

# Active Transportation Solicitation Update

TAC Planning



10/9/2025



# Active Transportation Sales and Use Tax Update



# Proposed Modal+ Hybrid Structure

## Safety

### Proactive Safety (All Modes):

Small Projects (HSIP)  
Large Project  
(Reg Sol Federal  
Funding)

### Reactive Safety (All Modes):

Small Projects (HSIP)  
Large Projects  
(Reg Sol Federal  
Funding)

## Dynamic and Resilient

### Bicycle/Pedestrian

*Federal Reg Sol Funding*

Regional Bike Facilities

*Reg Active Transportation Funding*

Local Bike Facilities

Local Pedestrian  
Facilities

Active Transportation  
Planning

### Transit

Transit Expansion  
(Including  
Microtransit)

Transit Customer  
Experience

Arterial Bus Rapid  
Transit

### Roadway

Roadway  
Modernization

Congestion  
Management  
Strategies

- At-Grade Projects
- New Interchanges

Bridge Connections

## Environment

EV Charging  
Infrastructure

Travel Demand  
Management  
(TDM)

## Regional Data

Regional Modeling/Travel Behavior Inventory

The goal area, Our Region is Equitable and Inclusive, is being proposed as a scoring measure called Community Considerations.



# TAB AT Working Group Decision Points





# Key Policy Decisions

## TAB Active Transportation Working Group

The group is meeting monthly to make recommendations on key policy topics for the upcoming active transportation solicitation

Key policy topics being discussed for recommendations

- **Local match requirements**
- **Minimum and maximum award amounts**
- **Total funds available for 2026 Solicitation**
- **Geographic balance considerations**
- **Solicitation schedule / relationship with federal Regional Solicitation\***

\*future solicitations beyond 2026, may not receive recommendation this year



# Recap of Key Decisions (1)

## Recommendations moving forward based on feedback

Following discussions in 2025 and recommendations heard from policymakers, items below are recommended to be incorporated into the Active Transportation Solicitation

Items to go with action item to the Funding and Programming in October

- Project Categories:
  - Active Transportation funded projects separated from federally funded projects by solicitation project category
  - Create a new category for planning for active transportation
- Minimum and Maximum Awards:
  - Concur with proposed maximum awards for the Active Transportation categories
  - Reduce minimum for bicycle and pedestrian infrastructure to \$150,000
  - Active Transportation Planning to have no minimum award amount
- Funding target for the 2026 Active Transportation Solicitation:
  - Funding target of \$50 million for the 2026 Active Transportation Solicitation with a 5% reserve
  - Funding target of \$2 million for active transportation planning category (to receive recommendation in October)



# Recap of Key Decisions (2)



## Recommendations moving forward based on feedback

Following discussions in 2025 and recommendations heard from policymakers, the following is recommended to be incorporated into the Active Transportation Solicitation

Items to go with later action item

- Local match:
  - No or small (5%) local match required for 2026 selected projects (final decision with TAB)
- Project funding eligibility:
  - Design and engineering of selected projects will be eligible for grant funding in addition to construction elements
- Project category application details:
  - Application questions, qualifying criteria and scoring measures
- Geographic balance:
  - What measures (if any) should be established to ensure AT funds are distributed across the region (October decision)



