

Information Item

DATE: July 25, 2017
TO: Technical Advisory Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Regional Solicitation Update: Qualifying Requirements and Forms

With the recent programming of FY 2020-2021 funds, Metropolitan Council staff is now turning its attention to the 2018 Regional Solicitation, which will program funds for fiscal years 2022-2023.

Attached are the Qualifying Criteria and Forms with potential changes tracked for consideration.

Key changes reflected in the attached are:

- Qualifying Requirements
 - Additional requirement that an ADA Transition Plan must be in process or completed in order for a project to be included in the TIP and approved by FHWA.
 - As decided upon in preparation for the 2016 Regional Solicitation, requirement that interchange projects must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal.
 - (Roadway Expansion Only) If expanding thru lanes or building a new interchange on an existing signalized corridor, signal retiming must be completed within five years of project submittal.
- Forms
 - Limitations on attachment page size and number of pages.
 - Optional one-page project summaries to provide succinct information to TAB members and the scoring committees.
 - Removal of some risk assessment elements in order to provide more weight to key elements.

Qualifying Requirements

June 22, 2017

The applicant must show that the project meets all of the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application. Applicants whose projects are disqualified may appeal and participate in the review and determination of eligibility at the Technical Advisory Committee (TAC) Funding & Programming Committee meeting.

By selecting each checkbox, the applicant confirms compliance with the following project requirements:

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan [\(2015\)](#), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement.

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan [goals, objectives, and strategies](#) that relate to the project. List the goals, objectives, strategies, and associated pages):

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages):

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement.

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement.

6. Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement.

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1.

[Details of minimum and maximum awards to be discussed this fall](#)

Table 1: ~~2016~~ Regional Solicitation Funding Award Minimums and Maximums

Modal Categories	2016 Regional Solicitation		
	Application Categories	Minimum Federal Award	Maximum Federal Award
Roadways Including Multimodal Elements	Roadway Expansion	\$1,000,000	\$7,000,000
	Roadway Reconstruction/Modernization <u>and Spot Mobility</u>	\$1,000,000	\$7,000,000
	Roadway System <u>Traffic Management Technologies</u>	\$250,000	\$7,000,000
	Bridges Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
	Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	\$250,000	\$1,000,000
	Safe Routes to School	\$150,000	\$1,000,000
Transit and TDM Projects	Transit Expansion	\$500,000	\$7,000,000
	Transit System Modernization	\$100,000	\$7,000,000
	Travel Demand Management (TDM)	\$75,000	\$300,000

Check the box to indicate that the project meets this requirement

8. The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement.

9. If the agency sponsoring the project has greater than 50 employees, then the agency must have an adopted Americans with Disabilities Act (ADA) Transition Plan or be substantially working towards completing its Transition Plan in order for the selected project to be included in the Transportation Improvement Program (TIP) and approved by FHWA. If the agency has less than 50 employees, then they need to have completed or be substantially working towards completing an ADA self-evaluation.

Check the box to indicate that the project meets this requirement.

10. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement.

11. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement.

12. The project must represent a permanent improvement with independent utility. The term “independent utility” means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement.

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement.

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement.

Roadways Including Multimodal Elements

1. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-1756) to determine whether your project needs to go through this process.

Check the box to indicate that the project meets this requirement.

~~1.2.~~ All roadway and bridge projects must be identified as a Principal Arterial (Non-Freeway facilities only) or A-Minor Arterial as shown on the latest TAB approved roadway functional classification map.

Check the box to indicate that the project meets this requirement.

~~2.3.~~ **Roadway Expansion and Reconstruction/Modernization and Spot Mobility projects only:** The project must be designed to meet 10-ton load limit standards.

Check the box to indicate that the project meets this requirement.

3. Roadway Expansion projects only: If expanding thru lanes or building a new interchange on an existing signalized corridor, signal retiming must be completed within five years of application submittal (i.e., completed a signal retiming between 2013 and 2018), consistent with regional policy in the 2040 Transportation Policy Plan.

Check the box to indicate that the project meets this requirement.

4. **Bridge Rehabilitation/Replacement projects only:** Projects requiring a grade-separated crossing of a Principal Arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's "Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities" manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

Check the box to indicate that the project meets this requirement.

5. **Bridge Rehabilitation/Replacement projects only:** The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian

traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

Check the box to indicate that the project meets this requirement.

