



# Evaluation of inclusive growth elements in FY2020-24 Surface Transportation Program (STP) Shared Fund program

June 25, 2020



# Inclusive growth elements currently in use

Using benefits to disadvantaged users as a criterion in project scoring (up to 10% of total score)

No match requirement for lower capacity local governments

Funding for preliminary engineering for lower capacity local governments

# Elements potentially working against inclusive growth

Points awarded for higher local financial commitment

Points awarded for project readiness

# Evaluation questions

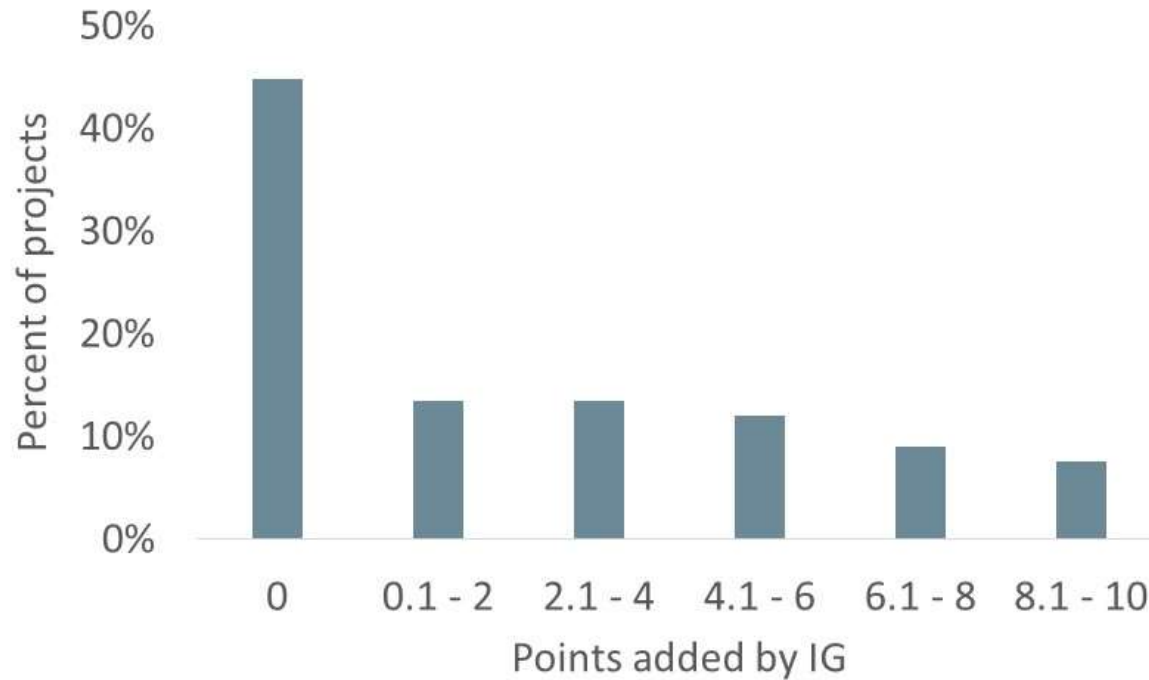
Did scoring for inclusive growth change the mix of projects selected?

Did scoring for financial commitments and project readiness work against inclusive growth?

Does eliminating local match and offering PE funding encourage lower-capacity local governments to submit projects?

Project types	Project readiness			Transportation impact			Planning factors				
	Engineering/ ROW completion	inclusion in plans	financial commitments	current condition/need	improvement	Jobs/housing benefit	green infrastructure	freight movement	inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements							5	-	10	10	-
Truck route improvements							5	-	10	10	-
Road expansions							5	5	10	5	-
Road reconstructions							5	5	10	5	-
Bridge rehab/ reconstructions	10	10	5	20	20	10	-	5	10	10	-
Corridor-level or small area safety improvements							-	5	10	10	-
Transit station rehab/ reconstructions							-	-	10	5	10
Bus speed/reliability improvements							-	-	10	5	10
	Maximum: 25			Maximum: 50			Maximum: 25				
Total: 100 + Council/CDOT support bonus											

# Distribution of IG scoring in last funding cycle



# Does IG scoring change things?

If IG points were **NOT** considered:

5 projects worth \$19.2 m would likely shift out of the program

2 projects worth \$18.9 m would likely shift in

**21% reduction** in number of nonwhite project users under poverty level

# Are other scoring elements working against IG?

If financial commitments points not included, **no change** in number of nonwhite project users under poverty level

If project readiness points not included, **no change** in number of nonwhite project users under poverty level



