

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

INFORMATION ITEM

DATE: May 26, 2021
TO: Technical Advisory Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Steve Peterson, Manager of Highway Planning and TAC/TAB Process (651-602-1819)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
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 setaside 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 approve a funding level for the Travel Behavior Inventory and the Regional Travel Model 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.