6. **Bridge Rehabilitation/Replacement projects only:** The length of the bridge must equal or exceed 20 feet.

Check the box to indicate that the project meets this requirement.

7. **Bridge Rehabilitation/Replacement projects only:** The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

Check the box to indicate that the project meets this requirement.

~~Please note: In this 2016 solicitation, points will be awarded as part of the Risk Assessment for applicable projects that have completed this interchange approval process. In the next Regional Solicitation, applicable interchange projects will need to go through the approval prior to submitting an application (i.e., it will become a qualifying requirement). Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.~~

Bicycle and Pedestrian Facilities Projects Only

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement.

2. **Multiuse Trails on Active Railroad Right-of-Way:** All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

3. **Safe Routes to School projects only:** All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

4. **Safe Routes to School projects only:** All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the [student travel tally form](#) and the [parent survey](#)

available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the [MnDOT SRTS website](#).

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Transit and Travel Demand Management (TDM) Projects Only

1. **Transit Expansion projects only:** The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service, or dial-a-ride).

Check the box to indicate that the project meets this requirement.

2. **Transit Expansion projects only:** The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

Check the box to indicate that the project meets this requirement.

3. **Transit Expansion and Transit Modernization projects only:** The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

Check the box to indicate that the project meets this requirement.

4. **Transit Expansion and Transit ~~System~~-Modernization projects only:** The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Check the box to indicate that the project meets this requirement.

Application: Regional Solicitation for Transportation Projects in ~~2020~~2022 and ~~2021~~2023

June 22, 2017

Complete and submit the following online application **by 4:00 PM on July 15, ~~2016~~2018**.

For questions contact (Elaine Koutsoukos) at (elaine.koutsoukos@metc.state.mn)

I. GENERAL INFORMATION

1. APPLICANT:
2. UNIT OF GOVERNMENT: (Select from drop down list)
3. PRIMARY COUNTY WHERE THE PROJECT IS LOCATED: (Select from drop down list)
4. CITIES OR TOWNSHIPS WHERE THE PROJECT IS LOCATED: _____
45. JURISDICTIONAL AGENCY (IF DIFFERENT THAN THE APPLICANT):
65. APPLICANT MAILING ADDRESS STREET: CITY: STATE: ZIP CODE:
76. PROJECT CONTACT PERSON: TITLE: PHONE NO. () E-MAIL ADDRESS:

II. PROJECT INFORMATION

78. PROJECT NAME:
89. APPLICATION CATEGORIES – Check only one project category in which you wish your project to be considered. Roadways Including Multimodal Elements <input type="checkbox"/> Roadway Expansion <input type="checkbox"/> Roadway System Traffic Management <u>Technologies</u> <input type="checkbox"/> Roadway Reconstruction/Modernization <u>and Spot Mobility</u> <input type="checkbox"/> Bridge Rehabilitation/Reconstruction
Transit and Travel Demand Management (TDM) Projects <input type="checkbox"/> Transit Expansion <input type="checkbox"/> Transit System Modernization <input type="checkbox"/> TDM
Bicycle and Pedestrian Facilities <input type="checkbox"/> Multiuse Trails and Bicycle Facilities <input type="checkbox"/> Safe Routes to School Infrastructure <input type="checkbox"/> Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
910. BRIEF PROJECT DESCRIPTION (Include location, road name/functional class, type of improvement, etc. – limit to 400 words):
1011. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION – will be used in TIP if the project is selected for funding (Link):
1112. PROJECT LENGTH (to the nearest one-tenth of a mile):

III. PROJECT FUNDING

~~12~~13. Are you applying for competitive funds from another source(s) to implement this project? Yes No

If yes, please identify the source(s):

~~12~~14. FEDERAL AMOUNT: \$

~~13~~15. MATCH AMOUNT: \$ (Minimum of 20% of the project total)

~~14~~16. PROJECT TOTAL: \$

~~15~~17. MATCH PERCENTAGE (Minimum of 20%):

(Compute the match percentage by dividing the match amount by the project total)

~~16~~18. SOURCE OF MATCH FUNDS (A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources):

~~17~~19. PROGRAM YEARS (Check all years that are feasible): ~~2018-2020~~ (TDM Only) ~~2019-2021~~ (TDM Only)
 ~~2020-2022~~ ~~2021-2023~~

~~18~~20. ADDITIONAL PROGRAM YEARS (Check all years that are feasible if funding in an earlier year becomes available): ~~2019~~7 ~~2018~~ ~~2020~~ ~~2019~~2021

