



# Transportation Economic Development Program Changes

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- Established in 2010
- Coordinated program between MnDOT and DEED
- Purpose: fund transportation improvements with measurable economic benefits
- Previous Solicitations: 2010, 2012, 2013, 2015

- Next Solicitation is starting this month
- Applications due September 15, 2017
- Funding for projects starting construction 2018-2020
- Anticipated announcement of awards: December

# Major Change to the Program

- Split the program into 2 parallel programs
  - MnDOT: Transportation Economic Development (TED) Program – only trunk highway eligible expenses
  - DEED: Transportation Economic Development Infrastructure (TEDI) Program – only non-trunk highway eligible infrastructure expenses
- Same deadlines, but separate applications
- Reflects differences in the 2 TED statutes

# Other Changes to Program

- Longer application window (3 months, instead of 2)
- New required attachments:
  - Project Layout or conceptual drawing
  - Board/council resolution
- MnDOT funded projects must start construction within 3 calendar years of award

# Required Local Match

- MnDOT TED unchanged:
  - Minimum 30% local or amount required by Cost Participation Policy
- DEED TEDI – no required local match
  - However, local share considered in project scoring

# Other Changes

- Less restrictions on types of jobs (i.e. retail now eligible), but scoring still favors higher paying job creation/retention
- Formal scoring for non-public contributions of cash or ROW
- Revamped Project Readiness Criteria: now project risk assessment similar to TAB Regional Solicitation
- Use of transportation benefit-cost analysis:
  - DEED TEDI – will not use BCA
  - MnDOT TED – will still use BCA, but now only 50% of transportation score

# Metro-Specific Changes

- Interchange Committee Approval required prior to submitting requests for interchange projects
- Recent council principal arterial intersection conversion and truck route studies now considered in MnDOT TED scoring



# Other Transportation Scoring Considerations

- Addresses a sustained crash location or an issue identified in a district or county safety plan
- Project on the NHS
- Addresses asset management need
- Removes geometric barriers on an OSOW route
- Improves access to an intermodal facility
- Scenic Byway project
- Includes bike/ped/transit improvements
- Addresses a flooding risk
- Addresses a priority rail grade crossing

# New Geographic Balance Bonus Points

- Metro applications will still be scored and ranked separately from Greater MN applications
- New opportunity for bonus points (up to 5, out of a total score of 100)
- Metro specific system:
  - Points based on whether any projects have been funded in the county in the last 2 rounds
  - Points based on whether any projects have been funding in the municipality or township in the last 3 rounds

# Side by Side Summary

Factor	Pre-2017 TED	New DEED TEDI	New MnDOT TED
<b>Eligible Projects</b>	Both trunk highway and non-trunk highway	Only non-trunk highway	Only trunk highway
<b>Required local match</b>	Minimum 30%	No match required, but non-state leverage considered in project scoring	Minimum 30%
<b>Maximum award</b>	\$10 million	No maximum, but total funding amount available generally limited	\$10 million
<b>Criteria</b>	35% - Economic Development 35% - Transportation 20% - Financial Plan 10% - Project Readiness	25% - Job Creation 25% - Transportation 20% - Tax Base Increase 15% - Private Investment 15% - Non-state leverage	40% - Economic Development 40% - Transportation 20% - Project Risk Assessment  Bonus Points: - Non-public funding - Geographic Distribution

- Metro Area Info Session

June 16, 10:30 am – 12:00 noon

MnDOT Metro District Waters Edge



[www.mndot.gov/ted](http://www.mndot.gov/ted)

Thank you