# Alternative place-based evaluation of IG scoring

% of funding **requested** for projects in EDAs 24%

% of funding **awarded** to projects in EDAs 27%

Including IG resulted in \$7.6 m increase in funding to projects in EDAs

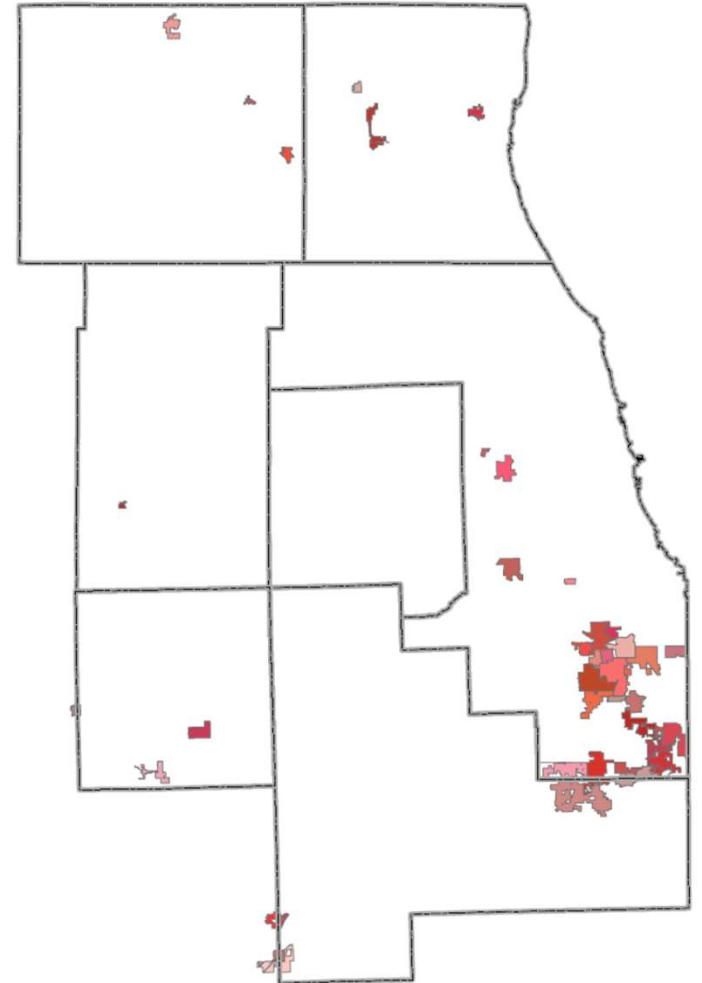
# Results of eliminating match requirement

Match requirement eliminated for “cohort 4” municipalities only\*

5 municipal applicants eligible

Awarded on 3 municipal projects, saving them \$1.7 m

\*Cohorts gauge municipal capacity based on population, tax base, and income

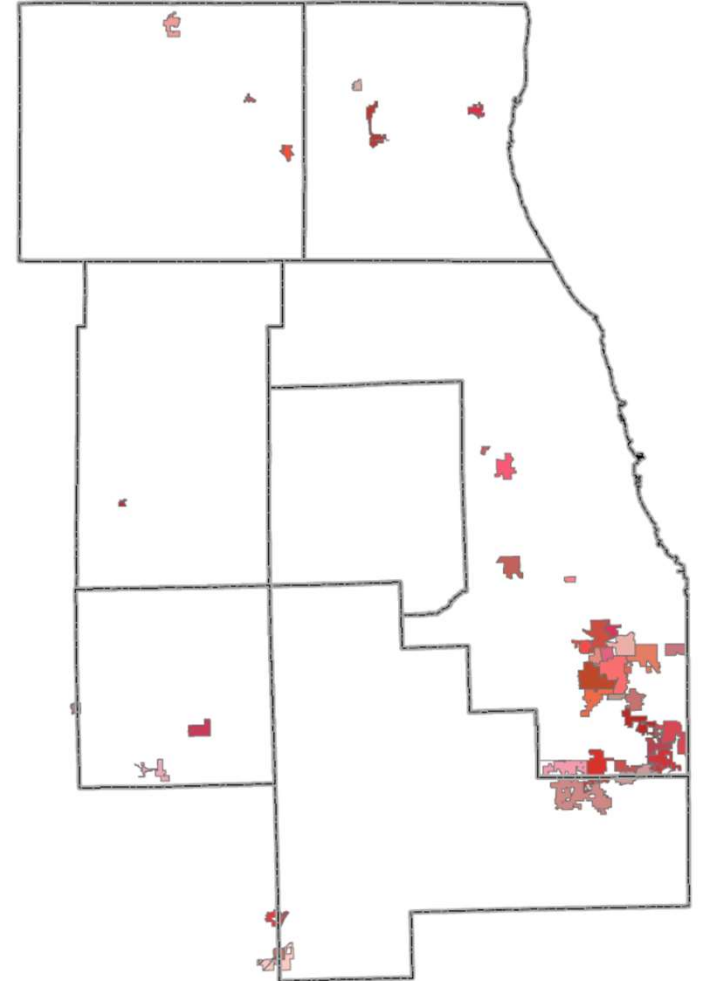


# Results of offering funding for preliminary engineering

Preliminary engineering funded for cohort 4 municipalities only

Sought by 4 applicants

Awarded for 3 applicants



# Effect of eliminating match and PE requirements

Application rate, all municipalities*	12%
Application rate, cohort 4 municipalities only	15%
Success rate, all municipalities	36%
Success rate, cohort 4 municipalities only	50%

\*all figures exclude City of Chicago

# Evaluation questions

Did scoring for inclusive growth change the mix of projects programmed?

→ Yes, to a moderate degree

Did scoring for financial commitments and project readiness work against inclusive growth?

→ No

Does eliminating local match and offering PE funding encourage lower-capacity local governments to submit projects?

→ Appears to have a positive effect

# Next steps

Increase the priority in scoring given to non-white users under the poverty line?

Change inclusive growth scoring to emphasize job access (or access to other destinations)?

What else can we consider to promote IG?