IV. REQUIRED ATTACHMENTS

1922. MAPS:

- A map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components upon completion of the project.
- A photograph ~~or Google Street View screen capture (or similar)~~ showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant is agreeing to allow the Council to use this photograph. If applicants wish to use a google street view, they should adhere to the copyright guidelines, on the Google website: <https://www.google.com/permissions/geoguidelines.html#streetview>.
- **For Roadway Expansion, Roadway Reconstruction/Modernization, and Roadway System Management projects only:** The Synchro/Highway Capacity Manual emission reduction reports including the Timing Page Report that displays input and output information. *This report must be attached within the web-based application form for Measure 5A (Congestion Reduction/Air Quality).*
- **For Safe Routes to School Projects only:** The completed travel tally and parent survey results from the SRTS planning process. The travel tally form can be found on the Minnesota Department of Transportation (MnDOT) SRTS website: http://www.saferoutesinfo.org/sites/default/files/resources/SRTS_Two_Day_Tally.pdf. *The travel tally and parent survey results must be attached within the web-based application form for Measure 2A (Usage).*
- All project information maps generated through the Metropolitan Council Make-A-Map web-based application completed at the beginning of the application process. Attachment/upload locations are placed throughout all appropriate web-based application forms.
- Each individual attachment must be saved as an 8.5"X11"pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted.
- Applicants are required to submit a one-page project summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.

2023. COORDINATION

- The applicant must include a letter of support from the agency that owns/operates ~~with jurisdiction over~~ the facility and/or the agency that will be operating the transit service (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
- If the applicant expects any other agency to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate.
- **For Transit Expansion projects that include service expansion only:** Applicants must provide a letter of support for the project from the transit provider that will commit to providing the service or manage the contract for the service provider.

~~21~~24. OTHER

- **For Transit and TDM Projects that include public/private joint-use parking facilities only:** The applicant must upload a plan for and make a commitment to the long-term management and enforcement of ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded be available exclusively to transit users during the hours of transit service. In the plan, the applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the plan.
- **TDM Projects only:** Upload Project Budget (budget should include applicable costs, such as, salary, fringe benefits, overhead expenses, marketing, materials, etc.). If using a sub-vendor as part of the project, proper procurement procedures must be used after the project is awarded to select the vendor.

Project Information Form – Bicycle and Pedestrian Facilities

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

NAME OF TRAIL/PED FACILITY: _____ (i.e., CEDAR LAKE TRAIL)

TERMINI: (Termini listed must be within 0.3 miles of any work)

From: _____

To: _____

(DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR)

OR At: _____

PRIMARY TYPES OF WORK _____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE/CULVERT NO.: _____

NEW BRIDGE/CULVERT NO.: _____

STRUCTURE IS OVER/UNDER: _____

Project Information Form – Roadways Including Multimodal Elements

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY _____

FUNCTIONAL CLASS OF ROAD _____

ROAD SYSTEM _____ (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

ROAD/ROUTE NO. _____ (i.e., 53 FOR CSAH 53)

NAME OF ROAD _____ (Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

TERMINI: (Termini listed must be within 0.3 miles of any work)

From: _____

To: _____
(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: _____

PRIMARY TYPES OF WORK _____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

OLD BRIDGE/CULVERT NO.: _____

NEW BRIDGE/CULVERT NO.: _____

STRUCTURE IS OVER/UNDER: _____

Project Information Form – Transit and TDM (for Park-and-Ride and Transit Station Projects Only)

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A.

COUNTY, CITY, OR LEAD AGENCY _____

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

NAME OF PARK AND RIDE OR TRANSIT STATION: _____
(i.e., MAPLE GROVE TRANSIT STATION)

TERMINI: (Termini listed must be within 0.3 miles of any work)

From: _____

To: _____
(DO NOT INCLUDE LEGAL DESCRIPTION)

OR At: _____

PRIMARY TYPES OF WORK _____

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Estimate of TAB-Eligible Project Costs

Fill out the scoping sheet below and provide the estimate of TAB-eligible costs for the project. Applicants are not required to fill out each row of the cost estimate. The list of project elements is meant to provide a framework to think about the types of costs that may be incurred from the project. The total cost should match the total cost reported for the project on the first page of this application. Costs for specific elements are solely used to help applicants come up with a more accurate total cost; adjustments to these specific costs are expected as the project is more fully developed. Per TAB direction, the project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Please use ~~2016~~-2018 cost estimates for all project elements including transit vehicle and operating costs. ~~The TAB may apply an inflation factor to awarded projects. If TAB includes an inflation factor, then all project elements will be inflated, unlike past years, when only certain project elements were inflated.~~

It is important that applicants accurately break out costs for the project's various multimodal elements. These costs will be used, in part, to help determine the score for the Multimodal Facilities scoring criterion. If no dollar amount is placed in the cost estimate form below, ~~th~~an~~th~~en it will be assumed that no multimodal elements are included with the project.