# October Decisions





# Geographic Balance for Active Transportation Funds

## Options Being Considered for Active Transportation Funding

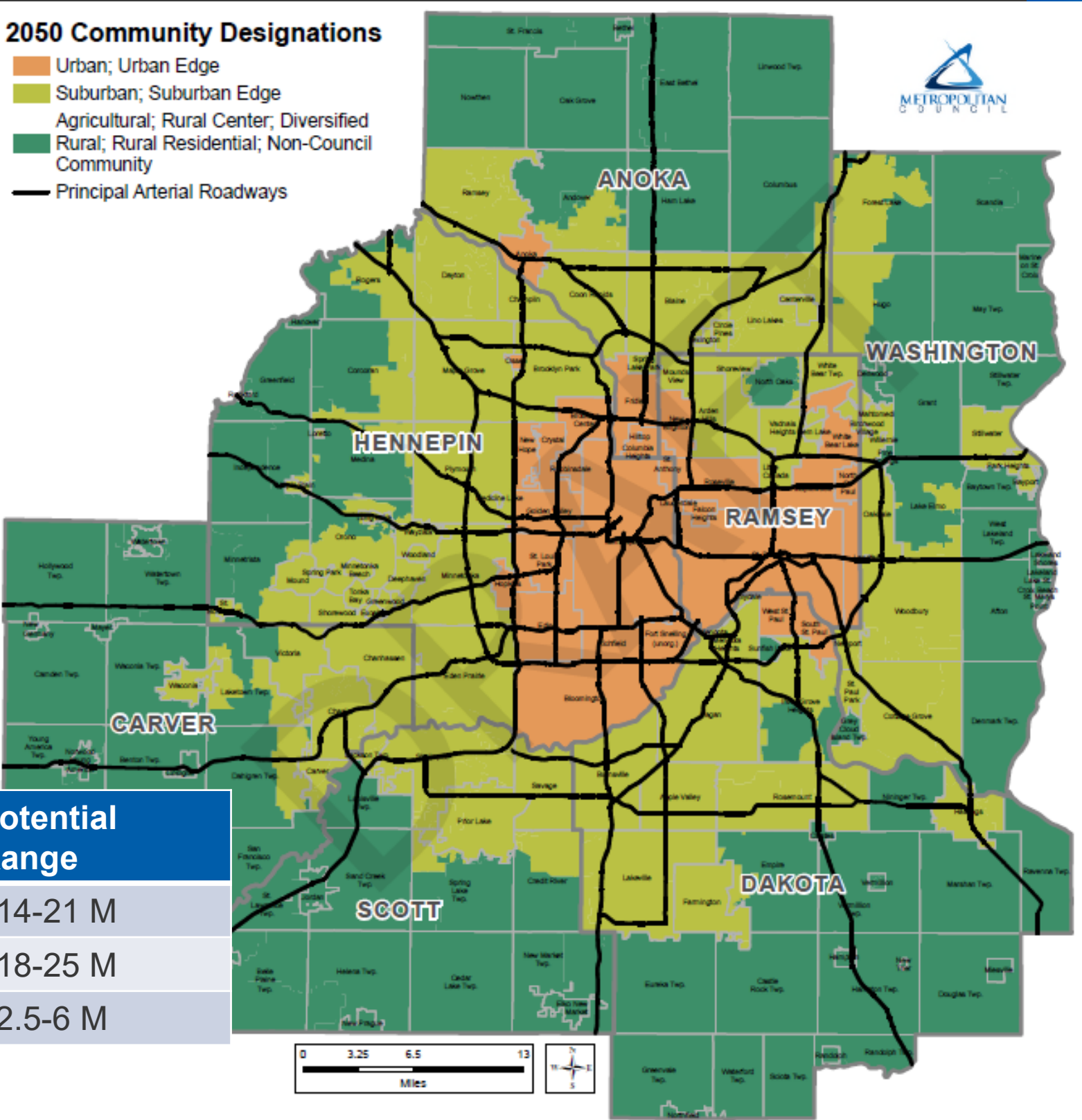
1. **Do nothing.** Additional funding may naturally lead to geographic balance.
2. **Split into three geographic buckets** based on Imagine 2050 Community Designations. Distribute the available funding based on population or employment.
3. **Guarantee at least one project from the urban, suburban, and rural areas or limit the number of applications** for each agency to ensure the funding is spread around the region.



# Geographic Balance for AT

## Potential Funding Splits

Designation	Population	Jobs	Potential 2 Year Funding	Potential Range
Urban	42%	53%	\$17.6 M	\$14-21 M
Suburban	52%	45%	\$21.84 M	\$18-25 M
Rural	6%	2%	\$2.52 M	\$2.5-6 M





# Active Transportation Solicitation Schedule Options Under Consideration

## Active Transportation Solicitation Beyond 2026

### Policy Questions on Solicitation Schedule

Should the Active Transportation Solicitation occur:

- Annually, or
- Biennial (in-line with the federal Regional Solicitation)

Should the Active Transportation Solicitation be released on a cycle

- Concurrent with release of the Regional Solicitation, or
- Staggered from the federal regional solicitation / its own time of the year
  - An option for discussion – in 2026 release the Active Transportation Solicitation earlier in the year than the federal solicitation to give applicants more time with a new program