Funding Amount in Millions |
|---------------|--|----------------------------|
| FY 22 | Infrastructure Funds (Stimulus), STBG-DA, BA | \$13.3 |
| FY 23 | Estimated CMAQ | \$7.6 |
| FY 25 | STBG-DA | \$29.3 |
| FY 26 | STBG-DA and TAP | \$16.9 |
| | Subtotal of... | \$67.1 |

*FY 24 funds are already programmed

| Proposed Scenario | Pros | Cons | Funding Availability for 2021 Fall Call | | Funding Target for Highway | Funding Target for Non-Highway |
|--|---|--|---|----------------------------|--|---|
| | | | Availability | Funding Amount in Millions | | |
| 1) Recommend availability of FY 22-25 funding and reserve FY 26 funds for future year project calls | <ul style="list-style-type: none"> Reduce the necessity of developing cost estimates for projects several years from construction May reduce the need for shortfall allocations in future project calls | <ul style="list-style-type: none"> Possible misconception of not allocating all available funding May accrue significant unobligated balance if the CRTPO receives a substantial amount of new funding from the federal transportation reauthorization | | | Using this scenario - Highway funding target for 2021 Fall Call would be \$40.2 millions | Using this scenario - Non-Highway Funding Target for 2021 Fall Call would be \$10 million |
| | | | FY 22 | \$13.3 | | |
| | | | FY 23 | \$7.6 | | |
| | | | Total | \$50.2 | | |
| 2) Recommend availability of FY 22 and FY 23 funds and Reserve FY 25 and FY 26 funds for future year project calls | <ul style="list-style-type: none"> Reduce the necessity of developing cost estimates for projects several years from construction May reduce the need for shortfall allocations in future project calls | <ul style="list-style-type: none"> Possible misconception of not allocating all available funding May accrue significant unobligated balance if the CRTPO receives a substantial amount of new funding from the federal transportation reauthorization | | | Target \$16.7 million | Target \$4.2 million |
| | | | FY 22 | \$13.3 | | |
| | | | FY 23 | \$7.6 | | |
| | | | Total | \$20.9 | | |
| 3) Retain a certain percentage (25, 50, 75%) of the FY 25 and FY 26 allotments. (This scenario could work on any Transportation Bill funds too) | <ul style="list-style-type: none"> Cash reserve for shortfalls Lower risk of shortfalls by not estimating so far into the future | <ul style="list-style-type: none"> Possible misconception of not allocating all available funding May accrue significant unobligated balance if the CRTPO receives a substantial amount of new funding from the federal transportation reauthorization | Example retaining <u>25%</u> of FY 25 & 26 | | Target \$44.5 million | Target \$11.1 million |
| | | | | | | |
| | | | FY 22 | \$13.3 | | |
| | | | FY 23 | \$7.6 | | |
| | | | FY 25 | \$22.0 | | |
| | | | FY 26 | \$12.7 | | |
| Total | \$55.6 | | | | | |
| 4) Prioritize projects from both 2020 and 2021 project calls | <ul style="list-style-type: none"> Accelerate the delivery of the most competitive projects between the two years' worth of project calls Projects that are ready to move forward will be accelerated | <ul style="list-style-type: none"> Potential for confusion amongst member jurisdictions, particularly if a 2021 project is accelerated ahead of a project from the 2020 project call | Shown with Option 1 (reserving FY 26 funds) | | Shown with Option 1 (reserving FY 26 funds) Target \$40.2 million | Shown with Option 1. Target \$10 million |
| | | | | | | |
| | | | FY 22 | \$13.3 | | |
| | | | FY 23 | \$7.6 | | |
| | | | FY 25 | \$29.3 | | |
| Total | \$50.2 | | | | | |