TAB-ELIGIBLE CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
Specific Roadway Elements		
<input type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$
<input type="checkbox"/>	Removals (approx. 5% of total cost)	\$
<input type="checkbox"/>	Roadway (grading, borrow, etc.)	\$
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input type="checkbox"/>	Traffic Control	\$
<input type="checkbox"/>	Striping	\$
<input type="checkbox"/>	Signing	\$
<input type="checkbox"/>	Lighting	\$
<input type="checkbox"/>	Turf - Erosion & Landscaping	\$
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall (do not include in cost effectiveness measure)	\$

<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	Railroad Crossing	\$
<input type="checkbox"/>	Roadway Contingencies	\$
<input type="checkbox"/>	Other Roadway Elements	\$
Specific Bicycle and Pedestrian Elements		
<input type="checkbox"/>	Path/Trail Construction	\$
<input type="checkbox"/>	Sidewalk Construction	\$
<input type="checkbox"/>	On-Street Bicycle Facility Construction	\$
<input type="checkbox"/>	Right-of-Way	\$
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$
<input type="checkbox"/>	Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$
<input type="checkbox"/>	Pedestrian-Scale Lighting	\$
<input type="checkbox"/>	Streetscaping	\$
<input type="checkbox"/>	Wayfinding	\$
<input type="checkbox"/>	Bicycle and Pedestrian Contingencies	\$
<input type="checkbox"/>	Other Bicycle and Pedestrian Elements	\$
Specific Transit and TDM Elements		
<input type="checkbox"/>	Fixed Guideway Elements	\$
<input type="checkbox"/>	Stations, Stops, and Terminals	\$
<input type="checkbox"/>	Support Facilities	\$
<input type="checkbox"/>	Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$
<input type="checkbox"/>	Vehicles	\$
<input type="checkbox"/>	Contingencies	\$
<input type="checkbox"/>	Right-of-Way	\$
<input type="checkbox"/>	Other Transit and TDM Elements	\$
TOTAL TAB-ELIGIBLE CONSTRUCTION COSTS		\$
Transit Operating Costs		
<input type="checkbox"/>	Number of platform hours	
<input type="checkbox"/>	Cost per platform hour (fully loaded costs)	\$
	Subtotal - _____	\$
<input type="checkbox"/>	Other Costs – Administration, Overhead, etc.	\$
	Total Transit Operating Costs	\$
<input type="checkbox"/>	TDM Operating Costs	\$
TOTAL TAB-ELIGIBLE TRANSIT AND TDM OPERATING COSTS		\$
TOTAL TAB-ELIGIBLE COSTS		\$

Risk Assessment

Please check those that apply and fill in anticipated completion dates for all projects, except for new/expanded transit service projects, transit vehicle purchases, or travel demand management (TDM) projects.

1) ~~Project Scope~~Funding (5-20 Percent of Points)

- 100% ~~Meetings or contacts with stakeholders have occurred~~ All funding sources are identified and/or are local sources (the Regional Solicitation award is the gap funding/remaining funding needed to implement the project)
- 40% ~~Stakeholders have been identified~~
- 0% ~~The applicant is promising to cover the entire local match, but they will need to seek other sources (e.g., state bonding or various state or federal competitive grants) or funding partners to be able to deliver the project~~ Stakeholders have not been identified or contacted

2) ~~Layout or Preliminary Plan (5 Percent of Points)~~

- 100% ~~Layout or Preliminary Plan completed~~
- 50% ~~Layout or Preliminary Plan started~~
- 0% ~~Layout or Preliminary Plan has not been started~~

Anticipated date or date of completion: _____

3) ~~Environmental Documentation (5 Percent of Points)~~

EIS EA PM

Document Status:

