

INFORMATION ITEM

DATE: June 11, 2021
TO: Transportation Advisory Board
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SUBJECT: 2022 Regional Solicitation: Modal Funding Ranges

Shown in the table below are funding ranges by mode. In 2020, the proportionate range was slightly altered from the 2003-2018 to accommodate additional transit funds after establishing the Arterial Bus Rapid Transit (ABRT) category.

	Roadways Including Multimodal Elements	Transit and TDM	Bicycle and Pedestrian Facilities	Total
2003-2018	Range of 48%-68% Midpoint: 58%	Range of 22%-32% Midpoint: 27%	Range of 10%-20% Midpoint: 15%	100%
2020	Range of 46%-65% Midpoint: 55.5%	Range of 25%-35% Midpoint: 30%	Range of 9%-20% Midpoint: 14.5%	100%

Note: Unique projects, used intermittently in 2003-2018 and accommodated via set-aside in 2020, are omitted from ranges.

While unique projects were eligible to apply in the past and some have been funded, specific funds were never allocated to this project type until 2020. As part of the process to program Regional Solicitation funds in 2020, 2.5% (approximately \$4.9M) of the available federal funding was set aside for unique projects, which are defined as projects that do not fit into the established categories. Because unique projects tend to be innovative, the funds are set aside on a one-cycle delay (as is done for the Travel Demand Management category). TAB will first be asked to approve a funding level for the Travel Behavior Inventory and Regional Travel Model work and then the remaining funds will be considered for any submitted unique project applications. TAB may also elect to fund unique projects at an amount lower than 2.5%, depending on the number and quality of the submittals.

Based on the 2020 Regional Solicitation, the Unique Projects setaside will be 2.5% of the total program. TAB will be asked to adopt these modal funding ranges along with this setaside in August.