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| <p>5) Accelerate Fall Call 2020 projects and continue with 2021 Fall Call- (Please see the Table below showing 2020 Call projects funds needed to advance)</p> | <ul style="list-style-type: none"> Use FY 22 & FY 23 funds: Program all PE and ROW from 2020 call Program at least all of PE from 2021 call Program as much of ROW from 2021 call Use FY 25 funds for ROW and CON for 2020 and 2021 calls | <ul style="list-style-type: none"> CMAQ funds may be programmed on several projects which is not desirable. This could require several emissions benefit analyses Programming funds now for CON in 25 may lead to cost increases since we are estimating several years prior to construction | <p>Shown with Option 1 (reserving FY 26 funds).</p> <table border="1"> <thead> <tr> <th>Availability</th> <th>Funding Type</th> <th>Funding Amount in Millions</th> </tr> </thead> <tbody> <tr> <td>FY 22</td> <td>Fund PE and ROW of 2020 Fall</td> <td>\$1.3</td> </tr> <tr> <td>FY 22</td> <td>Fund PE and ROW of 2021 Fall Call (up to \$12M)</td> <td>\$12</td> </tr> <tr> <td>FY 23</td> <td>Estimated CMAQ</td> <td>\$7.6</td> </tr> <tr> <td>FY 25</td> <td>Fund CON of 2020 Fall Call</td> <td>\$4.2</td> </tr> <tr> <td>FY 25</td> <td>Fund CON of 2021 Fall Call (up to \$25.1)</td> <td>\$25.1</td> </tr> <tr> <td colspan="2">Subtotal</td> <td>\$50.2</td> </tr> </tbody> </table> | Availability | Funding Type | Funding Amount in Millions | FY 22 | Fund PE and ROW of 2020 Fall | \$1.3 | FY 22 | Fund PE and ROW of 2021 Fall Call (up to \$12M) | \$12 | FY 23 | Estimated CMAQ | \$7.6 | FY 25 | Fund CON of 2020 Fall Call | \$4.2 | FY 25 | Fund CON of 2021 Fall Call (up to \$25.1) | \$25.1 | Subtotal | | \$50.2 | <p>Shown with Option 1. (reserving FY 26 funds) Target \$40.2 million</p> | <p>Shown with Option 1. Target \$10 million</p> |
|--|---|---|--|--------------|--------------|----------------------------|-------|------------------------------|-------|-------|---|------|-------|----------------|-------|-------|----------------------------|-------|-------|---|--------|-----------------|--|---------------|---|---|
| Availability | Funding Type | Funding Amount in Millions | | | | | | | | | | | | | | | | | | | | | | | | |
| FY 22 | Fund PE and ROW of 2020 Fall | \$1.3 | | | | | | | | | | | | | | | | | | | | | | | | |
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| FY 25 | Fund CON of 2021 Fall Call (up to \$25.1) | \$25.1 | | | | | | | | | | | | | | | | | | | | | | | | |
| Subtotal | | \$50.2 | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>6) Combination of Options – For example: Combine 1, 3, and 5.</p> <ul style="list-style-type: none"> Option 1) Reserve FY 26 funds Option 3) Save 25% of NEW Transportation Bill funds - program all FY 25 funds now Option 5) Accelerate 2020 Fall Call projects (staff to check with awardee if they want to be accelerated) | <ul style="list-style-type: none"> Cash reserve for shortfalls (set aside 25% of new funds) Accelerates older awarded projects Reduce the necessity of developing cost estimates for projects several years from construction May reduce the need for shortfall allocations in future project calls Fall 2020 projects may be eligible for CMAQ if we do not receive enough 2021 applications | <ul style="list-style-type: none"> Uncertain of the amount (if any) of new Transportation Bill funds CMAQ funds may be programmed on several projects which is not desirable. Programming funds now for CON in 25 may lead to cost increases since we are estimating several years prior to construction | <p>Shown with Option 1 (reserving FY 26 funds).</p> <table border="1"> <thead> <tr> <th>Availability</th> <th>Funding Type</th> <th>Funding Amount in Millions</th> </tr> </thead> <tbody> <tr> <td>FY 22</td> <td>Fund PE and ROW of 2020 Fall</td> <td>\$1.3</td> </tr> <tr> <td>FY 22</td> <td>Fund PE and ROW of 2021 Fall Call (up to \$12M)</td> <td>\$12</td> </tr> <tr> <td>FY 23</td> <td>Estimated CMAQ</td> <td>\$7.6</td> </tr> <tr> <td>FY 25</td> <td>Fund CON of 2020 Fall Call</td> <td>\$4.2</td> </tr> <tr> <td>FY 25</td> <td>Fund CON of 2021 Fall Call (up to \$25.1)</td> <td>\$25.1</td> </tr> <tr> <td colspan="2">Subtotal</td> <td>\$50.2</td> </tr> </tbody> </table> | Availability | Funding Type | Funding Amount in Millions | FY 22 | Fund PE and ROW of 2020 Fall | \$1.3 | FY 22 | Fund PE and ROW of 2021 Fall Call (up to \$12M) | \$12 | FY 23 | Estimated CMAQ | \$7.6 | FY 25 | Fund CON of 2020 Fall Call | \$4.2 | FY 25 | Fund CON of 2021 Fall Call (up to \$25.1) | \$25.1 | Subtotal | | \$50.2 | <p>Shown with Option 1. (reserving FY 26 funds) Target \$40.2 million</p> | <p>Shown with Option 1. Target \$10 million</p> |
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| FY 22 | Fund PE and ROW of 2020 Fall | \$1.3 | | | | | | | | | | | | | | | | | | | | | | | | |
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| Subtotal | | \$50.2 | | | | | | | | | | | | | | | | | | | | | | | | |

| 2020 Fall Call Bicycle and Pedestrian Projects* | | | | | | | |
|---|---------------|----------------------------|----------------------|-----------------------------|-----------------------|-----------------------------|-----------------------|
| Project Name | Jurisdictions | Current Programmed PE Year | PE Discretionary Amt | Current Programmed ROW Year | ROW Discretionary Amt | Current Programmed CON year | CON Discretionary Amt |
| The Park - Huntersville Greenway | Huntersville | FY 25 | \$140,000 | FY 26 | \$258,000 | FY 28 | \$1,348,000 |
| Union Street striping and sidewalk project | Marshville | FY 25 | \$50,000 | n/a | \$0 | FY 26 | \$268,000 |
| Marvin Loop Trail | Marvin | FY 25 | \$146,250 | FY 26 | \$93,240 | FY 28 | \$784,560 |
| Moore Street Pedestrian Improvements | Mooreville | n/a | \$0 | n/a | \$0 | FY 25 | \$1,199,640 |
| North Main Street Pedestrian Improvements | Mooreville | FY 25 | \$110,000 | FY 26 | \$493,000 | FY 27 | \$585,000 |
| Totals | | | \$446,250 | | \$844,240 | | \$4,185,200 |

*Highway and shortfall projects are already funded and programmed with BA and STBG-DA funds from FY 21.