- 100% ~~Document approved (include copy of signed cover sheet)~~
- 75% ~~Document submitted to State Aid for review (date submitted: _____)~~
- 50% ~~Document in progress; environmental impacts identified; review request letters sent~~
- 0% ~~Document not started~~

Anticipated date or date of completion/approval: _____

4) 2 Review of Section 106 Historic Resources (10-20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- 100% There are historical/archeological properties present, but determination of "no historic properties affected" is anticipated.
- 80% Historic/archeological ~~review under way~~ property impacted; determination of "~~no historic properties affected~~" or "no adverse effect" anticipated
- 40% Historic/archeological ~~review under way~~ property impacted; determination of "adverse effect" anticipated
- 0% Unsure if there are any historic/archaeological ~~resources~~ properties in the project area.

Anticipated date or date of completion of historic/archeological review: _____

Project is located on an identified historic bridge:

5)3) Review of Section 4f/6f Resources (10-20 Percent of Points)

4(f) – Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) – Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

- 100% No Section 4f/6f ~~resources~~ property located in or adjacent to the project
- 100% Impact to 4(f) property. The project is an Independent Bikeway/Walkway project covered by the bikeway/walkway Negative Declaration statement. Letter of support received (potential option for bicycle and pedestrian facility applications only)
- 80/70% Section 4f resources present within the project area, but ~~no adverse effects~~ impacts are minor and they do not adversely affect the activities, features, or attributes of the 4(f) property.
- 50% ~~Project impacts to~~ Section 4f/6f resources likely present within project area; 4(f) evaluation required. ~~Coordination/documentation has begun~~
- 30% ~~Project impacts to~~ Section 4f/6f present within project area; 4(f) evaluation required. ~~Coordination/documentation has not begun resources likely – coordination/documentation has not begun~~
- 0% Unsure if there are any impacts to Section 4f/6f resources in the project area

6)4) Right-of-Way (15-20 Percent of Points)

- 100% Right-of-way, permanent or temporary easements not required
- 100% Right-of-way, permanent or temporary easements has/have been acquired
- 75% Right-of-way, permanent or temporary easements required, offers made
- 50% Right-of-way, permanent or temporary easements required, appraisals made
- 25% Right-of-way, permanent or temporary easements required, parcels identified
- 0% Right-of-way, permanent or temporary easements required, parcels not identified
- 0% Right-of-way, permanent or temporary easements identification has not been completed

~~Anticipated date or date of acquisition~~ _____

7)5) Railroad Involvement (25-20 Percent of Points)

- 100% No railroad involvement on project
- 100% Railroad Right-of-Way Agreement is executed (include signature page)
- 60% Railroad Right-of-Way Agreement required; Agreement has been initiated
- 40% Railroad Right-of-Way Agreement required; negotiations have begun
- 20% Railroad Right-of-Way Agreement required; railroad has been contacted
- 0% Railroad Right-of-Way Agreement required; ~~negotiations not begun~~ railroad has not been contacted.

~~Anticipated date or date of executed Agreement~~ _____

8) ~~Interchange Approval (15 Percent of Points)*~~

- 100% Project does not involve construction of a new/expanded interchange or new interchange ramps
- 100% Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee
- 0% Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.

9) Construction Documents/Plan (10 Percent of Points)

- 100% Construction plans completed/approved (include signed title sheet)
- 75% Construction plans submitted to State Aid for review
- 50% Construction plans in progress; at least 30% completion
- 0% Construction plans have not been started

Anticipated date or date of completion: _____

10) Letting

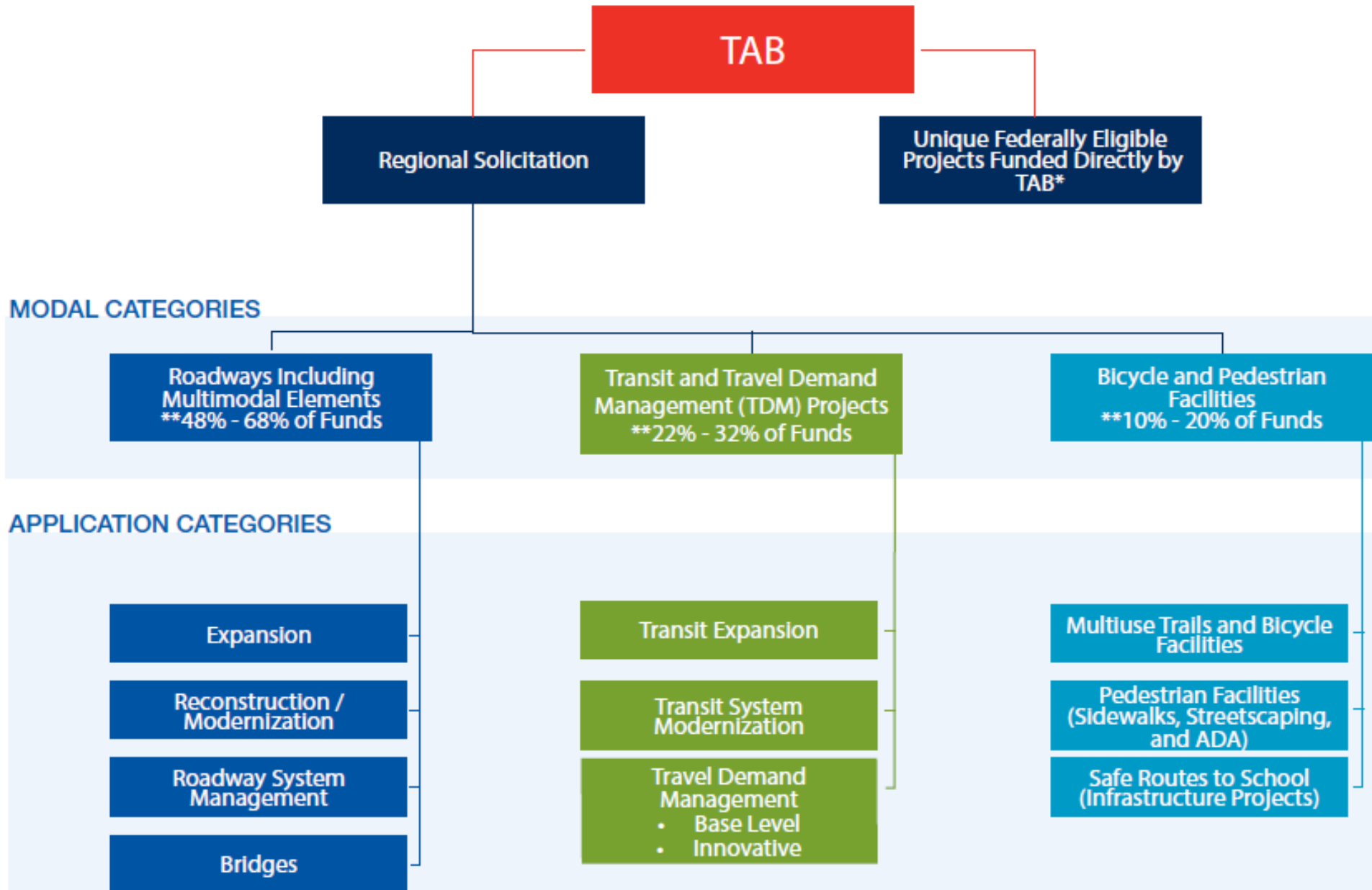
Anticipated Letting Date: _____

REGIONAL SOLICITATION CRITERIA and FORMS

TAC
August 2, 2017



2016 Application Categories



TAC F&P Feedback on Top 20 List

- F&P members did not support a separate interchange application category
- Additional sub-committees formed:
 - Travel Demand Management (TDM)
 - Equity Measures
 - Roadway System Management
 - Transit
 - Multiuse Trail

Potential Qualifying Criteria Changes

- ADA Transition Plans (page 3)
- Interchange approval process (decided before 2016 Solicitation and change written into the previous application) (page 4)
- Signal retiming for expansion projects (page 4)

Potential Forms Changes

- Changes to roadway categories to reflect TPP language (page 1)
- Include a photograph to establish “before and after” visuals (page 3)
- One-page project summaries (page 3)
 - Could be helpful for online mapping tool, scorers, TAB members

Potential Forms Changes

- Risk Assessment Form did not make a difference in 2016 scoring (9 sub-measures, so each only worth about 1% of total score)
- Focus on the primary reasons why projects drop out. (pages 10-12)
 - Lack of local match
 - Historic resources
 - 4f/6f
 - ROW
 - RR

Review of Two Applications Today

- Safe Routes to School
 - Pedestrian Facilities
-
- Roadways-September
 - Functional class change requests due Sept 1
 - Transit and Multiuse Trails-October

Questions

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